



**Plan of Operation  
for  
Motor Vehicle Theft  
and  
Insurance Fraud Prevention Board  
(Motor Vehicle Theft)**

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



## **COPYRIGHT NOTICE**

Copyright 2009 by the New York State Division of Criminal Justice Services. This publication may be reproduced without the express written permission of the New York State Division of Criminal Justice Services provided that this copyright notice appears on all copies or segments of the publication.

The 2009 edition is published by

New York State  
Division of Criminal Justice Services  
Office of Strategic Planning  
Bureau of Justice Funding  
4 Tower Place  
Albany, New York 12203



## *Table of Contents*

### **The Statewide Plan of Operation for Motor Vehicle Theft**

Introduction.....	5
Eligible Programs.....	5
Outline of Statewide Plan.....	6
<b>Part I: Problem Identification</b>	
National.....	7
Statewide.....	8
Regional.....	8
<b>Part II: Analysis of the Motor Vehicle Theft Problem</b>	
Statewide .....	10
Regional.....	15
<b>Part III: Areas of Concentration in the Statewide Plan</b>	
Law Enforcement / Detection / Apprehension.....	18
Prosecution / Adjudication / Conviction.....	19
Public Awareness / Prevention / Education.....	20
Legislative Efforts.....	21
<b>Part IV: Evaluation</b>	
Standardized Performance Measures.....	22

**Appendix A:**

**Background of the Board and Plan**

Introduction

Mission Statement

**Appendix B:**

**References - Statistical Information on Motor Vehicle Theft in New York State**

# Statewide Plan of Operation : 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 The 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 contain 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.

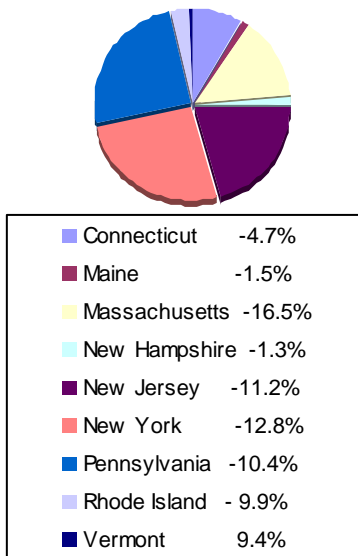


## Part One: Problem Identification of Motor Vehicle Theft

### National Overview

National statistics provided by the Federal Bureau of Investigation (FBI) lag one year due to the large number of agencies reporting so national statistics reflect 2007 as the most complete and recent year's data. Since 1990, the number of motor vehicle thefts reported in the United States steadily declined until the year 2000, when it showed an increase of 1.2%. The FBI in its annual report noted that the number of motor vehicle thefts reported in 2007 had **decreased by 8.1%** over year 2006 totals. There were 1,095,769 motor vehicle thefts reported in 2007 as compared to 1,192,809 in 2006 with all regions of the country experiencing a decrease in motor vehicle thefts. Western States showed a decrease of 10.9%, the Midwestern States a decrease of 9.5% and the Southern States a decrease of 3.4%.

2007 Motor Vehicle Thefts



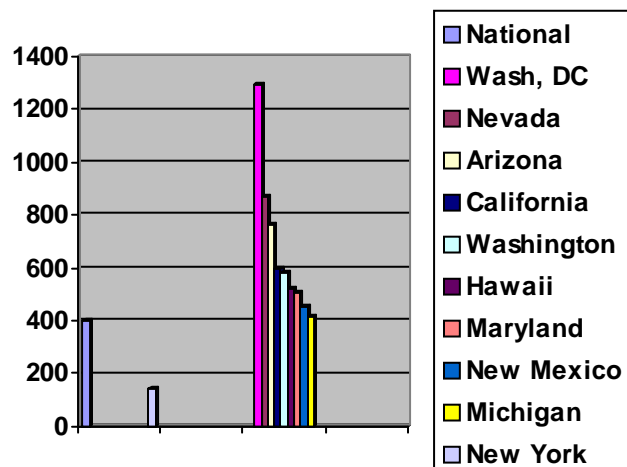
The **Northeast States** experienced the **greatest decrease** in motor vehicle thefts in 2006 with a decline of **12%**. Only New York and Pennsylvania have dedicated funds administered by a board or authority for the prevention of motor vehicle theft and insurance fraud.

FBI statistics revealed that California had the greatest number of thefts at 219,392 or 20% of the national total, followed by Texas (93,899), Florida (73,868), Arizona (48,289), and Georgia (42,584). The number of motor vehicle thefts for New York State as estimated by the FBI was 27,969, or 2.5% of the national total.

