

PLANT THEFT IN THE UK & THE INDUSTRY RESPONSE

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Introduction

Construction Equipment (usually referred to as Plant) is commonly found at building sites and roadworks. The term “Plant” covers a variety of equipment from handheld portable tools to large earthmoving equipment and mobile cranes. There are many types of plant covering a wide variety of uses including such items as generators, excavators, and access platforms. As technology progresses, Plant has become more compact. A side effect of this is that Plant has become easier to steal.

Like anything which has value and for which there is a ready market, machinery and equipment is highly susceptible to theft. For Plant, the risk is greater, as most items can be either carried away or, in the case of a large proportion of mobile plant, started with the use of a single common key.

The precise extent of the problem in financial terms is open for dispute, but it is accepted the problem is commonplace in the UK costing in the region of £1.5 million every week, with mini-diggers alone producing annual estimated losses of around £20.0 million. The principal victims of Plant theft are the contractors, the Insurers, banks and financial institutions. Uninsured losses to the Plant owner are estimated to be twice the value of the item stolen and reflect the cost of delays and administrative expenses that arise following the theft.

Once stolen, equipment is rarely recovered. Until recently, the recovery rates for Plant were in the region of 5%. This compares to 70% for other vehicles such as cars. There are numerous causes for this wide discrepancy, not least of which is the lack of any uniform and centralised data registration system for recording Plant identification. In fact, even when it is recovered, items of Plant often remains unidentified by Insurers who lack specific details of what was insured and Owners who, having received monies from their Insurers, have already replaced the stolen items.

In the UK Insurance market it is common practise to write policies on a “blanket” or unspecified basis. As a result Insurers often do not have the specific details of the Plant they are covering, no idea if the declared New Replacement Value is accurate and very little idea how it’s being protected against Theft. Only in situations when the Plant is hired out do Insurers retain, at least some possibility of recouping their losses under Hire Conditions that may make the Hirer responsible for loss or damage.

In an effort to combat theft, the “Plant Theft Action Group” (PTAG) was formed in 1996 as a Home office advisory body under the auspices of the Vehicle Crime Reduction Team (VCRAT). The Home Office produced the first version of its Security Guidance Document in 2002. Despite the efforts of this and other industry groups, until recently little progress had been made, as Insurers, manufacturers and users failed to find a common basis to move forward.

The picture that emerges is that overall Plant is poorly protected, with mini-excavators and trailer/towed Plant being particularly vulnerable. It is against this background that PTAG, representing the industry, produced a Code of Practice in 1996 giving minimum measures of protective security into products, as part of their original specification.

This Code of Practise included the following elements to improve both identification and security:

- Registration of Plant – A Register of Ownership with a recognised company
- VIN/PIN – 17 character alphanumeric Vehicle ID to World Manufacturers Index Scheme (WMI) or 17 character alpha Product ID Numbers to ISO10261:2000.
- Keys – A UNIQUE/Single Key (this could be the Immobiliser Key)
- Perimeter Security – cabs with Lockable Windows
- Immobilisation
- Physical restraints

These measures would eventually form the basis for a widely recognised strategy achieving common agreement from Government, Police, Insurers, Finance and Trade Associations. Appendix 1 lists the main groups involved in these initiatives.

The 1st Initiative - The Plant Theft Action Group and the CESAR Initiative

PTAG members consist of representatives from construction and utility companies, equipment manufacturers, the police, leading insurers, security product test houses and other industry bodies.

In considering security for construction of the various facilities around the “Olympic Village” for the 2012 London Olympics, the Metropolitan Police Service submitted a report to PTAG in 2006 that highlighted the difficulties of investigating Plant theft. This included the lack of a dedicated national register, and the issues of identifying types and makes of plant machinery.

Although a number of private companies provided plant registration services, the data-bases were fragmented and did not meet data compliance requirements, operating on a reward scheme which paid the data-base company money when stolen plant was recovered.

The proposal by the Metropolitan Police suggested that the introduction of a National Registration and Marking Scheme supported by an accredited 24hr call centre would have a significant effect in reducing Plant theft. This would allow all Plant to be marked and registered for easy identification.

A PTAG Working group then examined the possibilities of a National Plant Register and by July 2006 had a set of criteria that was agreeable to the various members represented by PTAG. This proposal was accepted and approved by both the Home Office and the Association of Chief Police Officers.

The agreed criteria included:

- Provision to operate a secure, compliant, experienced 24/7 call centre for Police enquiries.
- Each item of Plant/Machinery registered would be permanently fitted with at least two high visibility unique Number Plates.
- The ability to issue, produce and administer these secure unique tamper evident numbers plates.
- The ability to parallel register all appropriate machinery and equipment with the UK Driver Vehicle Licensing Authority (DVLA) Off Road Register (ORR).
- Accreditation to ISO 9000:2000 and LPS 1224 standards, with ACPO/Home Office accreditation under the "Secured by Design" scheme.
- The marking and registration products must have been tested or approved by Independent means (Thatcham or Sold Secure standards)
- A no reward scheme or "bounty fee" basis for finding/identifying stolen equipment.
- The existence of an interactive website to allow instant on-line reporting of stolen equipment.
- Data to be held for Police/Home Office use only.

