Statewide Plan of Operation
For the
Interdiction of Motor Vehicle Theft
And Related Crimes

STATE OF NEW YORK
Division of Criminal Justice Service
Office of Program Development and Funding
on behalf of the
Motor Vehicle Theft and Insurance Fraud Prevention Board

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The Statewide Plan of Operation for Motor Vehicle Theft

Introduction

In accordance with the legislative intent of Article 36-A of the Executive Law, the New York State Motor Vehicle Theft and Insurance Fraud Prevention Board will develop and recommend to the Commissioner a **Plan of Operation** (Plan) which shall provide for a coordinated approach to curtailing motor vehicle theft and motor vehicle insurance fraud throughout the State. The Plan shall provide an integrated means to detect, prevent, deter and reduce motor vehicle theft and insurance fraud by providing funds, upon the recommendation of the Board and approval by the Commissioner, to meet these objectives.

The Board is committed to ensuring that the Plan of Operation reflects not only the interests and concerns of those State and local officials whose duty it is to enforce the criminal laws and to direct the administration of justice in New York State, but also the views of the insurance industry, neighborhood and community groups, professional organizations, and citizens as well. In developing the plan, the Board has embraced the following programmatic approach which has been proven effective in motor vehicle theft and insurance fraud prevention efforts in other states and based upon input from the Statewide Strategy Group. The areas of concentration for the plan are as follows:

- **Law Enforcement / Detection / Apprehension**

- **Prosecution / Adjudication / Conviction**

- **Public Awareness / Prevention / Education**

- **Legislative Efforts**

Due to the divergent nature of the problems of motor vehicle theft and insurance fraud, the Board agreed to address these two problems with two separate plans. This document addresses only motor vehicle theft.

Eligible Programs

In accordance with the legislative intent of Article 36-A of the Executive Law, § 846-m, activities eligible for funding include, but are not limited, to the following:

- Prosecution and adjudication services (county and municipal agencies).

- Law enforcement services (county and municipal agencies).

- Neighborhood or community based programs designed to reduce the incidence of motor vehicle theft and motor vehicle insurance fraud.

- Educational programs designed to prevent the incidence of theft of motor vehicles and fraudulent practices.

- Programs designed to examine, evaluate and make recommendations relating to the efficacy of motor vehicle theft prevention devices or methods. This includes, but is not limited to, passive tracking devices designed to identify the location of a motor vehicle at any given point in time and window glass etching with vehicle identification numbers or any other unique identifying symbol including decal programs.

Outline of Statewide Plan of Operation

The Plan is representative of an effective strategy that can easily be adapted by local, county and state agencies to decrease the incidence of motor vehicle theft through integrated means that detect, deter, and prevent motor vehicle theft. The Plan is presented in the following format:

Part One: Problem Identification of Motor Vehicle Theft

The collection of accurate and timely crime data is essential in the identification of a motor vehicle theft problem whether it is derived from the required Uniform Crime Reports (UCR) for the FBI and DCJS or data that an agency otherwise gathers to answer the "Who", "What", and "When" of motor vehicle theft and related crimes.

Part Two: Analysis of Motor Vehicle Theft Problem in New York State

By analyzing timely and accurate data, an agency is assisted in answering the "Why" for the occurrence of motor vehicle theft and related crimes. This is essential in the development of an effective crime reduction strategy that targets the problem identified. The Plan analyzes motor vehicle theft and related crimes statewide and regionally.

Part Three: Areas of Concentration within the Plan of Operation

The Plan shall provide an integrated means to detect, prevent, deter and reduce motor vehicle theft and related crimes. There are four areas of concentration that the Plan identifies as essential for an effective statewide strategy: **Law Enforcement / Detection / Apprehension; Prosecution / Adjudication / Conviction**; **Public Awareness / Prevention / Education**; and **Legislative Efforts**. Each of these areas contains elements that have been identified by experts in the field as effective strategies within the area of concentration.

Part Four: Evaluation

The Plan presents standardized performance measures that are recommended for inclusion by law enforcement and prosecution agencies in the evaluation of their strategy to decrease motor vehicle theft and related crimes.

Part One: Problem Identification of Motor Vehicle Theft

National Overview - 2009[1]

According to national statistics the number of motor vehicle thefts reported in 2009 had **decreased by 17.1%** over the prior year. There were **794,616** motor vehicle thefts reported in **2009** as compared to **958,629** in **2008;** all regions of the country experienced a decrease in motor vehicle thefts.
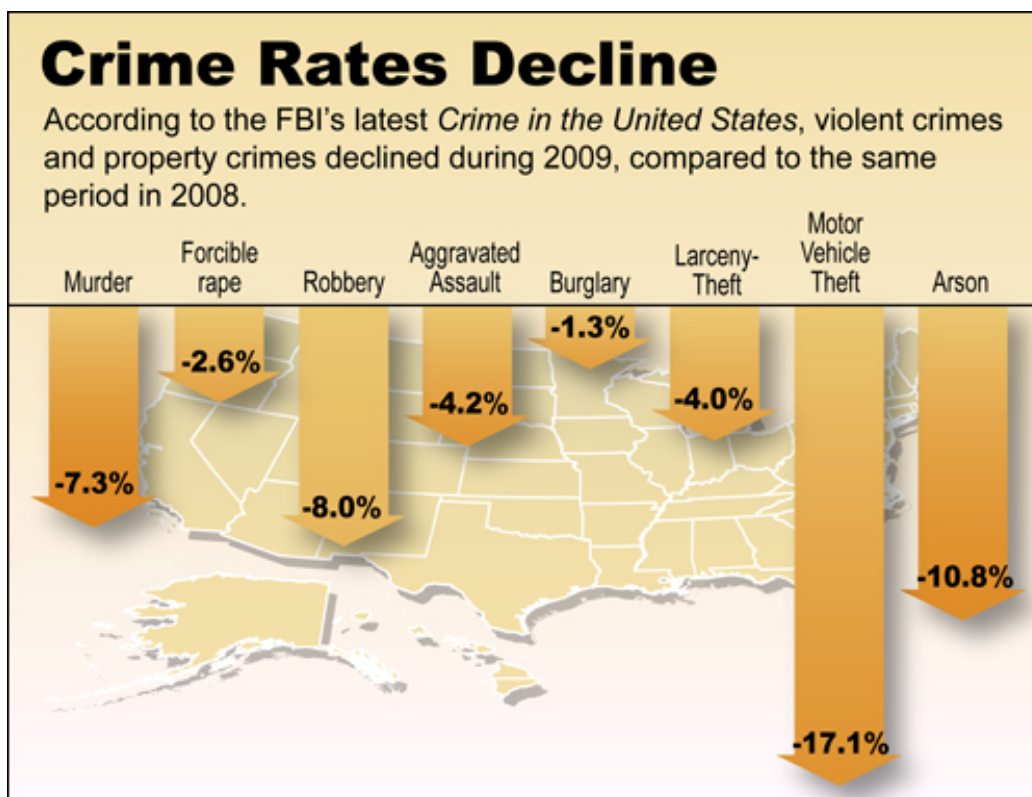
Midwestern states showed a decrease of 18.4%, the Southern states a decrease of 16.9% and the Western states a decrease of 16.7%. The **Northeast Region of the United States** experienced a **17.1% decrease** in motor vehicle thefts in 2009. In the Northeast region, only New York and Pennsylvania have dedicated funds administered by a board or authority for the prevention of motor vehicle theft and insurance fraud.

FBI statistics showed that California had the greatest number of thefts - 164,021 or 21% of the national total - followed by Texas (76,559), Florida (50,259), Georgia (33,145) and Michigan (29,383). The number of motor vehicle thefts for New York State as estimated by the FBI was 21,763 or 2.7% of the national total.

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[1] FBI statistics for 2010 were not available at the time of publishing this report.