Despite the large number of vehicles stolen in New York in 2007, the State rate of motor vehicle thefts at per 100,000 population was 60% below the national average of 363.3 per 100,000 population. The highest rate occurs in Washington, D.C. where its rate of 1,291.9 stolen vehicles per 100,000 population is followed by Nevada (870.5), Arizona (763.4), California (600.2) Washington (581.6), and Hawaii (523.2), respectfully.

**New York's motor vehicle theft rate of 144.9 per 100,000 is at its lowest rate in decades.**

2007 Motor Vehicle Theft Rate per 100K Population

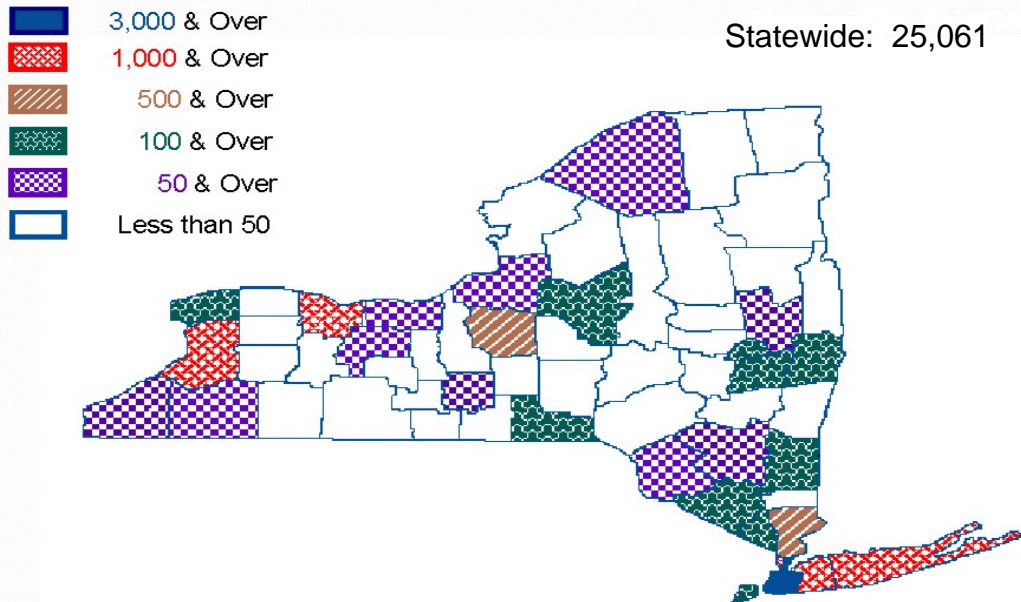


## Statewide Statistics

New York State has witnessed a continued reduction in the number of reported stolen vehicles — from 79,740 in 1997 to 27,969 in 2007 (a **67.4% decrease**). **This reduction in New York far exceeds the national reduction of 11.8% in reported motor vehicle thefts between 1997 and 2007.** New York’s dramatic decrease in stolen vehicles followed a five-year period from 1986 to 1990 during which reported motor vehicle thefts increased by 65%. The net result of these changes is that the number of vehicles reported stolen in New York is now at its lowest level in more than two decades.

The reported number of stolen vehicles for 2008 show a continued reduction in New York State by 10.4% from 27,969 in 2007 to 25,061 in 2008.

### New York State Motor Vehicle Thefts Reported - Year 2008



## Regional Statistics

The decline in motor vehicle thefts has not been evenly distributed throughout the State. New York City and most of its surrounding suburban counties (Nassau, Rockland, Suffolk and Westchester) have generally experienced significant declines in reported vehicle thefts since 1990. The upstate counties as a whole have in recent years also experienced decreases in vehicle thefts significantly less than the higher levels reached in the early 1990's (12,565 in 2008 versus 16,333 in 1996). Of the 10 counties which experienced increased motor vehicle thefts from 2007 to 2008, all were upstate counties.

The number of motor vehicle thefts in New York City has decreased from 51,912 in 1997 to 15,936 in 2006, or **69.3%**. The rate of motor vehicle thefts based on population has also decreased by **62.2%**, 439.7 per 100,000 population in 1996 to 166 per 100,000 population in 2006. As a region New York City no longer has the highest rates of theft per population; for counties, Monroe County had the highest at 412.06 per 100,000 population. From 2005 to 2006, the New York City region witnessed a 13.3% reduction in reported vehicle thefts.