In order to be able to be approved by both the Home Office and Constabularies across the UK the company operating the database had to be accredited to a high degree and comply with ISO and loss prevention standards equal to similar Government standards.

PTAG then created a “Sub Group” from each of the industry’s partners including Manufacturer, Plant Hirers, Utility Companies, and Insurers to create the final specification and tender document. In 2006 this specification was published and tenders invited from specialist companies.

More than 20 high profile companies responded to the tender and bid for the business. In September 2006 the PTAG Board awarded the contract to Datatag ID Ltd. Responsibility for administering the scheme was passed the Construction Equipment Association (CEA) to administer the Scheme.

Thus the Construction Industry now had an official database/data handler appointed on behalf of the industry, rather than a number of independent private database companies.

The new scheme was named the Construction Equipment Security and Registration Scheme (CESAR). Deputy Police Commissioner Tarique Ghaffur presided over the official launch of CESAR to the plant & construction industry at the Construction Industry Theft Solutions (CITS) Conference that was held at the head office of JCB on January 23rd 2007. On April 2nd 2007, the scheme went live. (Appendix 2 illustrates the features of the CESAR identification model)

CESAR was the first joint project that involved the Police, the Construction and the Insurance industry. It emerged as a direct result of police highlighting the difficulties it faced when dealing with equipment theft, but was only the first step in creating a unique partnership to combat plant theft..

The 2nd Initiative - The Plant & Agricultural National Intelligence Unit

Vehicle theft is often recorded inaccurately on the Police National Computer. (PNC) Indeed recent statistics show only about 47% of Plant that is stolen actually gets recorded on the PNC, and when it does it often gets entered incorrectly. The CESAR initiative began to attack this issue by ensuring that, for registered Plant, the police would get accurate information.

Because each Police Authority records theft in their own region, there were issues over the collection of data nationally and inter-force liaison. The PNC is primarily an operational tool and records are routinely deleted from the database once an item is recovered. Police forces cannot update the statistics of other forces and difficulties persist in re-examining data.

Typical problems for the Police include:

- Difficulties in physically identifying the Plant type/description (they all look similar)
- Lack of information on the PNC (very little information provided at time of the loss)
- Inaccuracies in recording information on the PNC (Police National Computer)
- Low priority for the Police /No cross-border enforcement
- Lack of substantive policing in the UK for stolen plant

To complement CESAR, the Metropolitan Police highlighted these issues to the British Machinery Insurance Association (BMIA) with a suggestion from the Police to form a specialist and dedicated Plant Theft Unit.

Six of the leading Insurers were approached to form a Partnership Agreement with the Police to support and partially fund the functions of the Unit. HSB Engineering Insurance Ltd, Allianz Engineering Ltd, Zurich Engineering, Aviva and RSA Engineering all agreed to the proposal. NFU joined later and ongoing discussions are now in place with others.

On the 1st October 2008, PANUI (Plant & Agricultural National Intelligence Unit) began operations.

PANIU is based in London and part of the Specialist Crime Directorate at New Scotland Yard. It is staffed by two Detectives and a team of research staff. It also uses the services of the Industry Liaison Officer and a Detective Sergeant from the Stolen Vehicle Unit. The Unit offers specialist back up to our National Police Forces including the training of officers in Plant identification. It also assists in the gathering of evidence and engages in proactive investigations including covert operations.

Partner insurers provide notice of thefts to PANIU in a common format, resulting in a much more accurate and complete database. The Standard Theft Form is included as Appendix 3. As a part of the agreement, statistics are provided to each Insurer Partner at regular intervals.

PANIU have also assisted the Home Office and Insurers with the formation of the updated security advice document titled “Security Guidance for Agricultural and Construction Plant” which appears as a Code of Practice for Manufactures, Industry and Insurers.



Hampshire officers with just three of the 74 telehandlers that were recovered in 2007/8 from Eastern Europe that had been stolen in the UK.

Anti-Theft Initiatives –Successes, Challenges & Progress

Since the CESAR launch in 2007, over 25,000 pieces of equipment have now been marked. Momentum continues to build and CESAR is quickly becoming an industry standard. Major plant manufacturers including JCB, Manitou, Merlo, Takeuchi, and Doosan now fit CESAR markings as standard equipment on all UK machines.

While more than 25,000 items of Plant have been registered, less than 150 items of CESAR marked equipment have been reported as stolen from across the UK. The PANIU records that 39 CESAR items have been recovered by the Police. This 28% recovery rate is significantly higher than the previous recorded rate of less than 5% for unregistered Plant and Machinery and demonstrates clearly the success that all parties had expected from this initiative.