Motor Vehicle Theft Rate/100K Population

	Nat Ave.	NY	Wash. DC	NV	CA	AZ	HA	WA	MD	GA	NM	MI
Rate/100k	258.8	111.4	922.5	468.4	443.8	394	372.1	355.3	344.2	337.2	322.2	294.7
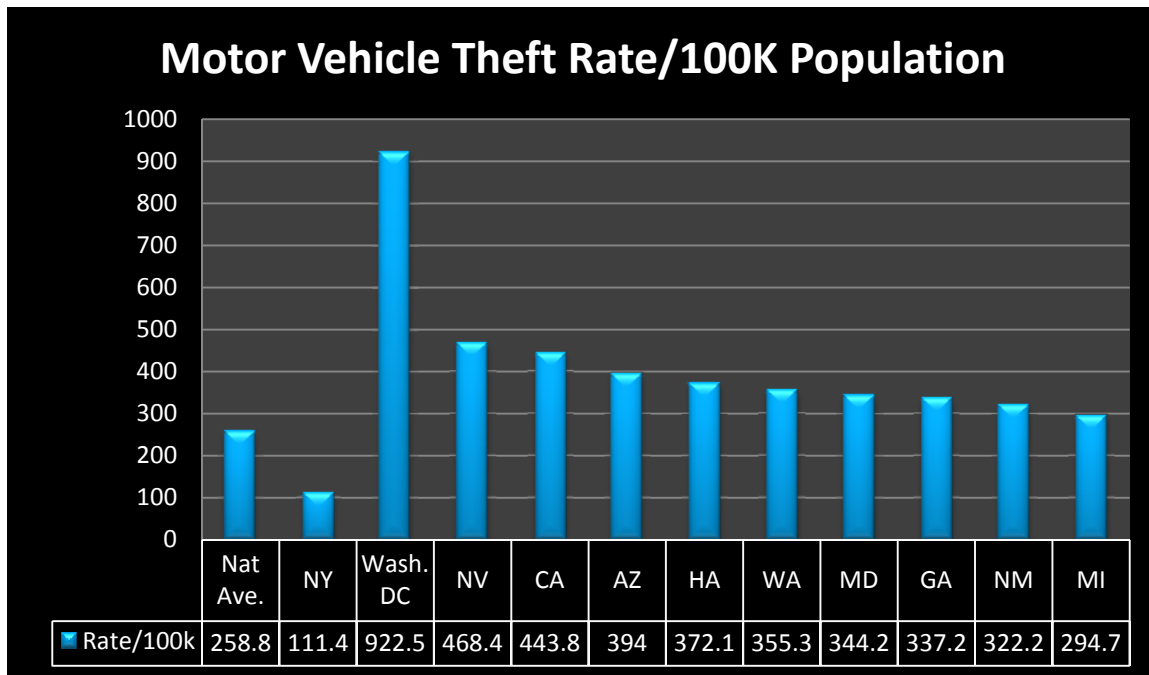
In **New York** for 2009, the rate of motor vehicle thefts at 111.4 per 100,000 population was 56.9**%** below the national average of 258.8 per 100,000 population. Washington, D.C. has the highest rate of 922.5 stolen vehicles per 100,000 population followed by Nevada (468.4), California (443.8), Arizona (394.0), Hawaii (372.1) and Washington (355.3).

Motor Vehicle Theft Rates/100k Population

	1997	1999	2001	2003	2005	2007	2009
NYS	439.7	341.8	269.3	235.2	184.5	145	111.4
National	505.8	420.7	430.6	433.4	416.7	363.3	258.8
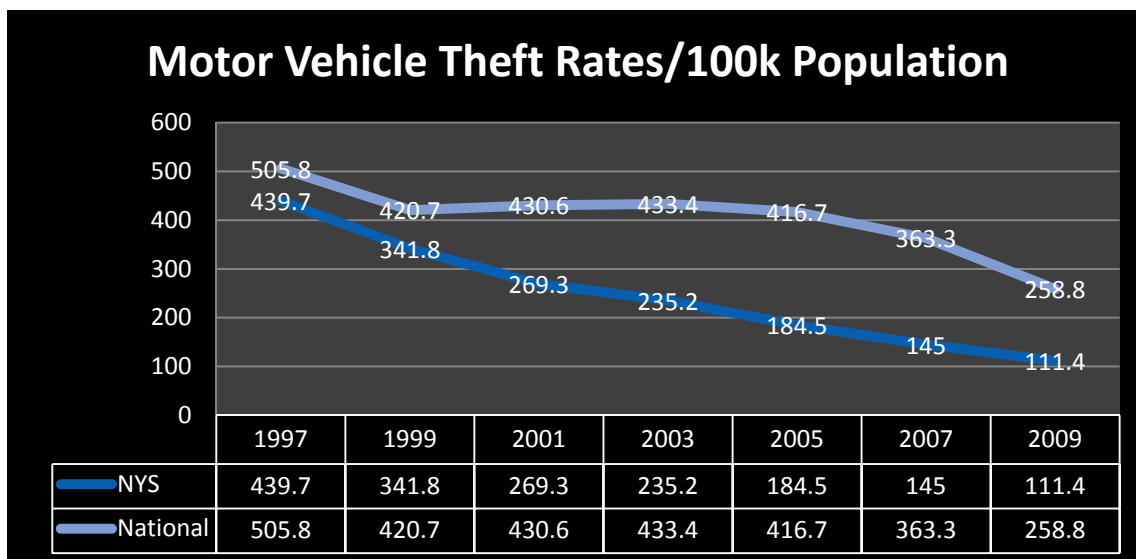
In 2009, New York's motor vehicle theft rate of 111.4 per 100,000 is at its lowest rate in decades.

Statewide Overview of Motor Vehicle Theft

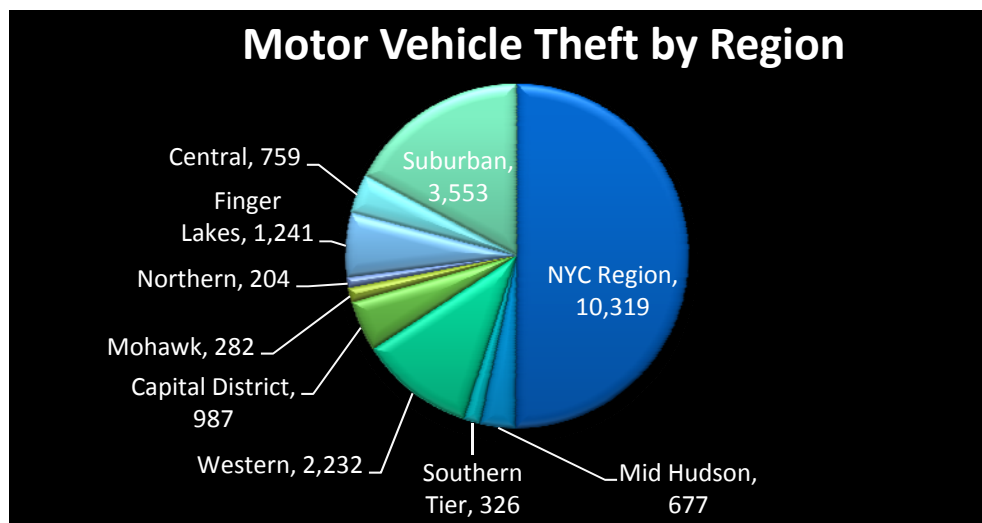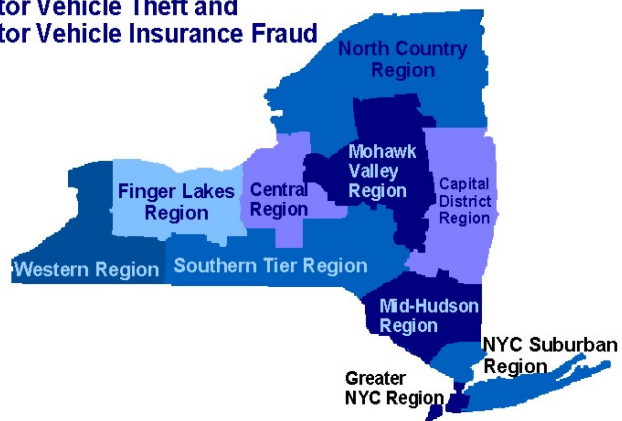New York State has experienced a sustained reduction in the number of reported stolen vehicles — from 79,740 in 1997 to 20,344 in 2010 (a 74.4% decrease). This reduction in New York far exceeds the national reduction of 41.3% in reported motor vehicle thefts between 1997 and 2009. The number of vehicles reported stolen in New York is now at its lowest level in more than two decades.

The following overview on the incidence of motor vehicle theft in New York State will be done in a regional perspective[2].   In 2010, the greatest number of motor vehicle thefts occurred in the Greater New York City Region, with its 10,319 reported thefts accounting for 50.7% of state total. Rounding out the top five regions in the state are NYC Suburban Region 3,522 (17.3%), Western Region 2,232 (10.9%), Finger Lakes Region 1,241 (6.1%), and the Capital District Region 987 (4.8%). A detailed breakdown of the data by county is provided in the appendices of this report.

New York State Regional Map for Incidents of Motor Vehicle Theft and Motor Vehicle Insurance Fraud

Motor Vehicle Theft by Region

Central, 759; Finger Lakes, 1,241; Northern, 204; Mohawk, 282; Capital District, 987; Western, 2,232; Southern Tier, 326; Mid Hudson, 677; NYC Region, 10,319; Suburban, 3,553

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[2] NYC Region - Bronx, Kings, New York, Queens, Richmond; NYC Suburban - Nassau, Rockland, Suffolk, Westchester; Mid-Hudson - Dutchess, Orange, Putnam, Sullivan, Ulster; Capital District - Albany, Columbia, Greene, Rensselaer, Saratoga, Schenectady, Warren, Washington; Mohawk Valley - Fulton, Hamilton, Herkimer, Montgomery, Oneida, Schoharie; North Country - Clinton, Essex, Franklin, Jefferson, Lewis, St. Lawrence; Central - Cayuga, Cortland, Madison, Onondaga, Oswego; Finger Lakes - Genesee, Livingston, Monroe, Ontario, Orleans, Wayne, Wyoming, Yates; Southern Tier - Broome, Chemung, Chenango, Delaware, Otsego, Schuyler, Steuben, Tioga, Tompkins; Western - Allegany, Cattaraugus, Chautauqua, Erie, Niagara

The Division of Criminal Justice Services has identified the top 18 localities in New York with the highest volume of Part 1 crimes, which include motor vehicle theft[3]. In 2010, these localities showed a decrease in motor vehicle theft in the greater metropolitan New York City area and its suburban municipalities of 8.5%. The cities in the Western New York experienced a 7.5% decrease while those in the Capital District/Hudson Valley also experienced a decrease of 7.4%. The Central New York cities experienced an increase of 1.7% in motor vehicle theft.