Reported Motor Vehicle Thefts, 2007 and 2008 Compared						
Region	Counties	2007	2008	Change	%Change	Rate/100k Population
<b>NEW YORK CITY REGION</b>		13,256	12,440	-816	-6.2%	149.1
(All Counties have MVT&IFP Grants)	Bronx	2,991	2,927	-64	-2.1%	211.3
	Kings	4,292	3,879	-413	-9.6%	152.1
	New York	1,506	1,333	-173	-11.5%	81.5
	Queens	3,945	3,831	-114	-2.9%	167.3
	Richmond	522	470	-52	-10.0%	96.8
<b>NON-NEW YORK CITY</b>		14,644	12,565	-2,079	-14.2%	112.8
(Top 15 Outside NYC for 2006)	Monroe	2,122	1,698	-424	-20.0%	233.0
	Erie	2,771	2,362	-409	-14.8%	259.9
	Suffolk	2,260	2,090	-170	-7.5%	137.3
	Nassau	1,586	1,446	-140	-8.8%	106.7
	Westchester	969	841	-128	-13.2%	88.1
	Onondaga	771	687	-84	-10.9%	151.5
	Albany	427	330	-97	-22.7%	110.1
	Niagara	370	297	-73	-19.7%	138.7
	Orange	340	326	-14	-4.1%	85.4
	Schenectady	358	288	-70	-19.5%	190.3
	Rensselaer	233	164	-69	-29.6%	105.4
	Dutchess	263	211	-52	-19.8%	71.7
	Oneida	269	207	-62	-23.0%	89.3
	Rockland	179	138	-41	-22.9%	46.3
Ulster	129	97	-32	-24.8%	53.2	
New York State (all counties)		27,900	25,061	-2,839	-10.1%	144.9

The economic impact of motor vehicle theft is significant. Using an estimate of \$6,755 per vehicle, the total value of stolen vehicles nationally for 2007 was \$7.4 billion. The value of vehicles stolen in New York State in 2007 totaled \$188,464,500. As the price tags on vehicles increase, victims of this crime will most certainly bear increased losses.

## ***Part II: Analysis of The 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:

#### **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 parts, stolen for resale / retag 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.

#### **1. 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 can not 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 New York City, fraudulent licenses and other identification documents such as social

security cards and immigration papers are sometimes produced and sold in tattoo parlors, smoke shops, travel agencies or other legitimate businesses. 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.

## 2. **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 can not 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 **eBay** 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 occurs 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.

### 3. **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 where 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.

## **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 are also a very large number of more loosely organized groups 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

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.

- **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, 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 license, 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 other agencies throughout the country (labeled UCAT - Canadian identifier) 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 vehicle identification number (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 chop 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 Vehicle 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** - In those counties where the District Attorney has received funding from the Board, it is recommended that they:

- 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.

### **Public Awareness / Prevention / Education**

Public Awareness / Prevention Program

The **New York State “Watch Your Car” Program** was developed to make the public aware of the motor vehicle theft problem in New York State. Local agencies can use this program as a platform to launch a public information campaign with the focus being that it is not a victimless crime. Included in the campaign are the following:

- Education on how and why motor vehicle theft is perpetrated.
- Information on motor vehicle theft prevention techniques / layers of protection on motor vehicles.
- Insight into how it affects each individual through higher insurance rates and other financial consequences.

#### 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 it's 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 1980's 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.

In 1994, the New York State Legislature acknowledged a 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*, 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.

Funding for the motor vehicle theft and insurance fraud prevention demonstration program would be established through a \$1 fee collected by insurance companies from all motor vehicles other than passenger vehicles registered in New York State. This legislation also established a Motor Vehicle Theft Insurance Fraud Prevention Board (the Board) within the Division of Criminal Justice Services to advise the Commissioner on the implementation of the program and distribution of the funds.

As of June 1, 2003 the fee increased from \$1 per motor vehicle to \$5 per motor vehicle. This allowed for more funds to be directed to the fund in order to have a greater response to the “no-fault” insurance crime problem.

In 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 completion of these tasks and the making of these initial awards represented the first steps in the organized and planned pursuit of reducing motor vehicle theft rates and insurance fraud in New York State. 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.

Great strides continue to be made reducing motor vehicle theft in New York State; since 1997, for example, motor vehicle theft *declined by 44%*. Motor vehicle theft, however, still remains a large problem throughout the State and the nation. In New York State alone, over 35,506 vehicles were stolen in 2005, representing approximately \$219 million in property losses. 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 since 1997 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 provider agencies to receive grants from the Motor Vehicle Theft and 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 and funding 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 a list of those agencies identified as having extensive expertise in this area due to their ongoing efforts to combat motor vehicle theft and insurance fraud.

