

**Please ask for :** Alethea Fuller  
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Our reference: 2020-00111



**west midlands**  
**police and crime**  
**commissioner**

Sent by email to: [request-646845-e4f7b52c@whatdotheyknow.com](mailto:request-646845-e4f7b52c@whatdotheyknow.com)

Date: 16 March 2020

Dear Mr Swift,

Thank you for your request for information received in this office on 16 February 2020 in which you asked:

1. vehicle theft numbers by manufacturer month on month
2. meeting notes related to vehicle crime
3. the evidence vehicle security/bypass (keyless theft) is to blame for increased car thefts
4. the number of prosecutions for possession of vehicle security bypass/interference (all technology-related vehicle theft methods) thefts
5. the developments tackling the security weaknesses that are said to exist in many keyless cars

In response to your request, I can confirm:

1. There is no correspondence held within the Offices of the Police and Crime Commissioner relating to this subject
2. Please find attached all notes. These documents have been redacted where information contained is exempt from disclosure
3. There is no correspondence held within the Offices of the Police and Crime Commissioner relating to this subject
4. There is no correspondence held within the Offices of the Police and Crime Commissioner relating to this subject
5. There is no correspondence held within the Offices of the Police and Crime Commissioner relating to this subject

### **Freedom of Information Right of Appeal**

Any person who has requested information from West Midlands Office of the Police and Crime Commissioner and is unhappy with the way their request for information has been handled can request a review of their case.

A request for review must be made in writing by letter or email to the Legal Advisor to the Police and Crime Commissioner. You should include the reference number of your request if you have it, and outline why you are requesting the review to:

The Legal Advisor  
West Midlands Office of the Police and Crime Commissioner  
Lloyd House  
Birmingham  
B4 6NQ  
Telephone: 0121 626 6060

All requests for review will be recorded. Receipt of a request for internal review will be acknowledged and the appellant informed of an estimated date for determining the outcome. West Midlands Officer of the Police and Crime Commissioner will attempt to respond to internal reviews as soon as practicable and in any case within two months.

All investigations will be undertaken by the Legal Advisor.

The result of any internal review will be communicated to the appellant outlining the decisions taken. If you remain dissatisfied with the handling of your request or complaint, you have a right to appeal to the Information Commissioner at:

The Information Commissioner's Office  
Wycliffe House  
Water Lane  
Wilmslow  
Cheshire  
SK9 5AF Telephone: 08456 30 60 60 or 01625 54 57 45 Website: [www.ico.gov.uk](http://www.ico.gov.uk)

There is no charge for making a request for internal review or appeal to the Information Commissioner.

Yours sincerely



Alethea Fuller  
Acting Chief Executive

## TOMV Actions

There seem to be two key lines of further movement. The same themes as the event was based around policing changes and manufacturing changes.

Important to recognise that what we are doing now is trying to stop seeing an increase in TOMV to the levels that there were in the 00's. We are still low but preventative measures need to be implemented.

### **Manufacturing –**

████████ all contributed to the afternoon session positively with ██████ giving some pushback. ██████ group have shown interest to meet with us separately as they couldn't send anyone to the event.

Clear they are doing things, security-wise and MIRA could be helpful along with other car security experts in further meetings to see where they think it could go in the future and where we can help push that agenda.

Legislative concerns were raised on several occasions, especially around the location of the OBD port and the security of it. SMMT & Manufacturers equally seemed concerned about this. EU legislation which we could look at but seems unlikely given time constraints but we could look at exploring the current legislation and looking at it with DfT and DExEU about what happens with these laws within the UK, post-Brexit.

Highlighted that the HO used to publish name and shame figures (in a time when there were fewer people using the internet and accessing information). ██████ seemed very keen to do so, ensuring that the figures are accurate is key here. Options around publishing raw car theft stats and car theft stats plus proportionality is where we need to look at. Conversations need to be had depending on the impact. This could kick the manufacturers into action but at the same time could turn them off from working with us further as it could be hostile.

Manufacturers noted that dealerships were key in the process for new cars. A pack of security recommendations could be given to new car owners, faraday bag with the branding of the manufacturer. Ford offer through some dealerships additional, mechanical, security devices such as pedal locks and also locks for the OBD port post-purchase which cannot be put on before they are sold.

**Policing-** a lot of lessons to be learnt for the Police. The actual scale of the problem is unrecorded. I.e. a burglary in which car keys and then a car is taken is not seen as TOMV, recording should be clearer.

The obvious resourcing problem, was highlighted generally but also in regards to chop shops where there are so many that they are under-resourced. IAATI are doing good work here in helping the police.

Documentation of cars is not as quick as it could be, Cat B cars for example, many examples where shared in which these unroadworthy vehicles were not well documented so they ended up back on the road due to chop shops making use of them.

WMP could share confiscated relay devices with SMMT and manufacturers so they can look at ways to prevent them, they have not got hold of one yet. ACC Boycott said she would be able to supply them. Must chase this with her and exec team to keep manufacturers on board.

It is vital to keep the manufacturers and SMMT on side as that is the only way we will change things. We left on good terms after somewhat of a grilling from the PCC. It is only through them we can observe industry standards change. We can help them and they can help us and that is the very relationship we should have.

Policing seems disconnected, DI Trigg was putting some very strong points across on prevention across on behalf of NPCC lead. There could be something said for having regular link in's with the NPCC lead on crime prevention and vehicle crime along with ourselves and other major problem areas on the work that is happening.