In September 2009 The Agricultural Engineers Association (AEA) signed an agreement with the CEA to take CESAR on licence. It is anticipated that CESAR registration markings will be fitted to all Farm Machinery as well as Construction Machinery and most major agricultural machinery manufacturers will now start fitting CESAR from 2010.

With progress via CITS, CEA, Thatcham, BMIA, ACPO, CPA, PANIU and the Home Office it is anticipated within a few years the majority of Category A, B and C Plant will be fitted with CESAR Registration Plates as standard OEM fit.

PANIU is now in the process of training Police and highlighting the benefits of the CESAR Scheme. There is significant interest in Europe via the ERA (European Rental Association) who has created a Security Committee purely to look at the idea of implementing CESAR. Interpol has also received presentations. Ongoing discussions are also underway in Sweden.

CESAR & Datatag are working in conjunction with the CPA to develop a 'Unique Fraudster Database' for 2010 to provide information for Hirers and help protect their equipment from rogue traders, con artists and persistent criminals, including bogus Hire companies often found on the Internet.



International recoveries are now increasing now PANIU has become established. This machine was recovered in from international auction house in Rotterdam stolen from Yorkshire. Valued at £19,000 property was recovered to the Insurance Company without recovery fees.

The 3rd Initiative - Thatcham Security Rating

The 1st initiative, CESAR, attacked the problem of identification. With the establishment of a national data base and unique identification system, significant progress is being made.

The 2nd initiative has begun to address the challenges that the police faced in dealing with Plant theft. A dedicated unit now provides expert assistance throughout the UK. Insurers provide uniform reporting that allows critical information to reach the police rapidly.

The 3rd initiative is designed to improve the security of individual items of plant. Historically, Plant security was virtually non-existent. Critically, most self-propelled Plant could be started with a single key. There were no Immobilisers or alarms fitted by the majority of manufacturers. Chains and locks were ineffective against organised criminals.

Insurers have created and applied a variety of Security Clauses, often expressed as a policy Warranty, designed to ensure that a minimum level of security is maintained. The clauses have generally failed to achieve the desired effect. Frequently the Insured is unaware of the clauses until after the loss occurs, and the circumstances of the loss are then tested against the content of the Warranty – often producing differing opinions. For example what is understood to be 'satisfactory immobilisation'? Some Insurers mean either an Electro/Mechanical or Electronic Immobiliser – others mostly Insured's, take the view that if they remove the battery (or the keys) the vehicle is immobilised!

As Insurers had varying standards, in dealing with recommended security guidelines, the position was seen as complex, not least because in a free and open market, it was important for individual Insurers to retain their independence and not form anything that might otherwise be seen as being anti-competitive..

Any common ground would, therefore, have to be offer a national solution and be endorsed by both The Home Office and ACPO with independent verification of any security standards or products. This would need to meet with PTAG's Code of Practice, yet not be seen as anti-competitive.

Finding such a solution was to prove difficult, but the Police and industry provided a platform that Insurers could support, aided, most importantly with an endorsement contained in the new Home Office Guidance Document (64/09). This was to be the catalyst for agreement by Insurers.

This new guidance document made substantive revisions to the “classifications of plant” redefining the categories to those shown in the Table below:

Cat	Description of Plant
A	Driven Plant comprising Large Tracked & Wheeled Machines greater than 3 tonnes
B	Driven Plant comprising Compact & Smaller Driven Equipment less than 3 tonnes
C	Non-Driven Equipment and Towed Plant with Axle
D	Non Driven Mobile/Portable Attachments and Equipment
E	Power Tools
F	Non-Powered Tools

The categories are now accepted as the market standard and used by both the Insurance and Plant industry to classify and develop security and underwriting initiatives suitable to each group. The Category Codes are now used by:

- The Construction Industry Theft Solutions Group (CITS) in their Code of Practice
- The Home Office and The Plant Theft Action Group (PTAG)
- Thatcham – The leading independent testing and research facility
- The Construction Plant Hire Association
- The UK leading Plant Insurers (HSB, Aviva, Allianz, Zurich, RSA & NFU)
- CESAR/Datatag in conjunction with the CEA (Construction Equipment Association)

It is against this background of inconsistency the BMIA Insurers decided, that having reached agreement on Plant types, there should at least be some Independent verification of security products - not least because with over 6,000 security devices available from the Internet – all claiming to be the best – some standardisation was necessary. Consider the unfortunate situation that would have exist if an Insured had spent £10,000 on security devices for one Insurer only to find that such devices were unacceptable to his new Insurers!

The Insurers therefore looked towards “Thatcham” to provide Independent Security assessment in order for Plant and Security Product Manufacturers to demonstrate that their products are effective in meeting the minimum standard required for components, systems features and installation.