To facilitate the process, the Board Chair and Commissioner of DCJS invited sixteen agencies to participate in the research and development of a statewide plan to combat motor vehicle theft and insurance fraud. 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, US Customs.

The Work Group continued with a series of meetings that included guest speakers from Illinois, Maryland, US Customs, and the Insurance Industry. 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. A final draft of the plan was developed at the October 5, 2000 meeting and was submitted to the Board.

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. This document addresses only the motor vehicle theft statewide plan of operation which the Board voted to adopt during the April 2001 meeting that was held in Albany, New York.

Since 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. With this goal in mind, the Work Group is reconvened on a yearly basis at the request of the Commissioner and the Board. The Work Group has reconvened every year since 2000 in the City of Albany to revise and update the statewide plan of operation which was presented to the Board for inclusion in the plan at the yearly June meeting in New York City and were accepted.

# **Appendix B**

## **New York State Motor Vehicle Theft & Insurance Fraud Prevention Board**

### **REFERENCES STATISTICS**

## **Section I**

---

# Reported Incidents of Motor Vehicle Theft

New York State

2008



**Motor Vehicle Theft Ratings for 2008** Source: DCJS, Uniform Crime Reporting

County	Number	Rank
Kings	3,879	1
Queens	3,831	2
Bronx	2,927	3
Erie	2,362	4
Suffolk	2,090	5
Monroe	1,698	6
Nassau	1,446	7
New York	1,333	8
Westchester	841	9
Onondaga	687	10
Richmond	470	11
Albany	330	12
Orange	326	13
Niagara	297	14
Schenectady	288	15
Dutchess	211	16
Oneida	207	17
Rensselaer	164	18
Rockland	138	19
Broome	124	20
Ulster	97	21
Chautauqua	88	22
Saratoga	82	23
Oswego	68	24
Sullivan	58	25
Tompkins	55	26
Cattaraugus	52	27
St. Lawrence	48	28
Orleans	48	28
Wayne	47	30
Fulton	46	31

County	Number	Rank
Genesee	43	32
Greene	41	33
Chemung	39	34
Ontario	37	35
Clinton	37	35
Steuben	32	37
Putnam	31	38
Cortland	30	39
Jefferson*	27	40
Cayuga	24	41
Washington	24	41
Seneca	24	41
Madison	21	44
Otsego	21	44
Columbia	20	46
Herkimer	19	47
Tioga	19	47
Chenango	19	47
Allegany	18	50
Warren	17	51
Livingston	15	52
Montgomery	15	52
Delaware	15	52
Franklin	14	55
Wyoming	13	56
Lewis	13	56
Schoharie	12	58
Essex	6	59
Schuyler	4	60
Yates	3	61
Hamilton	0	62

**New York State Total: 25,005**

**Non-New York City: 12,565**

**New York City: 12,440**

\* Jefferson Co. excludes Watertown City PD due to reporting errors.

## Section II

---

# Reported Incidents of Motor Vehicle Theft

New York State

2004– 2008

**Incidence of Motor Vehicle Thefts - January, 2004- December, 2008**

**Source : NYS DCJS Uniform Crime Reporting (Albany –Oneida)**

County	2004	2005	2006	2007	2008	5 Yr. Average	Ranking on 5 Yr. Average
Albany	676	570	443	427	330	489	12
Allegany	31	21	16	16	18	20	52
Bronx	4,530	4,130	3,431	2,991	2,927	3,602	3
Broome	146	104	128	119	124	124	21
Cattaraugus	49	64	49	60	52	55	32
Cayuga	30	22	44	41	24	32	39
Chautauqua	107	107	105	105	88	102	22
Chemung	72	65	63	70	39	62	28
Chenango	20	21	16	24	19	20	53
Clinton	36	26	34	44	37	35	36
Columbia	38	15	26	38	20	27	44
Cortland	41	44	26	34	30	35	37
Delaware	19	13	21	19	15	17	54
Dutchess	282	259	234	263	211	250	16
Erie	2,850	2,932	2,592	2,771	2,362	2,701	5
Essex	10	10	14	21	6	12	58
Franklin	27	25	30	32	14	26	45
Fulton	61	66	81	50	46	61	29
Genesee	31	27	37	45	43	37	35
Greene	15	23	31	33	41	29	42
Hamilton	0	0	0	0	0	0	62
Herkimer	22	29	27	16	19	23	49
Jefferson*	29	34	36	29	27	31	40
Kings	6,775	6,016	5,176	4,292	3,879	5,228	1
Lewis	7	14	14	12	13	12	59
Livingston	23	30	27	27	15	24	47
Madison	24	19	25	30	21	24	48
Monroe	4,102	2,855	3,030	2,122	1,698	2,761	4
Montgomery	12	18	16	23	15	17	55
Nassau	2,371	2,008	1,585	1,586	1,446	1,799	8
New York	2,557	2,087	1,737	1,506	1,333	1,844	7
Niagara	541	433	383	370	297	405	13
Oneida	277	202	258	269	207	243	17

