

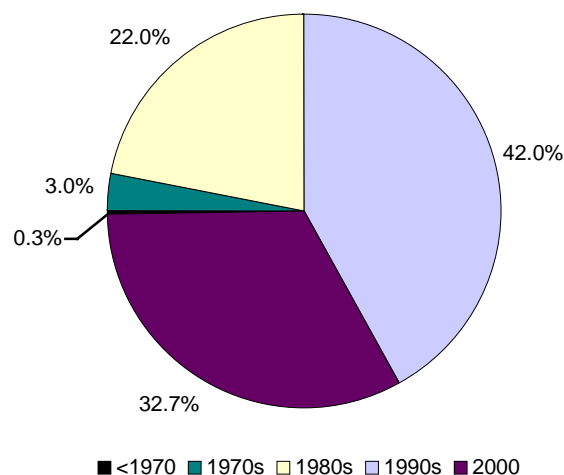
Motorcycle Theft in South Australia, 2000

The characteristics of motorcycle theft in South Australia differ in many ways to that of passenger and light commercial vehicle theft. The following fact sheet highlights some of these motorcycle theft characteristics and how they contrast to the theft of other types of vehicles.

As most passenger vehicles are registered for use on the road and most passenger vehicle thefts result in an insurance claim, the reporting rate of passenger vehicle theft is considerably high. In comparison, motorcycle thefts are often not reported to police since they may be unregistered (for use on private property) or uninsured. During the calendar year 2000 a total of 402 motorcycles were reported as stolen in South Australia and 155 of these were recovered by the end of the year. This equates to a recovery rate of 38.6% which is substantially lower than the recovery rate for all types of motor vehicles (at 89.3% for the same time period). Firstly, motorcycles are more inconspicuous than passenger or light commercial vehicles and may be easily concealed in the back of a ute/truck or dumped in unrecoverable places. Secondly, the average citizen is less likely to identify the make/model characteristics of a stolen motorcycle than they are a passenger vehicle. Thirdly, a stolen motorcycle may be used on private land with no need for registration and may therefore be used undetected.

Nearly three quarters (74.7%) of motorcycles stolen in South Australia during 2000 were manufactured from 1990 on (where the year of manufacture was known). This compares starkly to all motor vehicles where only 15.6% of those stolen were manufactured from 1990 onwards (where the year of manufacture was known). The prominence of later model motorcycles in the theft statistics may be a reflection of their share of the vehicle fleet as well as being an indicator of higher levels of professional theft. Motorcycle parts are also damaged much more easily than passenger vehicles (by falling over for instance) and this higher demand may have encouraged a black market trade in stolen motorcycle parts.

Figure 1. Year of manufacture of motorcycles stolen in South Australia during 2000.



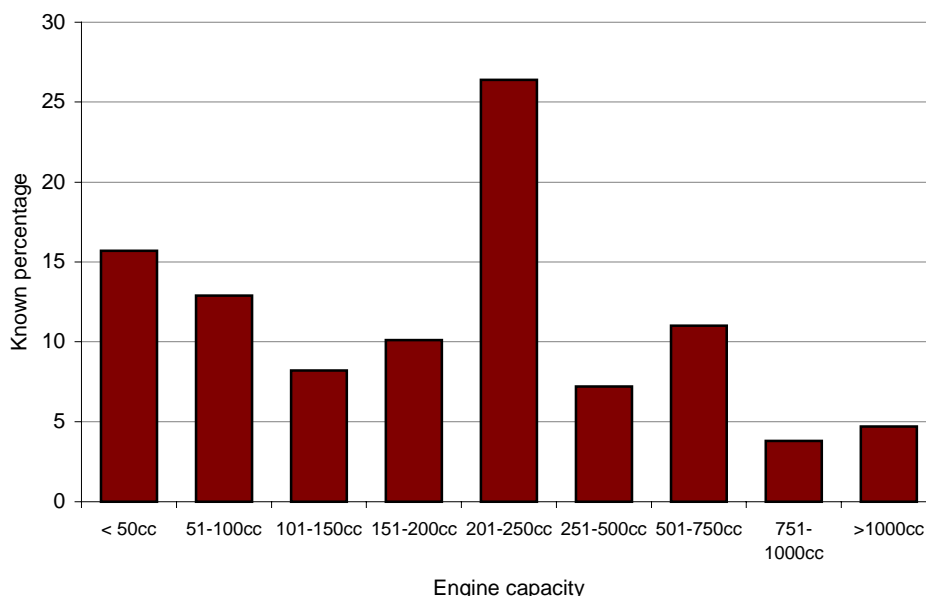
The most popular theft targets during 2000 were Yamahas, making up over a third (33.8%) of motorcycle thefts and Hondas (27.1%). Kawasakis and Suzukis were also popular makes with 16.2% and 15.2% of motorcycle thefts respectively. Motorcycles with an engine capacity of between 201 and 250 cc were also the most popular theft targets with 84 stolen during 2000 (26.4% of cases where the engine capacity was known).