When the rate of motor vehicle theft per 100,000 population is calculated by county, Erie County has the highest rate of 204.9 per 100,000, followed by Bronx County at 155.8, Queens County at 155.0, Rensselaer at 149.3, and Schenectady County at 145.7 respectively.

Motor Vehicle Thefts Reported - 2009 - 2010			
Police Agency	2009	2010	Change
Albany City PD	239	230	-3.7%
Binghamton City PD	44	18	-59%
Buffalo City PD	1,580	1,420	-10.1%
Jamestown City PD	20	44	+100%
Kingston City PD	30	18	-40%
Nassau County PD	1,121	837	-25.3%
Newburgh City PD	88	66	-25%
New York City PD	11,065	10,319	-6.7%
Niagara Falls City PD	128	134	+4.6%
Poughkeepsie City PD	65	52	-20%
Rochester City PD	962	752	-21.8%
Schenectady City PD	215	184	-14.4%
Spring Valley Village PD	22	26	+18.1%
Suffolk County PD	1,511	1,446	-4.3%
Syracuse City PD	338	367	+8.5%
Troy City PD	120	145	+20.8
Utica City PD	77	82	+6.4%
Yonkers City PD	343	244	-28.8%

Part II: Analysis of Motor Vehicle Theft Problem In New York State

Types of Motor Vehicle Theft

Motor vehicle theft in New York and elsewhere is committed for a variety of reasons. Research in the field as well as input from the Statewide Advisory Group suggests that there are two basic motives behind motor vehicle thefts:

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[3] Part 1 crimes are: murder, rape, robbery, aggravated assault, larceny, burglary, and motor vehicle theft.

Unauthorized Use

➢ Joyriding - Theft of the vehicle to simply ride around in it. These vehicles are usually recovered quickly and in the same community in which they were stolen.

➢ Transportation-Theft of the vehicle for personal use. Unlike joyriding, this theft is committed for a specific reason - transportation. The stolen car is abandoned at the destination.

➢ Commit Other Crimes - Theft of the vehicle for transportation to and from a crime scene such as staged accidents or when a drug user "leases" their vehicle to their supplier or dealer in lieu of cash for drugs for a specific period of time. The vehicle is abandoned or passed off to another after the crime is committed.

Profit - Thefts perpetrated for financial gain.

➢ Professional or Personal

Most research and professional commentary (Statewide Plan Group) indicate that the vast majority of thefts are for **profit**. There are three major categories of operations for motor vehicle theft for profit: **stolen for resale / retag, stolen for parts and stolen for export.** In many cases the motor vehicle theft operations are just part of larger organized crime syndicates that utilize monies generated from thefts for drugs and money laundering into legitimate businesses.

*Stolen for Resale / Retag***:**

➢ *Fraudulent Paperwork* - An integral part of the motor vehicle theft problem continues to be the alteration, production, sale and possession of illegal documents such as titles, registrations and insurance cards.

➢ *Counterfeit / Altered Title* - These methods involve the selling of stolen vehicles by means of fraudulent vehicle titles which are often from out of state. The perpetrators rely on loose and inconsistent vehicle title laws in the United States. In some states, evidence of ownership may be accomplished by registration certificate and transfer is by bill-of-sale on cars other than those sold as new. Stolen cars are registered in these states, frequently on mailed-in applications for registration documentation. In some states, no evidence of ownership is required on older model vehicles. In these operations, an application is completed which reflects the purchase of the vehicle from a fictitious person in another state. A registration certificate and license plates are obtained. The vehicle is then sold with this documentation of "ownership."

➢ *Title Washing* - Another scheme used in motor vehicle theft and insurance fraud is title washing. This involves the transferring of a vehicle title between different states to remove title brands and to change an odometer reading. For example:

if thieves purchase a vehicle in New Jersey that was branded as a rebuilt salvage vehicle, they may transfer the title to a state that does not brand titles and obtain a clean title. In many cases, the perpetrators will continue to transfer the title to several states in order to disguise the history of the vehicle and confuse the ownership trail. NYS DMV has seen some vehicles where four or five titles have been obtained in a three or four day period from different states that issue titles over the counter. The final clean title is used to sell the vehicle to an unsuspecting customer for more than the actual value.

➤ *Fraudulent Manufacturer's Certificate of Origin* - The manufacturer of a new vehicle includes a document with the vehicle to its destination and ultimate sale called a Manufacturer's Certificate of Origin (MCO). It is frequently referred to as the vehicle's birth certificate. In many states, the MCO is the foundation for all subsequent registration and title documents. Fraudulent MCO's are used to misrepresent stolen vehicles as "new." This occurs more for the illegal export of vehicles than for registration purposes.

In the New York City area, DMV is seeing a dramatic increase in the number of fraudulent MCO's being offered at the DMV offices in an attempt to register two and four wheel motorized scooters. These vehicles are, by definition, "motor vehicles", but they cannot be registered, titled and operated on NYS highways since they do not meet NY motor vehicle safety and equipment standards. The sellers of these vehicles are supplying these fraudulent MCO's in an attempt to enhance the sale of these vehicles to consumers who are unfamiliar with the law and think these vehicles can be registered for use on the road.

➤ *Identity Theft* - The illegal use of another person's identity through the use of identification documents and/or numbers to obtain the apparent legal ownership of a motor vehicle that is then re-tagged, re-sold, stripped for parts or exported. Also utilized for acquiring the vehicle for personal use.

Stolen identities are often used to steal a vehicle by leasing it on a Friday or Saturday when a credit check cannot be acquired until Monday. The perpetrator pays 4-6 months up front and then disappears with the vehicle.

➤ *Fraudulent License / Insurance Cards / Inspection Stickers* - These are created to support the ownership of the stolen vehicle with the counterfeit title by a fictitious person. Counterfeit and fraudulently-obtained licenses and other documents are also utilized in insurance fraud scams and a number of other crimes such as identity theft, credit card fraud, and bank fraud. Technological advances and the development of more sophisticated computer systems and printers are often utilized by the perpetrators of these schemes. In other instances, middlemen provide the fake documents, often at a steep price, depending on the type of document and the quality of the forgery. Some criminals may offer a "package" of false documents, guaranteeing that they will be sufficient for the buyer to take to the DMV and use them to apply for a

legitimate license or non-driver ID. In addition, fraudulent licenses, insurance cards and other documents are sometimes obtained through bribery or other corruption at the issuing agency or insurance broker. Unscrupulous brokers may also take money from clients for insurance or premiums, but not remit the funds to the insurance company.

New York State has adopted the use of two dimensional bar codes which are extremely difficult to alter or duplicate. As a result, most fraudulent licenses, insurance cards and/or inspection stickers found in New York State are from other states that have not adopted these preventive measures.

Other con-artists produce and sell so-called "international driver's licenses" or other "international U.S. government identification cards" through web sites or businesses, falsely telling buyers that these IDs will help them get legitimate licenses or other papers. While this activity may constitute a scheme to defraud the purchasers of these worthless documents, the documents themselves are often not forgeries because they do not really purport to be created or issued by the state or federal government. The producers often even state clearly in their advertisements, web sites or applications (or on the face of the documents) that they are "not issued by the government".

➢ *Altered Vehicle Identification Numbers* - The intentional alteration of a vehicle's identification number (VIN) and the use of the fictitious VIN on counterfeit ownership or registration documents. The vehicle is then sold to an unsuspecting buyer.

➢ *Altered Manufacturer Stickers and Bar Codes -* The perpetrator will create counterfeit stickers that often have altered VIN's with the wrong bar code or one that cannot be read. NYS DMV has added a check digit system as another layer of protection.

➢ *Retags* – Involve the purchase of salvage vehicles (wrecked) from insurance companies or motor vehicle wreckers. The salvage is usually dismantled but the VIN plate, license plates, title or bill-of-sale is retained. A vehicle of similar make and model is stolen and the identity of the salvage vehicle is transferred to it. The stolen vehicle is then sold under this identity.