**Incidence of Motor Vehicle Thefts - January, 2004- December, 2008**

**Source : NYS DCJS Uniform Crime Reporting (Onondaga– Yates)**

County	2004	2005	2006	2007	2008	5 Yr. Average	Ranking on 5 Yr. Average
Onondaga	1,315	1,130	931	771	687	967	10
Ontario	72	62	85	39	37	59	31
Orange	389	389	321	340	326	353	14
Orleans	26	26	25	41	48	33	38
Oswego	70	74	55	62	68	66	26
Otsego	28	32	21	22	21	25	46
Putnam	37	59	30	33	31	38	34
Queens	6,607	5,592	4,964	3,945	3,831	4,988	2
Rensselaer	271	286	236	233	164	238	18
Richmond	603	556	628	522	470	556	11
Rockland	221	176	184	179	138	180	19
Saratoga	108	108	100	86	82	97	23
Schenectady	309	367	395	358	288	343	15
Schoharie	18	11	13	12	12	13	57
Schuyler	12	6	8	4	4	7	60
Seneca	20	15	16	7	24	16	56
St. Lawrence	87	68	74	43	48	64	27
Steuben	47	53	31	32	32	39	33
Suffolk	2,765	2,378	2,484	2,260	2,090	2,395	6
Sullivan	75	79	93	101	58	81	24
Tioga	22	23	22	25	19	22	50
Tompkins	44	79	73	53	55	61	30
Ulster	126	166	154	129	97	134	20
Warren	29	25	35	32	17	28	43
Washington	18	37	38	37	24	31	41
Wayne	66	83	86	50	47	66	25
Westchester	1,536	1,266	1,087	969	841	1,140	9
Wyoming	23	26	28	20	13	22	51
Yates	7	2	9	6	3	5	61

Non-NY City	19,690	17,082	16,026	14,644	12,565	16,001
NY City	21,072	18,381	15,936	13,256	12,440	16,217
NY State	40,762	35,463	31,962	27,900	25,005	32,218

## Section III

---

# Motor Vehicle Theft Compared by County and Regions

2007– 2008

REPORTED MOTOR VEHICLE THEFTS, 2007 and 2008 compared  
Source: NYS DCJS Uniform Crime Reporting

Region	Counties	2007	2008	Change	% Change
New York City Region		13,256	<b>12,440</b>	-816	-6.2%
	Bronx	2,991	2,927	-64	-2.1%
	Kings	4,292	3,879	-413	-9.6%
	New York	1,506	1,333	-173	-11.5%
	Queens	3,945	3,831	-114	-2.9%
	Richmond	522	470	-52	-10.0%
Long Island Region		3,846	3,536	-310	-8.1%
	Nassau	1,586	1,446	-140	-8.8%
	Suffolk	2,260	2,090	-170	-7.5%
Mid-Hudson Region		2,01	1,702	-312	-15.5%
	Dutchess	263	211	-52	-19.8%
	Orange	340	326	-14	-4.1%
	Putnam	33	31	-2	-6.1%
	Rockland	179	138	-41	-22.9%
	Sullivan	101	58	-43	-42.6%
	Ulster	129	97	-32	-24.8%
	Westchester	969	841	-128	-13.2%
Southern Tier Region		368	328	-40	-10.9%
	Broome	119	124	5	4.2%
	Chemung	70	39	-31	-44.3%
	Chenango	24	19	-5	-20.8%
	Delaware	19	15	-4	-21.1%
	Otsego	22	21	-1	-4.5%
	Schuyler	4	4	0	0.0%
	Steuben	32	32	0	0.0%
	Tioga	25	16	-6	-24.0%
	Tompkins	53	55	2	3.8%

REPORTED MOTOR VEHICLE THEFTS, 2007 and 20068 compared  
Source: NYS DCJS Uniform Crime Reporting