The 3rd initiative was thus agreed by Insurers based upon the PTAG Code of Practice, the Home Office Security Guidance Document (64/09), the CESAR initiative and thereafter included in the CITS Code of Practice.

BMIA, PANIU and the other partners agreed security must include:

1. Vehicle ID
2. Unique Ignition Key
3. Immobilisation System
4. Mechanical Locking devices
5. Peripheral/External Security
6. After Market Vehicle Recovery System

This formed the basis for discussions by the Thatcham VSSGP Steering (Plant) Group

The Role of Thatcham for Independent Verification of Security Standards to the Insurers

The Motor Insurance Repair and Research Centre or “Thatcham” as they are widely known was established in 1969 by British Insurers. The Centre is independently operated with a Board of Directors drawn from amongst the 31 Insurer members who fund their work.

Thatcham is a not-for-profit organisation. Their main aim is to carry out research targeted at containing or reducing the cost of motor insurance claims, whilst maintaining safety and quality standards. Collaboration with vehicle and security equipment manufacturers has brought about a major reduction in UK Vehicle (mainly car) crime. The Thatcham security testing regime is considered to be one of the most rigorous in the world and acts as a model for crime prevention efforts internationally.

Recently Thatcham has launched the “Recognised Installer Scheme” to enable workshops to demonstrate to their customers with evidence of accredited Security Systems Installation, a role previously undertaken by the VSIB (Vehicle Systems Installation Board).

At the request of the PANIU and in conjunction with CITS Members and BMIA, Thatcham, under the adopted title of “The Vehicle Security Steering Group-Plant (VSSG-P) have developed a ‘5 Star’ security assessment and rating system for security devices/systems.

Because of the many types of Plant in the Industry the Star Rating is currently based around Category A and B plant. The recommended minimum is security that meets a 3 Star standard. Some owners of Plant are going further, including perimeter security and tracking devices. Appendix 4 contains links for the current tracking devices currently available.

The Scheme awards Stars for individual security features as detailed in the chart below:

5 Star Rating	1st ★	Vehicle identification & Registration (CESAR Scheme)	<u>Suggested Min</u> 3 Star Rating
	2nd ★	Thatcham NVSAP Accredited Unique Keys (This may be the Immobiliser Key)	
	3rd ★	Thatcham Category P2 / P3 Immobilisation (Electomechanical or Electronic)	
	4th ★	Thatcham NVSAP Accredited Peripheral Security (Cab / Window Locks)	
	5th ★	Thatcham Category P5 compliant After-Theft Tracking Systems	

Although the Star Rating System was introduced with the intention of using this for new Plant, it was decided by the VSSGP (Vehicle Security Steering Group – “Plant”) that it be adopted for Aftermarket or Retro Fitted Plant.

To achieve compliance Thatcham uses a New Vehicle Security Assessment Criteria. This is known as “Thatcham NVSAP” and uses a 1000 points rating system. The NVSAP is only applicable to those Security components fitted to New Agricultural & Plant Equipment as a standard in production.

The introduction of the NVSAP and the 5 Star Rating represents the 3rd initiative by BMIA, PANIU and the other partners.

Future Initiatives

The ability to increase the recovery rate of stolen Plant depends upon rapid notification of accurate data and quick response by PANIU. Having agreed common Plant categories A-F and the Standard Theft Reporting Form BMIA are now in consultation with Datatag and the PANIU to ensure that there is a proper interface between the Police National Computer (PNC) and Plant recorded under the CESAR Registration Scheme.

We know that only about 50% of reported theft claims show on the PNC. We also know that until the standard fit of CESAR by manufacturers on new Plant becomes the “norm” most of the losses reported as claims will involve Plant that is not CESAR registered. With this in mind the PANIU Partner Insurers have looked towards Datatag to offer a solution. After all, the Insurers requirement is for a single database of all stolen Plant – not just Plant that is CESAR registered.

Although discussions are not yet complete Datatag Insurers are currently nearing “sign-off” of a contract where Datatag will receive, collate process, cleanse and accurately record Plant ID on Datatag’s secure and accredited Database. The confidential information Datatag receive from them will be linked to the PANIU who will ensure the PNC Data after cleansing is transferred to Datatag. The new interface, when complete, will enable Datatag to handle data for the industry and provide the flowing feedback:

- Monthly or Quarterly Management Data
- Total Units stolen by value or type
- Recoveries by value or type
- Insurer specific details crossed referenced against the National average (Confidential)

This service from Datatag will be offered to Insurers for the duration of the period they are PANIU Partners. It will be free and complimentary to PANIU partner Insurers – any other Insurer wishing to make use of the facility will be charged at an agreed rate per recorded theft.

It is anticipated that once formalities are resolved the current procedure of sending the Standard Theft Reporting Form to PANIU will change so that these are sent to Datatag. The agreement Datatag have in place to maintain a parallel register of Plant to the UK DVLA Off-Road Register, backed by quality systems, make this a major step forward for Insurers.