Table 1. Make specifications for motorcycles stolen in South Australia during 2000.

Make	Stolen		Recovered*	
	No.	%	No.	% recovered
BMW	1	0.2	1	100.0
BSA	1	0.2	0	0.0
Buell	1	0.2	0	0.0
Ducati	1	0.2	1	100.0
Harley Davidson	13	3.2	5	38.5
Honda	109	27.1	45	41.3
Kawasaki	65	16.2	24	36.9
KTM	2	0.5	1	50.0
Polaris	1	0.2	0	0.0
Suzuki	61	15.2	30	49.2
Triumph	1	0.2	1	100.0
Vespa	4	1.0	3	75.0
Yamaha	136	33.8	44	32.4
Unknown	6	1.5	0	0.0
Total	402	100.0	155	38.6

* 'Recovered' refer to vehicles stolen during the calendar year 2000 and recovered as at 31/12/2000.

Figure 2. Engine capacity of motorcycles stolen in South Australia during 2000 (where engine capacity was known).



The location of motorcycle theft in South Australia differs considerably to the location of passenger and light commercial vehicle theft. Nearly one third (30.3%) of motorcycles were stolen from country Local Government Areas (LGAs) compared to only 8.3% of all motor vehicles stolen. The high number of country thefts reflects the greater proportion of motorcycles represented in the vehicle fleet of country regions. The location type of motorcycle theft also reflects the

higher proportion of country incidents with only 10.4% of thefts occurring in a carpark (compared to 25.9% of all motor vehicle theft) and 36.6% occurring at a house (compared to 19.9% of all motor vehicle theft).

Table 2. Local Government Area 'hot-spots' for motorcycle theft in South Australia, 2000

Local Government Area	Stolen		Recovered*	
	No.	%	No.	% recovered
Salisbury (C)	41	10.2	11	26.8
Enfield (C)	27	6.7	12	44.4
Hindmarsh and Woodville (C)	22	5.5	10	45.5
Munno Para (C)	21	5.2	3	14.3
Adelaide (C)	17	4.2	6	35.3
Marion (C)	17	4.2	11	64.7
Noarlunga (C)	17	4.2	9	52.9
Mitcham (C)	14	3.5	2	14.3
Tea Tree Gully (C)	13	3.2	6	46.2
Gawler (M)	9	2.2	3	33.3
Mallala (DC)	9	2.2	1	11.1
Port Adelaide (C)	9	2.2	2	22.2
Whyalla (C)	9	2.2	7	77.8
Burnside (C)	8	2.0	1	12.5
Port Pirie (C)	8	2.0	4	50.0
West Torrens (C)	8	2.0	3	37.5
Elizabeth (C)	7	1.7	2	28.6
Murray Bridge (RC)	7	1.7	3	42.9
Unley (C)	6	1.5	4	66.7

*'Recovered' refer to vehicles stolen during the calendar year 2000 and recovered as at 31/12/2000.
C = City, RC = Rural City, DC = District Council, M = Municipality/Municipal Council

Table 3. Location type of motorcycles stolen in South Australia during 2000

Location type	Stolen		Recovered*	
	No.	%	No.	% recovered
Beach	1	0.2	0	0.0
Business Premises	30	7.5	7	23.3
Car Park - Educational	2	0.5	1	50.0
Car Park - Hotel/Club	6	1.5	2	33.3
Car Park - Medical	1	0.2	0	0.0
Car Park - Other	10	2.5	5	50.0
Car Park - Private	5	1.2	1	20.0
Car Park - Recreational	4	1.0	2	50.0
Car Park - Shopping Centre	5	1.2	2	40.0
Car Park - Units/Flats	9	2.2	6	66.7
Factory	2	0.5	1	50.0
Farm	8	2.0	3	37.5
Footpath	1	0.2	0	0.0
House - Driveway	75	18.7	36	48.0
House - Front Yard	33	8.2	13	39.4
House - Rear Yard	39	9.7	15	38.5
Reserve	1	0.2	0	0.0
Scrub Land	1	0.2	0	0.0
Shed	83	20.6	22	26.5
Street	84	20.9	39	46.4
Vacant Land	2	0.5	0	0.0
Total	402	100.0	155	38.6

*'Recovered' refer to vehicles stolen during the calendar year 2000 and recovered as at 31/12/2000.

Motor Vehicle Theft is one of a number of long-term research interests within the Office of Crime Statistics. To this end OCS has established, in conjunction with the National Motor Vehicle Theft Reduction Council Inc., the National CARS Project. The National CARS (Comprehensive Auto-theft Research System) Project gathers data from police services, vehicle registration authorities and insurance companies from around Australia and uses this information to monitor trends and assist in the development and evaluation of vehicle theft reduction strategies. Further information about the National CARS project or vehicle theft in general can be obtained from the web site: www.ncars.on.net