Region	Counties	2007	2008	Change	% Change
Capital District Region		1,244	966	-278	-22.3%
	Albany	427	330	-97	-22.7%
	Columbia	38	20	-18	-47.4%
	Greene	33	41	8	24.2%
	Rensselaer	233	164	-69	-29.6%
	Saratoga	86	82	-4	-4.7%
	Schenectady	358	288	-70	-19.6%
	Warren	32	17	-15	-46.9%
	Washington	37	24	-13	-35.1%
Mohawk Valley Region		370	299	-71	-19.2%
	Fulton	50	46	-4	-8.0%
	Hamilton	0	0	0	0.0%
	Herkimer	16	19	3	18.8%
	Montgomery	23	15	-8	-34.8%
	Oneida	269	207	-62	-23.0%
	Schoharie	12	12	0	0.0%
North Country Region		181	145	-36	-19.9%
	Clinton	44	37	-7	-15.9%
	Essex	21	6	-15	-71.4%
	Franklin	32	14	-18	-56.3%
	Jefferson*	29	27	-2	-6.9%
	Lewis	12	13	1	8.3%
	St. Lawrence	43	48	5	11.6%
Western Region		3,322	2,817	-505	-15.2%
	Allegany	16	18	2	12.5%
	Cattaraugus	60	52	-8	-13.3%
	Chautauqua	105	88	-17	-16.2%
	Erie	2,771	2,362	-409	-14.8%
	Niagara	370	297	-73	-19.7%

REPORTED MOTOR VEHICLE THEFTS, 2007 and 2008 compared  
Source: NYS DCJS Uniform Crime Reporting

Region	Counties	2007	2008	Change	% Change
Finger Lakes Region		2,357	1,928	-429	-18.2%
	Genesee	45	43	-2	-4.4%
	Livingston	27	15	-12	-44.4%
	Monroe	2,122	1,698	-424	-20.0%
	Ontario	39	37	-2	-5.1%
	Orleans	41	48	7	17.1%
	Seneca	7	24	17	242.9%
	Wayne	50	47	-3	-6.0%
	Wyoming	20	13	-7	-35.0%
	Yates	6	3	-3	-50.0%
Central Region		938	830	-108	-11.5%
	Cayuga	41	24	-17	-41.5%
	Cortland	34	30	-4	-11.8%
	Madison	30	21	-9	-30.0%
	Onondaga	771	687	-84	-10.9%
	Oswego	62	68	6	9.7%
Suburban		4,994	4,515	-479	-9.5%
	Nassau	1,586	1,446	-140	-8.8%
	Rockland	179	138	-41	-22.9%
	Suffolk	2,260	2,090	-170	-7.5%
	Westchester	969	841	-128	-13.2%
Non-New York City		14,644	12,565	-2,079	-14.2%
New York City		13,256	12,440	-816	-6.2%
New York State		27,900	25,005	-2,895	-14.2%



## Section IV

---

### Motor Vehicle Theft Compared by County

2007– 2008

(Ranked by Percentage Change)

**Reported Motor Vehicle Thefts, 2007 and 2008 compared  
Source: NYS DCJS Uniform Crime Reporting**

Rank	County	2007	2008	# Change	% Change
1	Seneca	7	24	17	242.9%
2	Greene	33	41	8	24.2%
3	Herkimer	16	19	3	18.8%
4	Orleans	41	48	7	17.1%
5	Allegany	16	18	2	12.5%
6	St. Lawrence	43	48	5	11.6%
7	Oswego	62	68	6	9.7%
8	Lewis	12	13	1	8.3%
9	Broome	119	124	5	4.2%
10	Tompkins	53	55	2	3.8%
11	Hamilton	0	0	0	0.0%
12	Schoharie	12	12	0	0.0%
13	Schuyler	4	4	0	0.0%
14	Steuben	32	32	0	0.0%
15	Bronx	2,991	2,927	-64	-2.1%
16	Queens	3,945	3,831	-114	-2.9%
17	Orange	340	326	-14	-4.1%
18	Genesee	45	43	-2	-4.4%
19	Otsego	22	21	-1	-4.5%
20	Saratoga	86	82	-4	-4.7%
21	Ontario	39	37	-2	-5.1%
22	Wayne	50	47	-3	-6.0%
23	Putnam	33	31	-2	-6.1%
24	Jefferson*	29	27	-2	-6.9%
25	Suffolk	2,260	2,090	-170	-7.5%
26	Fulton	50	46	-4	-8.0%
27	Nassau	1,586	1,446	-140	-8.8%
28	Kings	4,292	3,879	-413	-9.6%
29	Richmond	522	470	-52	-10.0%
30	Onondaga	771	687	-84	-10.9%
31	New York	1,506	1,333	-173	-11.5%

