MANITOBA AUTO THEFT TASK FORCE: REDUCING AUTO THEFT

Rick Linden, University of Manitoba
Det. Sgt. Kevin Kavitch, Winnipeg Police Service
About Winnipeg

- Canada’s 8th largest city – 700,000 people
- In 2007, had Canada’s fourth highest crime rate and a motor vehicle theft rate four times national average
- Nearly 20% of all criminal offenses were vehicle thefts
Cost of $40 million a year
Deaths and injuries
In 2007, two people killed and incidents of people being deliberately run down
In one 16-month period, eight drivers tried to run down police officers with stolen vehicles
DEADLY JOYRIDE

Grieving family demanding justice after stolen-van crash kills mother of three

PAGES 4-5
DAY OF DEATH

A Winnipeg cabbie was killed when a stolen parking enforcement unit, a taxi, hit a parked vehicle yesterday morning near the intersection of Portage Avenue and Maryland Street.

Six shot, three fatally, in Weston
Stolen truck slams taxi, killing cabbie
Is crime out of control?

Accused ‘didn’t care’

Girl joked in vid interview about cabbie’s death

A 16-year-old Winnipeg girl is charged with alicking in the death of a cabbie who was rammed by a stolen parking enforcement unit.

Released on bail
Justice Sector Minister Stacey USHERBOURNE said yesterday that an initial appearance on the charge of uttering threats causing distress and contributing to the death of a person is scheduled for tomorrow.

The girl attempted suicide earlier this week.

A judge ordered her to remain at home without contact with her boyfriend or his friends.
Scanning – The Problem

Winnipeg Auto Theft 1991 to 2008  Stolen Vehicle Rate Per 100,000

SVs: 393 391 1034 1223 1183 1242 1352 1270 1308 1425 1581 1405 1493 1932 1712 1932 1714 950 558
Response – Manitoba Auto Theft Task Force

- Winnipeg Police Service and RCMP
- Crown Prosecutors (our District Attorneys)
- Youth Corrections
- Manitoba Public Insurance (in 3 of Canada’s western provinces all car owners must insure their vehicles with a government insurance company)

- Commitment to use a problem-oriented approach
Analysis – Offense Patterns

- Thefts throughout city, but concentrated in core.
- No significant monthly or day of week patterns
- 95% of all vehicles recovered – not sold or chopped
- Clearance rate of about 10%
- Some Chrysler vehicles particularly vulnerable.
- Thefts by children as young as 10 (no charges until 12 in Canada).
Car Theft Hot Spots

- Plymouth Voyager (1990 – 1994) 1 in 7
- Chrysler Intrepid (1990 – 1994) 1 in 7
- Jeep Grand Cherokee (1990– 1994) 1 in 7
- Dodge Caravan (1990 – 1994) 1 in 8
- Dodge Spirit (1990 – 1994) 1 in 9
- Plymouth Acclaim (1990 – 1994) 1 in 9
- Chrysler Intrepid (1995 – 1999) 1 in 10
- Dodge Stratus (1995 – 1999) 1 in 11
- Plymouth Sundance (1995 – 1999) 1 in 11
- Chrysler Dynasty (1990 – 1994) 1 in 11
Analysis – Offender Characteristics

- Interviewed 43 incarcerated auto thieves

- Family issues
  - Majority from single parent families
  - Half had run away at least once
  - High criminality of family members

- School issues
  - Not successful: 2–3 grades below age level
  - High rates of truancy and expulsion
  - School–associated thefts
Leisure activities
- Violent video games (Grand Theft Auto)
- Drug and alcohol use
- Thrill-seeking lifestyle

High involvement in auto theft and also other offenses

Peers a very important factor – most involved with gangs and most had many friends who stole cars: Extensive auto theft culture

Young when started – average age was 12
Analysis – Offender Characteristics

Continued

- Approached auto theft casually, with little pre-planning: impulsive, used for joyriding or for casual transportation
- Had thrill-seeking and status dimensions: many exaggerated their involvement
- Felt anti-theft devices best way to reduce it
- Majority felt their sentences were too lenient and that penalties should be harsher
Analysis – What Do We Know?