Stolen for Parts:

➢ *Chop Shops* – These methods involve theft and dismantling of vehicles for parts and accessories which are sold for profit. Parts are purchased by body shops or repair garages for repairs to damaged vehicles. There are far fewer large warehouse operations like those that were common in the 1970's and 1980's due to increased enforcement. The chop shops of today are often one or two bay operations in secluded industrial parks, local neighborhood garages, or surrounded by industry that make access and identification extremely difficult for

law enforcement. Recent investigations have revealed that some chop shop operations use such non-traditional dismantling areas as vacant lots or hidden fields. The financial motivation for stealing cars for parts is substantial. The value of the individual parts of a car far exceeds the total value of the vehicle. Additionally, stolen car parts are sold at a discounted rate and yet the final customer, a car owner or a reimbursing insurance company, pay the regular retail price. Some chop shop operations are highly organized and cars may be stolen to fill specific orders for parts from the shop's customers, who are often "legitimate" body and repair shops. Vehicles are also stolen by "body shops" that strip parts of the vehicle. A claim is then filed and the vehicle is repaired by the "body shop" with the original parts.

➢ *Salvage / Dismantler Operations* – VTL §415-a (1) requires anyone in the business of acquiring motor vehicles which are to be dismantled for parts or resold as scrap to possess a dismantler's license issued by the Department of Motor Vehicles (DMV). Violation of this section is a class E felony. A garage may have other licenses, such as to repair vehicles, but if parts are to be removed for a profit a dismantler's license is required. The legislative history of this section indicates that it was intended to provide a method by which police can trace stolen vehicles and their component parts. See People v. Tinneny, 99 Misc. 2d 962 (Sup. Ct., Kings Co., 1979). However, case law has held that the storage of parts coupled with the presence of customers does not prove that the defendant was purchasing (obtaining) vehicles for the purpose of dismantling. See People v. Agnello, 122 A.D.2d 216 (2d Dept. 1986).

Many are licensed dismantlers that purchase stolen vehicles for heavy scrap or to supply salvage vehicles for re-tags. Some participate with organized crime in controlling the scrap industry.

Salvage dealers will purchase vehicles from auctions that are missing primarily unidentifiable parts such as leather interiors, headlight and grill assemblies, etc. They will then repair these vehicles with stolen parts or sell them to individuals who will repair them with stolen parts whose origin cannot be identified. If the vehicle is presented to NY State DMV for a salvage inspection they will use bogus receipts to confirm that these parts were purchased legitimately. If the vehicle is taken out of state, many states do not require salvage inspections and the vehicles will be titled and sold.

➢ *"Surgical" Removal of Stolen Parts* - One scheme is to steal a vehicle and "surgically" remove the interior component parts. The vehicle is then recovered by a governmental agency and reported to the respective insurance company. In some cases, the vehicle is declared a total financial loss and sent to an auction.

The thieves are able to track the targeted vehicle and buy it back at auction at a fraction of its value and then reinstall the stolen parts. One major benefit to the thieves is that the parts that are removed are not identified with any traceable numbers.

➤ *Internet Sale* – There is a growing use of the Internet to sell vehicles to rebuilders as well as individuals. It is not uncommon for sellers to advertise vehicles for sale with "clean titles" which are salvage vehicles under state law. Major parts have to be replaced so these vehicles become recipients of stolen parts. Use of a "clean title" can then result in circumvention of salvage inspections that may be required for salvage vehicles. The challenge is that the sales are not regulated by any one jurisdiction and, therefore, the states must have other ways to track vehicles if they are brought in for titling. Another area of concern with Internet sales are multiple sales of a single vehicle or the collection of the money for the vehicle with failure to deliver the vehicle and/or proper proofs of ownership.

Over the past year, there has been an increase in the use of the internet to scam buyers and to steal identities. One such use of the internet involves the use of the **E-Bay** internet auction site to sell and auction stolen vehicles that have been found to have switched VINs. It has also been found that persons are selling VIN tags, license plates and other illegal parts of vehicles. E-Bay's policies bar the sale of such items. However, the number of items placed on the site makes it impossible to remove all of the illegal items in a timely fashion. E-Bay administrators are very law enforcement friendly and will provide personal information to officers without warrants. Users of E-Bay are made aware that law enforcement may become involved if they use the site illegally. A simple call to their security office or letter with agency letterhead can get the personal information needed.

Other Internet sites are not so law enforcement friendly and require experts to search the net and obtain warrants from judges. This type of investigation requires the use of many different resources and can become very costly.

➤ *Component Parts / Street Racing* – There is an increasing number of thefts of small motor vehicle components from vehicles. Radio thefts have long been a problem; theft of air bags, electronic control modules (vehicle mounted laptop-sized computers that control various functions), televisions, DVD players, and expensive leather interiors are becoming evident. Theft of GPS mapping devices have become a greater problem across the state from those mounted simply on the front windshield to those expensive factory mounted models mounted in the dashboard.

Another facet of stolen motor vehicles for parts relates to the surge in "street racing" now experienced in various regions of the state. High performance engines and transmissions are in high demand due to engines being blown

during street racing. Parts including V-Tech engines, transmissions, headlights (Xenon gas), and rims have a particularly high resale value and provide an appealing profit-margin for thieves.

The Internet is facilitating the sale of these stolen parts and investigators have identified numerous web sites where parts are being sought and sold, especially for Hondas and Acuras. The investigation of these sites has resulted in arrests and recovered stolen vehicles and parts where VIN tags and stickers on the parts have been switched in order to make detection more difficult. Thefts of parts for customizing the "street racing" vehicles occur specifically for 1999-2001 Honda Civics. The sheet metal noses of the new vehicles are being placed on early to mid-1990s Honda Civics. The appearance of or lack of NHTSA stickers on these parts makes prosecution possible for possession of stolen property or defaced VIN changes.

Stolen for Export:

➢ *Export Operations* - Involve organized rings and small groups of individuals exporting stolen United States and Canadian luxury vehicles and late-model mid-size sedans (such as Honda and Toyota), and stolen parts of all such vehicles to Eastern Europe, Russia, the Caribbean and the Far East.   This is especially true for Central and South America, where trucks are also extremely valuable for parts. There are no laws in most of these countries forbidding the sale of stolen vehicles from the United States and Canada to residents. The stolen vehicles are often shipped hidden in containers as whole or dismantled vehicles. Some vehicles are simply retagged and "rolled on" to freight ships headed overseas.

Additionally, individuals will lease a vehicle or purchase one and put the minimum down payment allowable, financing the balance. Once they obtain the title, they will remove the lien holder or forge a lien release letter and obtain a clean title. The clear title will be presented to United States customs and the vehicle will be cleared for export. The vehicle will then be exported out of the country. When the lien holder does not receive payment for ninety days, it will begin repossession proceedings, soon learning that the vehicle was exported to a country were repatriation of the vehicle is highly unlikely.

During the past few years, several industrial South American countries have agreed to strictly limit the importation of new and used commercial truck parts to strengthen sales of new commercial trucks and parts manufactured in South America. It was also agreed that to limit the imports of these truck parts, that only one country would have the license to do any importation. These imports have been vastly slowed due to embargos that have been implemented. It is reported that the embargos are going to be lifted and the great need for used parts will most likely increase the possibility of commercial vehicle theft, due to the high cost of new parts vs. used parts.

Other Statewide Trends in 2010:

      Theft from vehicles has increased greatly across the state from Montauk Point to Niagara Falls. Any electronic device that can be easily pawned or sold on the street such as GPS devices, MP3 players or lap tops are being targeted for theft. Owners of vehicles who leave such devices in plain sight or even the suction cup marks of a GPS device on a windshield are experiencing smashed windows as a result of the commission of these crimes. Research has shown that this is also a national crime trend as well.

Regional Analysis of Motor Vehicle Theft in New York State

Metropolitan New York City - (inclusive of the five boroughs, Westchester, Rockland, Suffolk, and Nassau Counties.) Motor vehicle crime in this area has reportedly involved various aspects, including:

> *Organized Crime* - Both traditional and nontraditional organized crime operations and a large number of more loosely organized groups are involved in stealing and trafficking in stolen vehicles. Money laundering is occurring through the use of check cashing store fronts.

> *Stolen Parts -* The vehicles stolen for parts as those that are of high volume in the population (top ten vehicles sold = top ten vehicles stolen). Also in demand are after market performance parts (V-Tech engines, low profile tires and rims), due to a surge in illegal "street racing".   The new Xenon head lights are removed as well as catalytic converters, which contain valuable platinum. GPS mapping devices are on the interior of the front windshield. Spark plugs are used to smash the side window for entry. Also high-end vehicles that have factory installed expensive GPS in the dashboard are being targeted as well.

> *Stolen Vehicles -* Sport utility vehicles, all wheel drive vehicles, and high-end import luxury cars are frequently stolen for export. Vehicles stolen in Bronx County tend to be older vehicles (90 -91) of foreign make (Honda, Nissan, Toyota) that are seen as easy steals due to a one-key system.