Whilst each Insurer decides what type and size of losses to register, it is expected that this is most likely to be Category A, B and C Plant, or perhaps losses in excess of an agreed amount.

Action Agreed When Plant is Recovered

Where Plant is recovered it is expected that Insurers will pay for the re-identification costs. In the event of the Plant requiring replacement VIN/PIN numbers, an agreed cost will also apply.

The precise terms of the Data Supply Agreements are currently under review by the Insurers. It is hoped that, after legal study, a common Agreement will be drawn up.

Categories D, E and F Plant

Note that smaller Plant is not generally included in the CESAR initiative at present. The previous initiatives mostly reflect address the issues of “Driven and “Towed” Plant (i.e. Plant falling into Categories A, B & C).

Problems will remain on smaller Plant like Attachments, Powered and Non-Powered Tools although the nature of theft changes to include the increased risk of theft from vehicles. As Insurers have now agreed common Plant groups, the issues of risk control for Plant Categories D, E & F are the next sector to be considered.

Summary

It is unlikely Plant Theft will decrease. The use of more sophisticated scams involving criminal networks and the ease in which Plant can be obtained and disposed of make it an easy target. Only by the proper fitting of approved and tested security devices at

manufacturing stage, the existence of a single database, and improvement in cross-border liaison of Police forces coupled with a desire by Insurers to improve their 'risk profiles' is the problem likely to improve.

BMIA therefore continues to address these through the varying Industry committees. The underwriting strategies of most BMIA Insurers and the PANIU Insurer partners are under review to align themselves with the CESAR initiatives.

Prior to the CESAR/ PANIU Initiative

On average 3,500–4,500 machines stolen yearly.
 Approximately 300-400 machines per month.
 On average 10-12 machines per day.
 Prior to CESAR average recovery rate only 5%

The CESAR/PANIU Effect

Only 160 CESAR registered machines stolen in over 2 yrs – 0.64%
 Average = 1 – 2 per month compared to 300 – 400 non CESAR registered
 45 CESAR registered machines recovered
 Increased recovery rate of 28.1% compared to previous 5%
 4 times LESS likely to have CESAR registered machine stolen
 6 times MORE likely to have CESAR registered machine recovered



APPENDIX 1 ORGANISATIONS INVOLVED WITH THE PLANT THEFT INITIATIVES

The Plant Theft Action Group (PTAG)

Formed in 1966 as a Home Office advisory body it came under the auspices of the Vehicle Crime Reduction Action Team (VCRAT) when this was formed in 1998. PTAG brings together all those with an interest in minimising Plant Theft and recommends best practice. It represents the Agricultural & Construction Industries including representation from Plant Manufacturers, Owners, Hirers, Insurers, Trade Associations and the Police. Additionally The National Plant & Equipment Register (TER) plays a prominent role.

A Code of Practice giving minimum measures of protective security to be incorporated into products was produced by them in 1997/8. This was updated in 2002 and 2007/8 but it is reasonable to suggest that only a few manufacturers have taken steps to improve security of plant, indeed the response has been generally poor.

Also of interest is The Home Office Security Guidance Document for Agricultural and Construction Plant – Publication no 64/09 is the latest version. This contains some useful information.

http://scienceandresearch.homeoffice.gov.uk/hosdb/publications/road-policing-publications/64_09_plant_security_web.pdf?view=Binary

The Construction Equipment Association (CEA)

The Construction Equipment Association (CEA) is the Trade Association that represents the UK Construction Equipment sector. Its members are established Original Equipment Manufacturers (OEM's), Component and Accessory Suppliers, the Trade Press and Specialist Research Companies.

<http://www.coneq.org.uk/>

The Construction Plant Hire Association (CPA)

The CPA is the principle Trade Association for the Plant Hire Industry. It was founded in 1941 and today the Association represents the interests of over 1150 member companies who collectively account for 80% of the £2billion plus annual turnover generated by Plant Hire.

The CPA Members have the right to use the widely used CPA Plant Hire Conditions that exist in a variety of forms. CPA also advises the Industry on all aspects of Plant Hire and Construction issues including Specialist Legal Services, Employment Matters, Health & Safety and Insurance.

<http://www.cpa.uk.net/p/Home-Page/>

Construction Industry Theft Solutions Group (CITS)

The Construction Industry Theft Solutions group is a non-profit organisation. Its aims are to raise the awareness of Plant Theft and to represent the view of users and owners, offering

impartial advice or comment. CITS does not recommend any organisation or products and does not allow its name to be used as any means of marketing.

Its part in Theft prevention is to raise awareness by the adoption of Best Practice. Its members come from all sort of sectors of the Construction Industry including representation of behalf of Plant Insurers and the PANIU.