- Mainly joyriding and thrill seeking activity
- Wide range of offences — not just auto thefts
- High rate of repeat offending
- Substance abuse issues
- Peer/gang influences
- Family support/supervision issues
- Special needs (FASD, cognitive disabilities)
- Majority are Aboriginal (Native American)
Other Research

- A final major piece of research was an extensive review of what works and doesn’t work in auto theft prevention.
Early Strategies
First Attempts – Failure

- Government wouldn’t buy us enough chimps, so we turned to Plan B
- Policy of fingerprinting all stolen vehicles and increased police attention along with an under-12 program probably led to the 12% temporary reductions in 2002.
- Government also tried several other tactics such as not allowing convicted car thieves to get drivers’ licenses and suing offenders to recover the cost of their thefts but not likely that these have an impact on 15 year-olds.
- Bait cars also did not work for us.
While we were doing research our initial efforts were failing and we were learning how committed to auto theft our young people were.

2004 – Auto theft rates out of control
  ◦ Last quarter of 2004, an annualized rate of 3000/100,000 which would have been at least 3 times higher than any other place in North America
  ◦ Some kids were stealing 4 to 5 cars a day
The Winnipeg Auto Theft Suppression Strategy (WATSS)

- 15 staff hired for Auto Theft Unit in Corrections
- Coordinated and integrated approach based upon the risk level of the youth
- 2 Crown prosecutors assigned to auto theft
- Subsidized electronic immobilizer program – voluntary, but all costs paid by Manitoba Public Insurance
Electronic Immobilizer

- A device that disables vehicle systems so it can’t be started without a transponder-equipped key
- Many varieties, but approved immobilizers disable the ignition, starter and fuel systems
- Mandatory in all new vehicles sold in Canada since 2007 but not in older vehicles. After-market cost of about $400 installed
Response – Levels of Strategy

- Level 1 – At risk. Education and prevention
- Level 2 – Early involved. Prevention, education, diversion
- Level 3 – Repeaters. Supervision and intervention
- Level 4 – High risk. Intense supervision, support and intervention

Intense supervision is core of the program – 15-person Auto Theft Unit in Youth Probation
Response – Level 4

VERY HIGH RISK AUTO THIEVES:

- Enhanced case management by Probation Officers and Auto Theft Support Workers
- Daily contacts with youth (7 days/week – every 3 to 6 hours). From 22 – 36 contacts per week
- Curfews applied & enforced
- Limited tolerance for non-compliance
- Crown (prosecutor) advocates for custody when applicable
Response – Social Development Programs

- Empowering Justice – federal funding – $1.5 million/3 years
- CHOICES – 2 new sites (Level 1)
- Vehicle for Change – (Level 2)
- Activity Centre – group mentoring (Levels 1 and 2)
- Resource Centre – (3 & 4)
- Mentoring (3 & 4)
- Aboriginal Worker (all levels)
Assessment

- Initial reductions and everyone involved felt we were on the right track, but thefts began to spiral out of control again in 2006 so it was clear more needed to be done.
Early Success, But Not Sustained

Winnipeg Auto Theft 1991 to 2008  Stolen Vehicle Rate Per 100,000

SVs: 383 391 1034 1223 1183 1242 1362 1270 1308 1425 1581 1405 1493 1932 1712 1932 1714 960 568
INCREASES IN 2006

- Major increases in late 2004
- Rates lowered in 2005
- Significant increases in early-mid 2006 in spite of positive inroads being made within WATSS. Needed to understand the causes.

ANALYSIS:
- Very high number of the worst auto theft offenders were out of custody in 2006 and driving the numbers.
- Stolen Auto Unit staffing insufficient to make the most of the WATSS partnerships.
2005 & 2006 – Many new processes and partnerships were put into place. Theft numbers being kept in check compared to late 2004. WATSS evolving, learning process of how to increase effectiveness as a group. Strong feeling within the partner agencies that we would make this work.

During 2005 & 2006 the relationship between offender custody and vehicle theft rates became apparent. Direct relationship between known offenders in the community and auto theft increases. These offenders were driving the increases in 2006.

On the right track – Offenders now known to police and monitored. Many were previously anonymous or not policed proactively. Partnerships ready to make an impact.

Recognized the need to statistically demonstrate the value of the Strategy efforts to gain continued/further support politically, within the Police Service, and the courts.