**Reported Motor Vehicle Thefts, 2007 and 2008 compared  
Source: NYS DCJS Uniform Crime Reporting**

Rank	County	2007	2008	# Change	% Change
32	Cortland	34	30	-4	-11.8%
33	Westchester	969	841	-128	-13.2%
34	Cattaraugus	60	52	-8	-13.3%
35	Erie	2,771	2,362	-409	-14.8%
36	Clinton	44	37	-7	-15.9%
37	Chautauqua	105	88	-17	-16.2%
38	Schenectady	358	288	-70	-19.6%
39	Niagara	370	297	-73	-19.7%
40	Dutchess	263	211	-52	-19.8%
41	Monroe	2,122	1,698	-424	-20.0%
42	Chenango	24	19	-5	-20.8%
43	Delaware	19	15	-4	-21.1%
44	Albany	427	330	-97	-22.7%
45	Rockland	179	138	-41	-22.9%
46	Oneida	269	207	-62	-23.0%
47	Tioga	25	19	-6	-24.0%
48	Ulster	129	97	-32	-24.8%
49	Rensselaer	233	164	-69	-29.6%
50	Madison	30	21	-9	-30.0%
51	Montgomery	23	15	-8	-34.8%
52	Wyoming	20	13	-7	-35.0%
53	Washington	37	24	-13	-35.1%
54	Cayuga	41	24	-17	-41.5%
55	Sullivan	101	58	-43	-42.6%
56	Chemung	70	39	-31	-44.3%
57	Livingston	27	15	-12	-44.4%
58	Warren	32	17	-15	-46.9%
59	Columbia	38	20	-18	-47.4%
60	Yates	6	3	-3	-50.0%
61	Franklin	32	14	-18	-56.3%
62	Essex	21	6	-15	-71.4%
New York State		27,900	25,005	-2,895	-10.4%
New York City		13,256	12,440	-816	-6.2%
Non-New York City		14,644	12,565	-2,079	-14.2%

## Section V

---

### Motor Vehicle Theft Compared by County

2008

(Rate per 100,000 Registrations)

**Motor Vehicle Thefts, 2008 (Rate per 100,000 Registrations)  
Source: NYS DCJS Uniform Crime Reporting**

Rank	County	2008 MV Theft	Registrations	Rate/100,000
1	Bronx	2,927	223,356	1,254.3
2	Kings	3,879	404,514	958.9
3	New York	1,333	235,920	565.0
4	Queens	3,831	688,728	556.2
5	Erie	2,362	605,267	390.2
6	Monroe	1,698	508,487	333.9
7	Schenectady	288	115,446	249.5
8	Onondaga	687	317,577	216.3
9	Niagara	297	152,319	195.0
10	Richmond	470	249,965	188.0
11	Suffolk	2,090	1,133,428	184.4
12	Albany	330	200,661	164.5
13	Orleans	48	30,074	159.6
14	Nassau	1,446	929,888	155.5
15	Rensselaer	164	112,976	145.2
16	Westchester	841	624,661	134.6
17	Oneida	207	157,470	131.5
18	Orange	326	264,138	123.4
19	Fulton	46	40,951	112.3
20	Seneca	24	24,429	98.2
21	Greene	41	42,425	96.6
22	Chautauqua	88	91,896	95.8
23	Sullivan	58	61,014	95.1
24	Genesee	43	45,757	94.0
25	Dutchess	211	225,909	93.4
26	Tompkins	55	59,121	93.0
27	Cortland	30	32,545	92.2
28	Cattaraugus	52	56,750	91.6
29	Broome	124	143,768	86.3
30	Oswego	68	86,144	78.9
31	Rockland	138	200,484	68.8
32	Ulster	97	144,407	67.2