> Current steel prices make it lucrative to steal older, larger vehicles and sell them to salvage processors. Unscrupulous tow operators spot the vehicles on the street, tow them and sell them for a profit of $2,000 a vehicle.

> *Joyriding / Unauthorized Use -* An increase in these crimes is occurring with older foreign vehicles (Honda, Nissan, and Toyota) due to the ease with which the vehicles are broken into. Bronx is experiencing an increase with unauthorized use with the vehicles returned to the neighborhood they are stolen from.

➢ *Chop Shops* -   Due to increased enforcement, there tends not to be as many large chop shop operations. Rather, smaller one and two car garages that can easily shut down and move are replacing them. The perpetrators also utilize open air space such as on-street and open lots.

➢ *Motorcycles* – Motorcycles are stolen for shipment overseas as a whole or parts. Parts are also stolen for Internet sales within the United States.

➢ *All Terrain Vehicles (ATVs)* – These vehicles are stolen for personal use or sold for profit.

➢ *Exportation* - Illegal overseas exportation of retagged stolen vehicles with salvaged VIN's occurs in container ships.   In another method, individuals will lease a vehicle or purchase one and put the minimum down payment allowable and finance the balance. Once they obtain the title, they will remove the lien holder or forge a lien release letter and obtain a clean title. The clear title will be presented to U.S. customs and the vehicle will be cleared for export. The stolen vehicle will then be exported out of the country.

➢ *Fraudulent Paperwork* - Mostly out of state licenses, temporary tags (NJ, PA) Counterfeit temporary licenses and in-transit registrations from other states with lax regulations are being sold on the street. The making of counterfeit documents can be done by anyone with the computer software skills and copies of security features which can be bought off the internet. New York City sees more of the out of state licenses than upstate.

➢ *Large Trucks and "Skid Steer" Tractors* - Due to high value and lack of knowledge by enforcement these trucks are often targeted.   There is a large export problem dealing with trucks and heavy equipment. Also trailers are stolen and loaded with industrial wastes. The stolen vehicle report is often not on date of theft but on date when it is recognized as missing.

➢ *Fraud Operations* - Often vehicles are stolen to perpetuate insurance fraud, staged accidents and owner give-ups.

➢ *Identity Theft* - The use of another's identity allows an individual to fraudulently obtain a new or used vehicle.

Outside Metropolitan New York City area — Areas outside the New York City metropolitan area have reported particular problems with patterns of motor vehicle crime involving:

➢ *Cloned Stolen Vehicles* - A recent investigation with Canadian authorities working in conjunction with the NYSP, NYS DMV, NICB and the United States Canadian Auto Theft Task Force (UCAT) has revealed that vehicles are being stolen in Canada. VIN numbers from similar vehicles are copied and public VIN

plates, anti-theft labels and secondary numbers are counterfeited and placed on the stolen vehicle, commonly referred to as cloning a vehicle. The vehicle is then exported to the United States. Through NICB and NCIC, a determination can be made that the same VIN is registered in the U.S. and Canada at the same time. Obviously, no two VIN numbers can be the same and therefore, one of the vehicles has to be a re-tag. This investigation has shown that the stolen cloned vehicle is usually in the United States and, therefore, the citizen in this country is directly impacted.

➢ *Chop Shops -* Body shops will order stolen parts from known chops shops and junk yards who deal in stolen parts. Results are huge profits by purchasing used/stolen parts and changing them for new parts. These chop shops tend not to be large operations due to increased enforcement but smaller one and **two car garages** that can easily shut down and move. They also utilize open air space such as on-street and open lots.

➢ *Gangs -* Vehicles are accepted in lieu of cash payment for drugs and then sold to criminal chop shops and used car dealers.

➢ *Vehicles designated as salvage* have VIN numbers taken and placed on vehicles stolen from Canada.   The difference between Canadian and United States title laws allow this type of activity to occur.

➢ *Large Trucks, Farm Equipment and "Skid Steer" Tractors* are targeted due to high value and lack of enforcement knowledge. Flat bed tow trucks and heavy duty tow vehicles stolen from other states are being brought into New York.

➢ *ATVs, Snowmobiles and Trailers* – Throughout upstate New York, these vehicles are being stolen and either used in remote areas or sold.

➢ *"Crack Cars" -* The vehicle owner gives up his or her vehicle for a time period in exchange for drugs, usually crack cocaine. The vehicle is then used for any of several illegal purposes, and is seldom returned. The owner often languishes in the crack house, plied with more drugs, sometimes for days, while the car passes through several hands, and is driven roughly or abused.

The owner eventually reports the vehicle stolen. If the vehicle is recovered with a driver, the driver claims permission was given. Depending upon the specific fact pattern, police charge Unauthorized Use of a Motor Vehicle (UUMV) in the Third degree (an A misdemeanor) and/or Criminal Possession of Stolen Property (D or E Felony depending upon value). The "victim" is reluctant to appear as a witness. Often the driver is found with drugs in his or her possession and is convicted on a drug charge. When possible, prosecutors try for the UUMV conviction, which leads to a felony upon a second conviction.

> *Stolen Vehicles* - Current steel prices make it lucrative to steal older, larger vehicles and sell them salvage processors. Unscrupulous tow operators spot the vehicles on the street, tow them and sell them for a profit of $2,000 a vehicle.

> *Stolen Parts* - The vehicles stolen for parts as those that are of high volume in the population (top ten vehicles sold = top ten vehicles stolen). Also in demand are after market performance parts (V-Tech engines, low profile tires and rims), due to a surge in illegal "street racing". The new Xenon head lights are removed as well as catalytic converters, which contain valuable platinum. GPS mapping devices are extremely popular and vehicles are easily targeted due to the tell tale ring left on the interior of the front windshield. Spark plugs are used to smash the side window for entry. Also high-end vehicles that have factory installed expensive GPS in the dashboard are being targeted as well.

Part III: Areas of Concentration within the New York State Plan of Operation

The Plan shall provide an integrated means to detect, prevent, deter and reduce motor vehicle theft and related crimes. Following are the four areas of concentration that the Plan identifies as essential for an effective statewide strategy. Each of these areas contain elements that have been identified by experts in the field as effective strategies within the area of concentration

Law Enforcement / Detection / Apprehension

In order to continue the impact on motor vehicle theft and insurance fraud by law enforcement, the following efforts should be incorporated:

1. **Coordinated Efforts and Enhanced Communications**

   Within each law enforcement agency: The impact of an individual law enforcement agency is greater when efforts of distinct units such as patrol and detectives act in concert with each other. Intelligence briefings should be two-way in order to effectively focus efforts.

   Within each county: The coordination among agencies through an informal or a formal task force approach can result in effective methods of detection and apprehension. It is essential that the District Attorney be a primary partner, especially from the beginning of the more complex, undercover or long term investigations. Also inclusion of State agencies whose missions are relevant to the targeted crimes is also essential. This provides additional manpower, intelligence and the prevention of overlapping or competing investigations. Also of importance:

- **SAFETNet**: This initiative enters targets of major case investigations into the Secure Automated Fast Event Tracking Network through the New York / New Jersey High Intensity Drug Trafficking Area Regional Intelligence Center (HIDTA) or the New York State Intelligence Center, for sharing.

Within New York State: Initiating meetings of law enforcement agencies from contiguous counties as well as meetings with SIU of insurance carriers can only enhance effectiveness in combating motor vehicle theft.

2.   **Effective Enforcement** - Problem identification and analysis enable law enforcement agencies to effectively target their enforcement initiatives. Based upon experience from current grant-funded programs in New York and other states, the following enforcement methods should be considered when a law enforcement agency is combating motor vehicle theft:

➢ Sting operations that target the crimes identified through problem identification and analysis.

➢ Development of confidential informants through assistance of the District Attorney.

➢ Development of expertise in personnel at patrol and detective / investigator levels through training and field experience. Essential in problem identification and enforcement at the patrol level and when utilizing complex sting operations.

➢ Audit teams of state and local officers to inspect repair shops and dismantlers.

➢ Vehicle identification number tracking systems.

➢ Utilization of advanced technology for investigations, in terms of surveillance.

➢ On-going statistical analysis and creating and maintaining intelligence data banks.

➢ Use of effective charges to gain greater impact from arrests, such as PL 165.09, 165.10, and 165.11. The motor vehicle stripping and unauthorized use statutes are "predicate charges", meaning a previous conviction can be used to upgrade the charge in a second offense.

Prosecution / Adjudication / Conviction

In order to continue the impact on motor vehicle theft by effective prosecution, the following efforts are incorporated into the statewide strategy.

1.   **Coordinated Effort and Enhanced Communications**

➢ Dedicate staff to motor vehicle theft using the vertical prosecution model

which allows a prosecutor to develop expertise by handling a prosecution from start to finish.

➢ Assist in the coordination of investigations within the county.

➢ Collect and disseminate information / intelligence to agencies in the county through monthly / weekly meetings.