Challenge of convincing the decision makers we were on the right path. Stolen Auto Unit in particular needed additional staffing. Not enough members to target all of the offenders properly for WATSS to reach its potential.
Impact of High Risk Offenders

- Initial research for WATSS determined that a select group of chronic offenders are responsible for high percentage of auto theft in Winnipeg. 2006

- Significant need to formally demonstrate this effect to gain greater momentum for WATSS. We understood this through our experience but it was time to back it up with a more detailed analysis to educate others.

- Top 50 Analysis – developed to statistically demonstrate the relationship between auto theft rates and High Risk youth offenders in custody.

- The 50 highest risk offenders were identified. Data regarding their day-to-day custody status (in or out) was analyzed. This covered a 273 day period in 2006. Daily auto theft statistics were then compared with the number of high risk offenders in custody. Colors were used to further demonstrate this relationship.
Summary of the analysis:
Auto theft numbers increased with higher numbers of auto theft offenders in the community.

At Large –
Identified offenders were either being supervised in the community or on the run from police.
Top 50 Analysis – Graph Explanations

*Added for Slides 32–34 (verbally described during the conference presentation)*

- The analysis covers a 9 month period between January 1 and Sept 30, 2006. The following 3 slides from this analysis are shown to highlight specific time periods.

- **Columns A & B** – Specific date/day of the week.

- **Column C** – Number of stolen vehicles in Winnipeg on that day. The colors correspond to the number of stolen vehicles. Color codes are defined in the top-left area. In 2006, 30 or more stolen vehicles was considered a HIGH amount and shown in red. Orange represents an ELEVATED amount (26–29), white is AVERAGE (17–25), and blue is LOW (0–16).

- **Column D** – Total number of Top 50 Offenders that were out of custody on that day. Color codes are defined in the top-left area. Red represents a HIGH number (25 or more), orange is ELEVATED (23–24), white is AVERAGE (19–22), and blue is LOW (0–18).

- **Right-hand columns** – Each column represents an individual Top 50 offender. Due to space limitations, only offenders 1–20 are shown. Each day they are out of custody (creating the potential to steal vehicles), is designated by a red “1”. A white box means “in custody”. 
During March 2006, there were a high number of Top 50 Offenders in the community. Many of these days also saw high auto theft rates.

As well, many of the Top 20 offenders were also out of custody.

Based on our experience, offenders were active during many but not all days they were out. In general, we would expect to see high numbers of offenders out of custody (red) result in high auto theft days as was the case in March 2006.
As a result of a record number of auto theft offender arrests in May, the number of Top 50 offenders dropped to as low as 14, 50% less compared to high numbers seen in March.

Of note, NONE of the Top 20 offenders were out of custody between May 24 and June 7.

The low number of offenders (blue) corresponded with many of the lowest auto theft days of the year and on average significant reductions.

Note the new releases at the bottom of the graph.
By mid-June, several Top 50 Offenders returned to the community as a result of sentence completions, etc.

By late June, the number of Top 50 Offenders again reached high levels (red) and auto theft rates increased significantly.

In a very short period of time, we went from the lowest auto theft days of the year to some of the highest.

In one sense, significant releases became “the clouds rolling in” before the storm.
Impact of a Single Group

5 main players
(3 – Level 4’s & 1 – Level 3 youth)

- Learned to bypass the factory immobilizers of SUV’s, etc.
- All arrested over a 1 week period by SAU & uniform members
  - Numerous stolen vehicle charges laid

12 days prior to final arrest:
Avalanche thefts = 25  Trailblazer thefts = 14  (39 total)

12 days following the final arrest:
Avalanche thefts = 3  Trailblazer thefts = 1  (4 total)
Impact of A Single Offender

“Windstar Bandit”
Male in his early 20’s, strong preference for 1998 Windstar vans
  - Arrested May 18th, 2007 by SAU as part of a specific project
    - Charged with numerous stolen vehicle offences

1998 Windstar thefts
Jan. 1 to May 18, 2006 = 4 total
(Windstar Bandit released on Parole in late 2006)

Jan. 1 to May 18, 2007 = 109 total
  - May 1 to 18, 2007 = 31 total
    - Arrested May 18

May 19 to June 5, 2007 = 0
Response – Additional Components Added to WATSS

- This research showed that a small number of youth were responsible for much of the problem and suggested a need for intensive supervision along with additions to the enforcement component.