In consultation with PANIU, CITS has developed a Code of Practice which offers security advice. Unlike others, this Code extends to offer advice on anti-theft measures for Construction sites as well as Plant. The Code follows the BMIA/PANIU/Thatcham NVSAP rationale for Plant Theft and Categorises Plant per the Home Office Guidance Document.

<http://www.cits-uk.org/>

Home Office Development. Branch

The work undertaken by the Home Office was previously undertaken by the Police research Development Branch. With its Ministerial Foreword the Home Office Security Guidance Document is a useful aid to the Plant and Construction sector. It makes recommendations which primarily address the security of larger Plant & Machinery in Categories A, B and C, taking the view that smaller items (tools and so on) can be secured in locked storage facilities.

Working with members of the PANIU and their Insurer partners this document offers Industry practical advice and is considered the bench-mark. A copy of the Code is available from the Web as a PDF Document.

<http://scienceandresearch.homeoffice.gov.uk/hosdb/>

Thatcham – The Motor Insurance Repair & Research Centre

Thatcham's Vehicle Security Dept is working to reduce Plant Theft in the UK under the direction of the Vehicle Security Steering Group (Plant) and in partnership with:

Construction Industry Theft Solutions (CITS)

Construction Plant Hire Association (CPA)

Plant Theft Action Group (PTAG)

Datag (CESAR)

ACPO Vehicle Crime Intelligence Unit

Stolen Plant & Agricultural Equipment National Intelligence Unit (PANIU)

Leading Plant Insurers (BMIA & Insurer PANIU Partners)

The accredited Security devices range from combined Alarms and Immobilisers through to After-Theft Tracking Systems and TQA (Thatcham Quality Assured/Fit for purpose) for Aftermarket Vehicle Security Devices. They use specific tests to indicate the effectiveness of the product and then provide a product listing. The listing is updated as and when new security systems are judged to have successfully complied with the criteria. Each produce is subject to a review after 12 Months.

Listings are split into different categories. Their "web" provides a fuller explanation of the products in each category, as well as the type of test regime. Within each category is a list of compliant products.

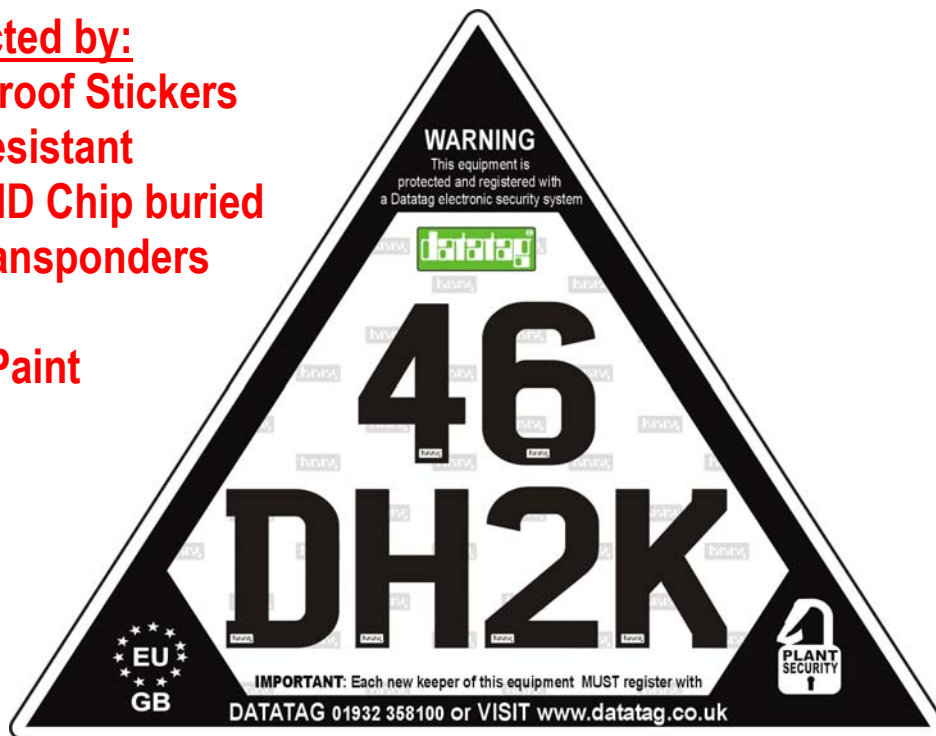
Thatcham work with the Police, Security Manufacturers, Insurers and Industry is well known in the UK. Their Star Rating system provides an excellent indication of the effectiveness of a particular product. It's design and anticipated anti-theft measures. Their NVSR (New Vehicle Security Rating) sets out the "Theft of" and "Theft from" criteria of the products they test.

http://www.thatcham.org/security/pdfs/RN_ISSUE1_PLANT%20ARTICLE.pdf and
<http://www.thatcham.org/home.jsp?ugid=3>

APPENDIX 2 A SAMPLE OF THE DATATAG PLANT MARKING SYSTEM

Items protected by:

- 2 Tamperproof Stickers
- Forgery Resistant
- Unique RFID Chip buried
- Further Transponders inside
- DNP type Paint



Additional Security:

- Transponders
- RFID Chips
- Data-dots
- DNA coatings

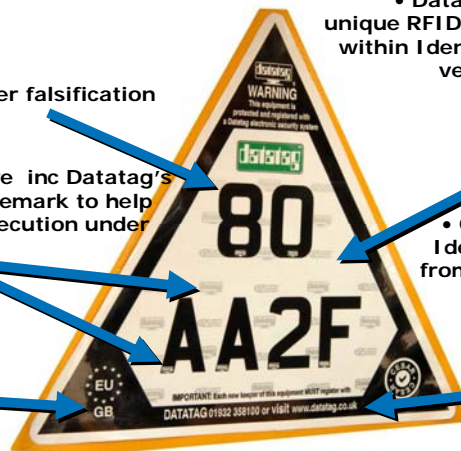


Details of the unique CESAR ID Plate



Unique Identification Plate Specification – Security Features

- Use of special text to hinder falsification
- Anti Counterfeit measure inc Datatag's registered name and trademark to help deter copies and aid prosecution under proceeds of crime act.
- EU & Int Country Code to aid country origin at border crossing and ports etc
- Datatag Anti Counterfeit addition of unique RFID chip or transponder embedded within Identification Plate to allow instant verification with Datatag scanner
- Consulted with HOSDB & DVLA: Identification Plate manufactured from tamper evident non reflective material to LPS 1225 or similar
- Contact details of 24/7 Call Centre, Website and Official CESAR logo



Special CESAR Letters & Numbers used – designed to hinder alteration



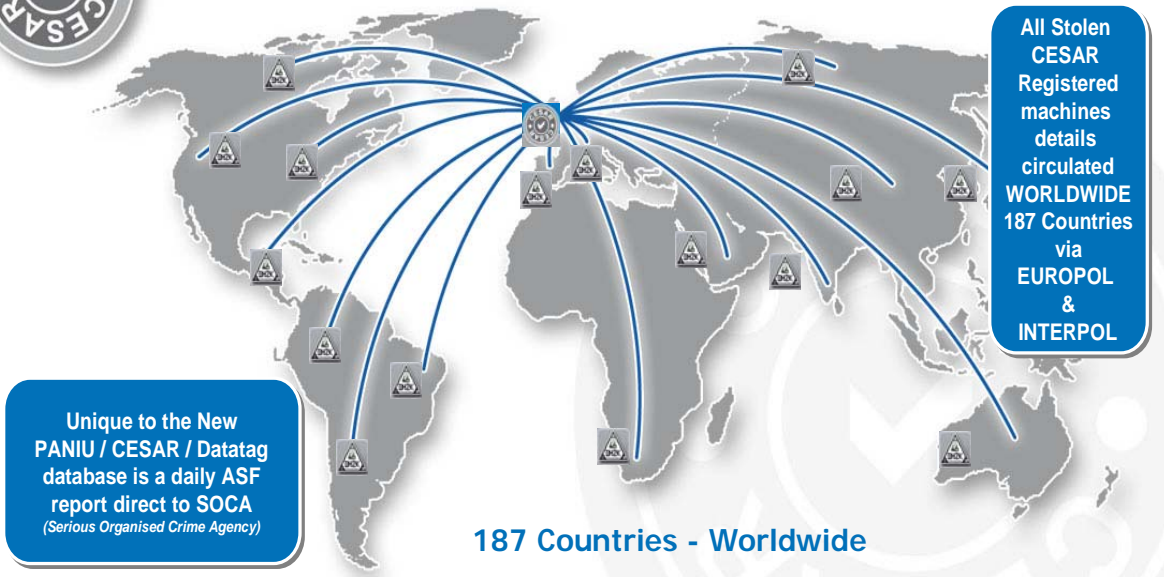
Special CESAR ID Plate text to hinder falsification: *FE Schrift*)
Fälschungsschwerende Schrift

1 2 3 4 5 6 7 8 9 0
 A B C D E F G H I J
 K L M N O P Q R S T
 U V W X Y Z





MAJOR NEW DEVELOPMENT



British Machinery Insurance Association



ZURICH®



RSA



Allianz



HSB



AVIVA



NFU Mutual

- BMIA Members in agreement to use the Official CESAR system to re-identify all stolen & recovered machinery.
- Helping to speed up disposal of recovered machinery and increase it's value thus reducing losses.
- Provide new keepers with official documentation, peace of mind, added value with yearly insurance savings etc.
- Remove any concerns or confusion for machines inspected or sold again in the future.
- CESAR systems to be fitted ex Police Vehicle examiners and or specialist technicians ONLY.