➢ Working in coordination with the Police Department and other agencies, District Attorney's offices receiving grants from the Board have conducted a number of successful investigations into car theft rings, chop shops, dismantlers, and salvage yards. Also the use of **SAFETNet** - entering targets of major case investigations into the Secure Automated Fast Event Tracking Network (SAFETNet) through the New York / New Jersey High Intensity Drug Trafficking Area Regional Intelligence Center (HIDTA) or the New York State Intelligence Center is essential and effective.

2. **Making Appropriate Plea Offers and Sentence Recommendations to the Judiciary**

➢ In those counties where the District Attorneys have worked to enhance plea offers and seek stiff penalties for motor vehicle crime related matters, the efforts of the police have been reinforced. It is important to stress the need for a strong judicial response on these matters, with an emphasis on communicating that these crimes are not "victimless" and that leniency only tends to perpetuate the ongoing problem of motor vehicle crime in our communities.

Education / Training Programs

Besides education of the public, it is essential to educate law enforcement personnel and prosecutors. Experience in the field is an important aspect, but the foundation for effective enforcement and prosecution is quality training. The development of all encompassing training programs is important with the input of seasoned investigators essential. The length of the training seminars can vary from one to four days as well as simple roll call programs of checklists that can be easily used in the field.   Emphasis should be placed on the development and delivery of training programs on motor vehicle theft specific for the following target groups:

➢ Patrol level law enforcement personnel.

➢ Investigative level law enforcement personnel (basic and advanced).

➢ Law enforcement agency command level personnel.

➢ Executive level.

➢ Law enforcement training directors of New York State.

➢ Prosecutors.

➢ Magistrates and judges (training at their conference).

➢ Community groups.

The Statewide workgroup recommended that one way to be truly effective in presentation of the information is to present a team composed of a prosecutor, law enforcement investigator, insurance carrier investigator and a local prosecutor where the program is being held. It is important that the team members be experienced preferably from the greater New York City area or its suburbs and that there is a local prosecutor who has developed expertise and has intelligence on motor vehicle theft crimes in the area. The workgroup believes this would lend a stronger case in presenting the information and greater reception by the target group.

Legislative Efforts

The Work Group has agreed and recommended that strong efforts in the legislative area could greatly enhance the effectiveness of the statewide strategy to prevent and/or deter motor vehicle theft and insurance fraud related crimes. Particular emphasis should be placed on increasing penalties in motor vehicle crime matters and targeting needed legislation in the area of aggressively addressing the problem of career car thieves. It is suggested that the Board work closely with members of the law enforcement community in targeting needed legislative initiatives in this area.

IV. Evaluation

The evaluation of programs and projects is undertaken to ensure that their implementation is in accordance with agreed plans, objectives, and goals, to prove that funds are used as agreed, and to provide for possible adjustments and further planning of individual programs and projects. The Plan recommends the inclusion of the following standardized performance measures by law enforcement and prosecution in the evaluation of their strategy to decrease motor vehicle theft and related crimes:

Law enforcement agencies (patrol and investigations)

• Number of motor vehicles stolen
• Number of stolen motor vehicles recovered
• Location where stolen vehicle recovered
• Total value of motor vehicles stolen
• Parts of stolen vehicles recovered
• Number of arrests for grand larceny motor vehicle
• Number of arrests for motor vehicle theft related crimes

- Number of arrests for unauthorized use of a motor vehicle
- Number of investigations initiated
- Number of joint investigations with cooperating agencies
- Number of targets entered into SAFETNet
- Number and type of warrants requested
- Number and names of cooperating agencies

Prosecution

- Number of vehicle theft and related crimes convictions (felony and misdemeanor)
- Number of vehicle theft and related crimes dispositions of jail time
- Number of vehicle theft and related crimes dispositions of probation
- Number of investigations initiated
- Number of joint investigations with cooperating agencies
- Number of targets entered into SAFETNet
- Number and type of warrants requested
- Number and names of cooperating agencies

Training

- Subject areas, instructors and seminar outlines
- Number and location of seminars held
- Number of attendees per seminar
- Number of agencies represented per seminar

Appendix A

New York State
Motor Vehicle Theft & Insurance Fraud Prevention Board

History

PART 1: Background of the Board and Plan

Introduction

During the 1980s, there was a dramatic increase in the number of motor vehicles stolen in the United States. Besides the obvious property loss and trauma endured by victims of motor vehicle theft, motor vehicle theft and insurance fraud cost every driver hundreds of dollars each year in increased insurance premiums. Between 1986 and 1992, New York State experienced over a 50% increase in the number of motor vehicle thefts. Over 160,000 vehicles were stolen annually at a cost of over $700 million dollars. During this same period, New York had a 166% increase in the number of reported fraudulent claims; estimates have put the cost to policyholders for fraudulent activities at 10% of premiums paid. The impact of motor vehicle theft and insurance fraud cannot be understated — it is a largely organized criminal activity that costs hundreds of millions of dollars each year. The cost of motor vehicle theft and insurance fraud is passed on to each law- abiding citizen and legitimate business, and results in increased costs of doing business and in consumer premiums. Helping to bring this crime under control is an important State objective.

In 1994, the New York State Legislature acknowledged the direct relationship between the incidence of motor vehicle theft, motor vehicle insurance fraud and the cost of motor vehicle insurance premiums. In response, legislation was passed to establish *The Motor Vehicle Theft and Insurance Fraud Prevention Demonstration Program (*MVTIFP), the goal of which is to provide an integrated means to prevent, deter and reduce the incidence of motor vehicle theft and motor vehicle insurance fraud by developing and providing funding for demonstration programs including education on theft and insurance fraud prevention, programs on motor vehicle theft and insurance fraud prevention and specialized law enforcement units to combat motor vehicle theft and insurance fraud. This legislation also established a Motor Vehicle Theft Insurance Fraud Prevention Board (the Board) within the Division of Criminal of Justice Services to advise the Commissioner on the implementation of the program and distribution of the funds.

Funding for the Motor Vehicle Theft and Insurance Fraud Prevention Demonstration Program was established through a $1 dollar fee collected by insurance companies from all motor vehicles other than passenger vehicles registered in New York State. As of June 1, 2003, the fee increased to $5 dollars per motor vehicle.   As of June 1, 2009, the fee increased to $10 dollars per motor vehicle.

On September 1997, the first meeting of the Board was held and the development of by-laws, mission statement and request for proposals was initiated, followed by the first award process of $1.2 million in grant funds to eight grantees. The impact of motor vehicle theft and insurance fraud cannot be understated — it is a largely organized criminal activity that costs hundreds of millions of dollars each year. The cost of motor vehicle theft and insurance fraud is passed on to each law-abiding citizen and

legitimate business, and results in increased costs of doing business and in consumer premiums.   Helping to bring this crime under control is an important State objective.

Since 1997, great strides have been made reducing motor vehicle theft in New York State by *44*%. Motor vehicle theft, however, still remains a large problem throughout the State and the nation. Law enforcement knowledge gained into the dynamics of motor vehicle theft makes it apparent that the trafficking of stolen vehicles knows no state or international boundaries and that insurance fraud, in many cases, is perpetrated by well-organized groups of profit-motivated conspirators.

Since 1997, the NYS Insurance Frauds Bureau has seen an alarming increase in the number of reports of suspected insurance fraud from insurers in the State. Reports of **no-fault insurance fraud** have almost doubled from 9,321 to 17,831 in 2003, and now accounts for 76% of all reported motor vehicle insurance fraud. According to the Insurance Information Institute the crime of motor vehicle insurance fraud related to no-fault coverage adds an average of $75 to $155 to the cost of insurance premiums paid by policyholders per year in New York State. With the continued implementation of this program, New York State steps up its concerted effort to further reduce motor vehicle theft and insurance fraud and the associated costs.

Mission Statement

In accordance with Executive Law §846-1 and 846-m, the Motor Vehicle Theft and Insurance Fraud Prevention Board, as its stated mission and purpose shall make recommendations to the Commissioner of the Division of Criminal Justice Services (Commissioner) with respect to the exercise of his or her functions, powers, and duties as set forth in Executive Law §846-1(3).

The Board shall also:

> In accordance with the legislative intent of Article 36-A of the Executive Law, develop and recommend to the Commissioner a **plan of operation** which shall provide for a coordinated approach to curtailing motor vehicle theft and motor vehicle insurance fraud throughout the State (hereinafter "Plan"). The Plan shall provide an integrated means to detect, prevent, deter and reduce motor vehicle theft and insurance fraud by providing funds, upon the recommendation of the Board and approval by the Commissioner, to meet these objectives.

The Plan shall include, but not be limited to:

> An assessment of the scope of the problem of motor vehicle theft and motor vehicle insurance fraud, including a regional analysis of the incidence of motor vehicle theft and motor vehicle insurance fraud and related activities;

> An analysis of various methods of combating the problem; and

The development of a request for proposals process, consistent with the Plan, for applications from providers agencies to receive grants from the Motor Vehicle Insurance Fraud Prevention Fund established pursuant to §89-d of the State Finance Law.