- The research was presented directly to Minister of Justice with recommendation that a major effort was needed to stop the escalation in thefts.

- Led to a major commitment of resources by Manitoba Public Insurance and by the Justice Department.
ENHANCEMENTS TO AUTO THEFT STRATEGY

- 5 Additional members for Stolen Auto Unit as of June 2007 to enhance the enforcement component.

- Compulsory immobilizer program. Mandatory (and free) for the 100 most at-risk models. 50,000 in initial program. Initiative began in September, 2007 and a second group added in September, 2008. Total cost of $40 million.

- Enhanced youth programming.
Response – Immobilizers

- Initial voluntary program was not large enough to avoid displacement – lots of 1993 Dodge Caravans around Winnipeg

- Compulsory program covered 100,000 vehicles in over 2 years. Completed Sep 09

- No approved immobilizers have been defeated but some stolen with keys
Analysis – Target Vehicles 2007

- Cadillac Escalade (2000–2004) 1 in 6
- GMC Yukon (2005–2007) 1 in 8
- GMC Yukon (2000–2004) 1 in 14
- Nissan Quest (1990–1994) 1 in 18
- Chevrolet Trailblazer (2000–2004) 1 in 18
- Chevrolet G20 (1990–1994) 1 in 21
- Chevrolet Suburban (2000–2004) 1 in 21
- Chevrolet Silverado (2005–2007) 1 in 22
- Ford F350 1 in 25

Note that GM vehicles ‘protected’ by a Passlock II immobilizer
Response – Coordination

- Auto Theft Task Force (Police, probation, corrections, prosecutor, MPI)

- Working Groups for each of 4 levels (WPS, youth corrections, MPI, prosecutions)

- Valuable partnerships. Goal is to ensure that all players work together effectively and has been very successful.

- Work daily as a team, so routine to see things like offenders being arrested by police within hours of being breached by probation for violating release conditions.
Early 2007 - A new group of auto theft offenders were identified and were targeted through WATSS. Record breaking reductions being created by April 2007.

September 2007 – 1st phase of the mandatory immobilizer program. Later found to be insufficient with many offenders switching to different vehicle types. WATSS continuing to create record reductions.

September 2008 – Start of the 2nd phase of mandatory immobilizers. Completed as of October, 2009

November 2006 to present - 35 consecutive months with reductions compared to the same month of the prior year. Overall, a 73% reduction since 2004. Constant vigilance still needed as auto theft spikes continue to occur due to non-compliant known offenders and others.
Response – Coordination

- Also coordination within the Winnipeg Police Service
- Platoon Rep Program and enhancements
- Policenet website – 24/7 communication tool between Stolen Auto Unit and other WPS members
The Media & Changing Public Perception

CAR THEFT AT 16-YEAR LOW

RECORD ARRESTS

Best in the country

Our system tops at curbing car theft, think tank says

Car thefts plunge

Intensive prevention strategy working, say police

Winnipeg Free Press

WINNING THE WAR ON VEHICLE THEFT

Pilot who crashed on Logan Ave found guilty

Win on page
PROGRAM UPDATES

- Automated license plate reader
- Electronic monitoring for high-risk young offenders
## Comparison: Pre-WATSS & Current Results

### November 2004

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Response – Implementation Issues

- Leadership – strong leadership involvement from senior leaders and from managers at all levels
- Accountability
  - Most of funding was from public insurer and they required a detailed business plan. i.e. number of daily contacts with individuals under supervision was measured
  - Task force and working groups facilitated accountability. Issues dealt with and resolved face to face.
- Communications – constant communication up and down and with all partners. Input from everyone increased buy-in.
- Public support – proactive approach with the media, particularly with the mandatory immobilizer program. Also very rigorous quality control of installations
Figure 4: Winnipeg Daily Stolen Vehicle Average. 2002 – 2009 (does not include attempts)
Source: Manitoba Public Insurance
Assessment – Impact on Vehicle Theft

Dramatic reduction in auto theft – 75% drop from 2004 – 2009, about 3 times greater than nationally

- Displacement or diffusion of benefits?
  - Concerns about increase in carjackings, burglary and robbery
  - Virtually no carjackings and rates of burglary and robbery were both down in 2007 and 2008 so appears to be diffusion. Fewer youth now in MYC

- External evaluation – found program successful
- Savings of $30 million/year
QUESTIONS?