APPENDIX 3 - STANDARD THEFT REPORTING FORM

Information to be supplied to: Metropolitan Police Plant & Agricultural National Intelligence Unit Tel No: 0207 230 7290 Fax No: 0207 230 7754 Email: SCDMAILBOX-SVUPLANTUNIT@MET.PNN.POLICE.UK	From (Name): Company: HSB Engineering Ins Ltd Reference: TP 1 Tel No: 0161 621 5482 E-mail: TS@hsbeil.com First Advice <input checked="" type="checkbox"/> "OR" Updated Details <input type="checkbox"/>
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Policy Holders Name:	ABC
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Insurer:	HSB Engineering Ins.	Claim No:	TP 1	Contact:	TS
				Tel. No.	0161 621 5482

Plant Classification	A <input type="checkbox"/> Large tracked and wheeled machines greater than 6 tonnes } B <input checked="" type="checkbox"/> Small driven equipment less than 6 tonnes } Highlight check box and C <input type="checkbox"/> Non-driven equipment } press F1 for more details D D <input type="checkbox"/> Portable attachments and equipment } Alternatively see status E <input type="checkbox"/> Power Tools } bar below F <input type="checkbox"/> Un-powered items }
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Description of Stolen Item(s):	Describe item type(s) - e.g. tracked excavator or skid steer loader etc.	Colour(s) of Item(s)	Owned or Hired in (enter O/H)	If Hired in, name of owner.
	Mini Excavator and Bucket		O	

Road Registration Number(s):	Number(s)	Year(s) of Registration	*CESAR Registration No's	Value of item(s)
		2007	N/A	10500

Manufacturer Details	Makers Name(s) e.g. JCB	Model(s) e.g. 3CX
	JCB	

Unique Reference Numbers:	Vehicle Identification or manufacturer number(s)	Corresponding Unique Policy Holders Fleet or other Number	Item(s) Serial No(s)
			12345678

Date of Theft 1 (DOT 1): (if the actual date of theft is known please show here)	04/08/2009
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Date of Theft 2 (DOT2): (if date of loss not known, show date range e.g. DOT 1 = 01.01.08 and DOT2 = 05.01.08)	
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Location where Theft Occurred:	TBA
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Police Force involved and Crime Reference Number allocated:	Force	Epping	Crime Ref No	DB127A/101010101
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Recovery Information (please detail here any actions being taken to recover the stolen property):	
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Other Notes & Comments:

APPENDIX 4 TRACKING DEVICES

There are now hundreds of Tracking Devices available since the initial introduction of Tracker & Trackback. The recent increase in GSM related products has meant there are now a host of Tracking Devices available.

<http://www.acpo.police.uk/asp/policies/Data/Police%20Response%20to%20Security%20systems%20Website%20Version.doc>

Police Response to Stolen Vehicles

The police service has a public duty to prevent and detect crime and bring offenders to justice. The Association of Chief Police Officers (ACPO) has produced a Policy on Police Response to Security Systems, which includes Vehicle Tracking Devices.

Where vehicle-tracking devices comply with the ACPO policy a Unique Reference Number (URN) can be allocated to the System Operating Centre (SOC). This will allow the SOC on receipt of a crime number to report the unauthorised taking of motor vehicles to the police over dedicated lines, direct into police control rooms. It will also allow the SOC to give real time information on the movement and location of the vehicle and if requested, immobilise the vehicle. In return, systems that meet these requirements, will give the police confidence to allocate a priority response.

When a vehicle is stolen and does not have a tracking device or has one that does not meet the requirements of the ACPO policy the following will apply:

"The level of police response will depend on the quality of information received" In practical terms it is recognised that there must be additional information from a person at the scene to verify a criminal offence is in progress which indicates that a Police Response is required.

ACPO Accreditation/Standards

For Vehicle Tracking Systems to be compliant for with the UK ACPO Police Response Document ACPO have mandated that they will comply with the following Vehicle Tracking criteria as administered by Thatcham:

- Thatcham Category 5 criteria for Systems operating Centres December 2007
- Thatcham Category 5 criteria for Original Equipment Manufacturers September 2002
- ACPO & Home Office Guidance HOSB 14/02 Stolen Vehicle Tracking
- CEN TS 15213 series Road Transport and Traffic Telematic- After theft systems for recovery of stolen vehicles.

Whilst Insurers continue to encourage the use of Tracker and similar Devices our prime concern is to stem the Theft in the first place by proper Physical & Electronic Security measures coupled with irremovable identification and Registration – (CESAR/Thatcham Initiatives).

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Tim Purbrick – The National Plant & Equipment Register

Mick Trosh – Home Office Scientific Research & Development Branch

Haydn Steele – Construction & Plant Hire Association

David Ainsworth – ACPO Lead on UK Vehicle Crime

Mike Revell (Chair) – CITS and the CITS Members

Kevin Clancy – (Chair) - Plant Theft Action Group (PTAG)

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Gary Thom - AVIVA

Andy Penny - Zurich Engineering (Construction)

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