**Motor Vehicle Thefts, 2008 (Rate per 100,000 Registrations)**  
**Source: NYS DCJS Uniform Crime Reporting**

Rank	County	2008 MV Theft	Registrations	Rate/100,000
33	Wayne	47	73,189	64.2
34	St. Lawrence	48	74,950	64.0
35	Lewis	13	20,684	62.9
36	Chemung	39	62,387	62.5
37	Clinton	37	59,455	62.2
38	Allegany	18	32,545	55.3
39	Washington	24	47,742	50.3
40	Saratoga	82	170,307	48.1
41	Chenango	19	39,494	48.1
42	Tioga	19	40,060	47.4
43	Ontario	37	80,508	46.0
44	Otsego	21	45,974	45.7
45	Schoharie	12	26,968	44.5
46	Steuben	32	73,531	43.5
47	Cayuga	24	55,768	43.0
48	Herkimer	19	44,618	42.6
49	Wyoming	13	30,530	42.6
50	Madison	21	49,982	42.0
51	Montgomery	15	37,534	40.0
52	Franklin	14	35,123	39.9
53	Columbia	20	52,671	38.0
54	Putnam	31	84,208	36.8
55	Delaware	15	40,863	36.7
56	Jefferson*	27	75,330	35.8
57	Livingston	15	47,403	31.6
58	Warren	17	54,191	31.4
59	Schuyler	4	14,929	26.8
60	Essex	6	29,734	20.2
61	Yates	3	17,623	17.0
62	Hamilton	0	5,138	0.0

New York State	9,828,123	25,005	254.4
New York City	1,812,483	12,440	686.4
Non-NY City	8,015,640	12,565	156.8

\*Rate for Jefferson County cannot be calculated due to errors in reporting from Watertown City PD.

## Section VI

---

### Motor Vehicle Theft Compared by County

2008

(Rate per 100,000 Population)

**Motor Vehicle Thefts, 2008 (Rate per 100,000 Population)**  
**Source: NYS DCJS Uniform Crime Reporting**

Rank	County	2008 MV Theft	Population	Rate/100,000
1	Erie	2,362	908,651	259.9
2	Monroe	1,698	728,695	233.0
3	Bronx	2,927	1,385,371	211.3
4	Schenectady	288	151,325	190.3
5	Queens	3,831	2,289,695	167.3
6	Kings	3,879	2,549,604	152.1
7	Onondaga	687	453,316	151.5
8	Niagara	297	214,193	138.7
9	Suffolk	2,090	1,522,727	137.3
10	Orleans	48	42,138	113.9
11	Albany	330	299,789	110.1
12	Nassau	1,446	1,354,833	106.7
13	Rensselaer	164	155,621	105.4
14	Richmond	470	485,719	96.8
15	Oneida	207	231,868	89.3
16	Westchester	841	954,255	88.1
17	Orange	326	381,554	85.4
18	Fulton	46	55,012	83.6
19	Greene	41	49,358	83.1
20	New York	1,333	1,634,686	81.5
21	Sullivan	58	76,571	75.7
22	Genesee	43	57,721	74.5
23	Dutchess	211	294,181	71.7
24	Seneca	24	34,332	69.9
25	Cattaraugus	52	77,775	66.9
26	Chautauqua	88	133,217	66.1
27	Broome	124	195,377	63.5
28	Cortland	30	48,328	62.1
29	Oswego	68	121,286	56.1
30	Tompkins	55	101,591	54.1
31	Ulster	97	182,305	53.2
32	Wayne	47	90,960	51.7



**Motor Vehicle Thefts, 2008 (Rate per 100,000 Population)**  
**Source: NYS DCJS Uniform Crime Reporting**

Rank	County	2008 MV Theft	Population	Rate/100,000
33	Lewis	13	26,403	49.2
34	Rockland	138	298,129	46.3
35	Clinton	37	82,475	44.9
36	Chemung	39	87,619	44.5
37	St. Lawrence	48	109,530	43.8
38	Washington	24	62,944	38.1
39	Tioga	19	50,281	37.8
40	Saratoga	82	217,656	37.7
41	Schoharie	12	32,113	37.4
42	Chenango	19	51,170	37.1
43	Allegany	18	49,594	36.3
44	Ontario	37	104,379	35.4
45	Otsego	21	62,469	33.6
46	Delaware	15	45,266	33.1
47	Steuben	32	96,608	33.1
48	Columbia	20	62,256	32.1
49	Wyoming	13	41,742	31.1
50	Putnam	31	99,894	31.0
51	Montgomery	15	48,560	30.9
52	Herkimer	19	62,313	30.5
53	Cayuga	24	79,812	30.1
54	Madison	21	69,859	30.1
55	Franklin	14	50,353	27.8
56	Warren	17	66,478	25.6
57	Livingston	15	63,029	23.8
58	Jefferson*	27	117,896	22.9
59	Schuyler	4	18,989	21.1
60	Essex	6	36,790	16.3
61	Yates	3	24,542	12.2
62	Hamilton	0	5,036	0.0

New York State	25,005	19,486,239	128.3
New York City	12,440	8,345,075	149.1
Non-NY City	12,565	11,141,164	112.8

\*Jefferson County excludes Watertown City PD due to reporting errors.