In August, 1999, the New York State Motor Vehicle Theft and Insurance Fraud Prevention Board initiated the plan development phase of the Program by approving a specific process for the creation of the statewide strategy plan for curtailing motor vehicle theft and insurance fraud throughout New York State. The Board determined that the experience and expertise gained as a result of the ongoing operations of the funded demonstration projects provided a solid foundation upon which to build a realistic plan. To research and develop a plan that was reflective of the problem in all regions of New York State, the Board recommended sixteen agencies to participate in the development of the first statewide plan. This Motor Vehicle Theft and Insurance Fraud Plan Work Group were comprised of individuals with background in the areas of motor vehicle theft and insurance fraud. The following agencies were represented on the Plan Work Group: Cities of Buffalo, New York, and Rochester; Counties of Bronx, Kings, Nassau, New York, Niagara, Queens, Rensselaer, Suffolk and Westchester; New York State Departments of Motor Vehicle and Insurance, Divisions of Criminal Justice Services and State Police; National Insurance Crime Bureau; and U.S. Customs.

As research and discussions developed insight into the problems of motor vehicle theft and motor vehicle insurance fraud, the Board recognized the need for representation from the insurance industry on the Work Group. Representatives from Allstate, Progressive and The Robert Plan were also invited by the Board to participate. Due to the divergent nature of the problems of motor vehicle theft and motor vehicle insurance fraud, the Board agreed to address these two problems with two separate plans. A final draft of the plans were developed at the October 5, 2000 meeting and was submitted to the Board.

The Plan is utilized every year as a guide for the Board in determining its funding decisions and also as a guide for agencies in preparing their application, it is important that the Plan reflects the current trends in motor vehicle theft across New York State. The Work Group is reconvened on a yearly basis to revise and update the statewide plan of operation which was presented to the Board annually.

REFERENCES
STATISTICS

Reported Incidents of Motor Vehicle Theft - 2010

Rank	COUNTY	MV THEFTS		Rank	COUNTY	MV THEFTS
1	Queens	3,484		32	Tompkins	42
2	Kings	3,337		33	Cattaraugus	41
3	Bronx	2,163		34	Clinton	38
4	Erie	1,834		35	Cortland	37
5	Suffolk	1,592		36	Ontario	35
6	Nassau	1,151		37	Genesee	34
7	Monroe	1,028		38	Greene	33
8	New York	987		39	Jefferson	32
9	Westchester	657		40	Montgomery	30
10	Onondaga	541		41	Washington	29
11	Albany	360		42	Franklin	27
12	Richmond	348			Otsego	27
13	Niagara	245		44	Cayuga	26
14	Orange	237		45	Herkimer	24
15	Rensselaer	230			Putnam	24
16	Schenectady	220		47	Delaware	23
17	Oneida	165		48	Columbia	21
18	Dutchess	137		49	Madison	20
19	Rockland	122		50	Chenango	16
20	Ulster	106			Lewis	16
21	Oswego	104		52	Essex	15
22	Broome	88			Warren	15
23	Chautauqua	85		54	Alleghany	14
24	Saratoga	79		55	Tioga	10
25	Fulton	54			Wyoming	10
	St. Lawrence	54		57	Schoharie	9
27	Sullivan	51			Seneca	9
28	Orleans	48		59	Livingston	8
29	Chemung	47		60	Yates	7
30	Wayne	45		61	Schuyler	4
31	Steuben	44		62	Hamilton	2

Motor Vehicle Theft Trends 2006 - 2010

	2006	2007	2008	2009	2010	5 Yr Average	Ranking on 5 YR Average
Albany	443	427	331	351	360	382	12
Allegany	16	16	18	17	14	16	54
Bronx	3,431	2,991	2,927	2,425	2,163	2,787	3
Broome	128	119	127	106	88	114	21
Cattaraugus	49	60	52	37	41	48	31
Cayuga	44	41	24	23	26	32	38
Chautauqua	105	105	88	60	85	89	22
Chemung	63	70	39	45	47	53	28
Chenango	16	24	19	18	16	19	51
Clinton	34	44	37	34	38	37	35
Columbia	26	38	20	14	21	24	46
Cortland	26	34	30	29	37	31	40
Delaware	21	19	15	11	23	18	53
Dutchess	234	263	211	162	137	203	18
Erie	2,592	2,771	2,362	2,018	1,834	2,315	5
Essex	14	21	6	12	15	14	58
Franklin	30	33	14	28	27	26	43
Fulton	81	50	46	43	54	55	27
Genesee	37	45	43	37	34	39	34
Greene	31	33	41	22	33	32	36
Hamilton	0	0	0	0	2	0	62
Herkimer	27	16	20	12	24	20	48
Jefferson*	36	29	27	18	32	28	42
Kings	5,176	4,292	3,879	3,459	3,337	4,027	1
Lewis	14	12	13	16	16	14	57
Livingston	27	27	15	19	8	19	50
Madison	25	30	23	22	20	24	45
Monroe	3,030	2,121	1,698	1,341	360	382	12
Montgomery	16	23	15	15	14	16	54
Nassau	1,593	1,586	1,446	1,548	2,163	2,787	3
New York	1,737	1,506	1,333	1,082	88	114	21
Niagara	383	370	297	264	41	48	31
Oneida	258	269	207	141	26	32	38

	2006	2007	2008	2009	2010	5 Yr Average	Ranking on 5 YR Average
Onondaga	931	771	687	488	541	684	10
Ontario	85	39	37	34	35	46	32
Orange	321	340	326	262	237	298	15
Orleans	25	41	48	41	48	41	33
Oswego	55	62	71	78	104	74	24
Otsego	21	22	21	18	27	22	47
Putnam	30	33	31	36	24	31	41
Queens	4,964	3,945	3,831	3,300	3,484	3,908	2
Rensselaer	236	233	164	175	230	209	16
Richmond	628	522	470	428	348	478	11
Rockland	184	179	138	152	122	155	19
Saratoga	100	86	82	63	79	82	23
Schenectady	395	358	288	258	220	304	14
Schoharie	13	12	12	9	9	11	59
Schuyler	8	4	4	5	4	5	61
Seneca	16	7	24	19	9	15	56
St Lawrence	74	43	48	37	54	52	29
Steuben	31	32	32	22	44	32	37
Suffolk	2,484	2,260	2,093	1,648	1,592	2,521	4
Sullivan	93	101	58	34	51	67	25
Tioga	22	25	19	17	10	19	52
Tompkins	73	53	55	33	42	51	30
Ulster	154	129	97	117	106	121	20
Warren	35	32	17	25	15	25	44
Washington	38	37	24	30	29	32	39
Wayne	86	50	48	48	45	55	26
Westchester	1,087	969	841	896	657	891	9
Wyoming	28	20	13	10	10	16	55
Yates	9	6	3	1	7	5	60

	2006	2007	2008	2009	2010	5 Yr Average	
New York State	31,970	27,900	25,019	21,771	20,344	25,450	
New York City	15,936	13,256	12,440	10,694	10,319	12,529	
Non-New York City	16,034	14,644	12,579	11,077	10,025	12,921	

Motor Vehicle Thefts by Region 2009 - 2010

REPORTED MOTOR VEHICLE THEFTS: 2009-2010					
Region	Counties	2009	2010	# Change	% Change
New York City Region		**10,694**	**10,319**	**-375**	**-3.5%**
	Bronx	2,425	2,163	-262	-10.8%
	Kings	3,459	3,337	-122	-3.5%
	New York	1,082	987	-95	-8.8%
	Queens	3,300	3,484	184	5.6%
	Richmond	428	348	-80	-18.7%
Long Island Region		**3,202**	**2,743**	**-459**	**-14.3%**
	Nassau	1,548	1,151	-399	-25.7%
	Suffolk	1,648	1,592	-60	-3.6%
Mid Hudson Region		**1,669**	**1,334**	**-335**	**-20.1%**
	Dutchess	162	137	-31	-18.5%
	Orange	262	237	-26	-9.9%
	Putnam	36	24	-12	-33.3%
	Rockland	152	122	-31	-20.3%
	Sullivan	34	51	17	50.0%
	Ulster	117	106	-11	-9.4%
	Westchester	896	657	-241	-26.8%
Southern Tier Region		**275**	**326**	**51**	**18.5%**
	Broome	106	88	-18	-17.0%
	Chemung	45	47	2	4.4%
	Chenango	18	32	14	77.8%
	Delaware	11	23	12	109.1%
	Otsego	18	32	14	77.8%
	Schuyler	5	4	-1	-20.0%
	Steuben	22	44	22	100.0%
	Tioga	17	14	-3	-17.6%
	Tompkins	33	42	9	27.3%

REPORTED MOTOR VEHICLE THEFTS: 2009-2010					
Region	Counties	2009	2010	# Change	% Change
Western Region		**2,397**	**2,232**	**-165**	**-6.9%**
	Allegany	17	14	-3	-17.6%
	Cattaraugus	37	54	16	42.1%
	Chautauqua	60	85	25	41.7%
	Erie	2,018	1,834	-184	-9.1%
	Niagara	264	245	-19	-7.2%
Capital District Region		**944**	**987**	**43**	**4.6%**
	Albany	351	360	9	2.6%
	Columbia	14	21	7	50.0%
	Greene	22	33	10	43.5%
	Rensselaer	175	230	50	27.8%
	Saratoga	63	79	16	25.4%
	Schenectady	258	220	-38	-14.7%
	Warren	25	15	-10	-40.0%
	Washington	30	29	-1	-3.3%
Mohawk Valley Region		**220**	**282**	**62**	**28.2%**
	Fulton	43	54	11	25.6%
	Herkimer	12	24	12	100.0%
	Montgomery	15	30	15	100.0%
	Oneida	141	165	24	17.0%
	Schoharie	9	9	0	0.0%
North Country Region		**146**	**204**	**58**	**39.7%**
	Clinton	34	51	17	50.0%
	Essex	12	24	12	100.0%
	Franklin	28	27	-1	-3.6%
	Jefferson	18	32	14	77.8%
	Lewis	16	16	0	0.0%
	St Lawrence	37	54	16	42.1%

REPORTED MOTOR VEHICLE THEFTS: 2009-2010					
Region	Counties	2009	2010	# Change	% Change
Finger Lakes Region		**1,550**	**1,241**	**-309**	**-19.9%**
	Genesee	37	34	-3	-8.1%
	Livingston	19	9	-10	-52.6%
	Monroe	1,341	1,028	-313	-23.3%
	Ontario	34	51	17	50.0%
	Orleans	41	48	7	17.1%
	Seneca	19	9	-10	-52.6%
	Wayne	48	45	-3	-6.3%
	Wyoming	10	10	0	0.0%
	Yates	1	7	6	600.0%
Central Region		**640**	**759**	**119**	**18.6%**
	Cayuga	23	33	10	43.5%
	Cortland	29	37	8	27.6%
	Madison	22	44	22	100.0%
	Onondaga	488	541	53	10.9%
	Oswego	78	104	26	33.3%
Suburban		**4,253**	**3,522**	**-731**	**-17.2%**
	Nassau	1,548	1,550	1,151	-399
	Rockland	152	153	122	-31
	Suffolk	1,648	1,652	1,592	-60
	Westchester	896	657	-241	-26.8%
New York State		**21,771**	**20,344**	**-1,427**	**-6.6%**
New York City		**10,694**	**10,319**	**-375**	**-3.5%**
Non-New York City		**11,077**	**10,025**	**-1,052**	**-9.5%**

Motor Vehicle Thefts Rates per Population

Rank	County	2010	Population	Rate/100,000
Reported Motor Vehicle Thefts: 2010 Rates per 100,000 Population				
1	Erie	1,834	895,158	204.9
2	Bronx	2,163	1,387,983	155.8
3	Queens	3,484	2,291,352	152.0
4	Rensselaer	230	154,087	149.3
5	Schenectady	220	151,036	145.7
6	Monroe	1,028	724,942	141.8
7	Kings	3,337	2,550,004	130.9
8	Albany	360	295,267	121.9
9	Onondaga	541	449,339	120.4
10	Orleans	48	41,377	116.0
11	Niagara	245	211,650	115.8
12	Suffolk	1,592	1,511,183	105.3
13	Fulton	54	54,344	99.4
14	Oswego	104	119,906	86.7
15	Nassau	1,151	1,344,303	85.6
16	Cortland	37	47,401	78.1
17	Oneida	165	228,059	72.3
18	Richmond	348	488,456	71.2
19	Westchester	657	948,303	69.3
20	Greene	33	48,478	68.1
21	Sullivan	51	75,137	67.9
22	Chautauqua	85	131,411	64.7
23	Montgomery	30	47,969	62.5
24	Lewis	16	25,785	62.1
25	Orange	237	383,475	61.8
26	New York	987	1,618,207	61.0
27	Genesee	34	56,871	59.8
28	Ulster	106	179,764	59.0
29	Franklin	27	49,634	54.4
30	Chemung	47	87,073	54.0
31	Cattaraugus	41	76,602	53.5

	Reported Motor Vehicle Thefts: 2010 Rates per 100,000 Population			
Rank	County	2010	Population	Rate/100,000
32	Delaware	23	43,997	52.3
33	Wayne	45	90,027	50.0
34	St Lawrence	54	108,273	49.9
35	Dutchess	137	291,541	47.0
36	Clinton	38	80,874	47.0
37	Washington	29	62,227	46.6
38	Steuben	44	95,252	46.2
39	Broome	88	191,892	45.9
40	Otsego	27	60,905	44.3
41	Essex	15	35,964	41.7
42	Tompkins	42	101,158	41.5
43	Hamilton	2	4,824	41.5
44	Rockland	122	298,092	40.9
45	Herkimer	24	61,330	39.1
46	Saratoga	79	219,519	36.0
47	Columbia	21	60,786	34.5
48	Ontario	35	105,010	33.3
49	Cayuga	26	78,400	33.2
50	Chenango	16	49,978	32.0
51	Yates	7	24,182	28.9
52	Madison	20	69,222	28.9
53	Schoharie	9	31,169	28.9
54	Allegany	14	48,531	28.8
55	Jefferson*	32	118,131	27.1
56	Seneca	9	33,740	26.7
57	Wyoming	10	40,743	24.5
58	Putnam	24	98,472	24.4
59	Warren	15	65,549	22.9
60	Schuyler	4	18,455	21.7
61	Tioga	10	49,341	20.3
62	Livingston	8	62,020	12.9

New York State	20,344	19,374,160	105.0
New York City	10,319	8,336,002	123.8
Non-New York City	10,025	11,038,158	90.8

Motor Vehicle Thefts Rates per Registration

Rank	County	2010 MV Theft	Registrations	Rate/100,000
	Reported Motor Vehicle Thefts: 2010 Rates per 100,000 Registrations			
1	Bronx	2,163	227,955	948.9
2	Kings	3,337	403,811	826.4
3	Queens	3,484	667,643	521.8
4	New York	987	221,048	446.5
5	Erie	1,834	557,434	329.0
6	Rensselaer	230	99,988	230.0
7	Monroe	1,028	469,841	218.8
8	Schenectady	220	105,312	208.9
9	Albany	360	180,143	199.8
10	Onondaga	541	281,645	192.1
11	Orleans	48	25,429	188.8
12	Niagara	245	137,429	178.3
13	Fulton	54	35,075	154.0
14	Suffolk	1,592	1,067,748	149.1
15	Oswego	104	72,621	143.2
16	Richmond	348	246,634	141.1
17	Cortland	37	27,471	134.7
18	Nassau	1,151	904,323	127.3
19	Oneida	165	137,157	120.3
20	Westchester	657	598,150	109.8
21	Chautauqua	85	78,352	108.5
22	Lewis	16	15,539	103.0
23	Orange	237	243,669	97.3
24	Sullivan	51	52,629	96.9
25	Montgomery	30	31,766	94.4
26	Franklin	27	28,936	93.3
27	Greene	33	36,379	90.7
28	Genesee	34	37,946	89.6
29	Cattaraugus	41	46,173	88.8
30	St Lawrence	54	60,982	88.6
31	Chemung	47	54,921	85.6

Reported Motor Vehicle Thefts: 2010 Rates per 100,000 Registrations				
Rank	County	2010 MV Theft	Registrations	Rate/100,000
32	Ulster	106	128,904	82.2
33	Tompkins	42	51,949	80.8
34	Clinton	38	50,698	75.0
35	Washington	29	39,412	73.6
36	Wayne	45	62,459	72.0
37	Steuben	44	61,464	71.6
38	Otsego	27	37,892	71.3
39	Delaware	23	32,669	70.4
40	Broome	88	126,603	69.5
41	Dutchess	137	209,360	65.4
42	Herkimer	24	37,471	64.0
43	Rockland	122	193,069	63.2
44	Essex	15	24,140	62.1
45	Cayuga	26	46,088	56.4
46	Allegany	14	26,560	52.7
47	Saratoga	79	155,227	50.9
48	Hamilton	2	3,964	50.5
49	Jefferson*	32	63,692	50.2
50	Ontario	35	70,151	49.9
51	Yates	7	14,191	49.3
52	Chenango	16	33,173	48.2
53	Madison	20	41,522	48.2
54	Columbia	21	45,698	46.0
55	Seneca	9	20,587	43.7
56	Wyoming	10	24,294	41.2
57	Schoharie	9	22,288	40.4
58	Schuyler	4	12,186	32.8
59	Warren	15	46,532	32.2
60	Putnam	24	79,187	30.3
61	Tioga	10	33,493	29.9
62	Livingston	8	39,594	20.2

New York State	20,344	8,988,666	226.3
New York City	10,319	1,767,091	584.0
Non-New York City	10,025	7,221,575	138.8