

# COMBATING AND PREVENTING ORGANISED VEHICLE CRIME BY DEVELOPING AN EU BARRIER MODEL

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## PROJECT COORDINATOR

**THE INSTITUTE FOR INTERNATIONAL RESEARCH ON CRIMINAL POLICY (IRCP),  
GHENT UNIVERSITY (UGENT)**

<https://ircp.ugent.be>



## LEAD ON EU BARRIER MODEL ELABORATION

**CENTRE FOR CRIME PREVENTION AND SAFETY (CCV)**

<https://hetccv.nl>



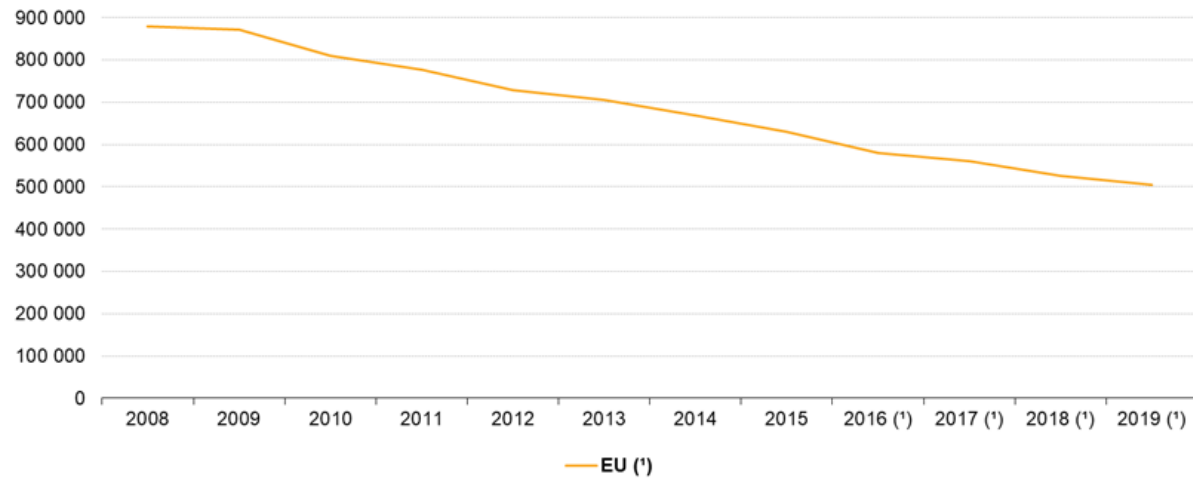
## LEAD ON DISSEMINATION

**CENTER FOR THE STUDY OF DEMOCRACY (CSD)**

<https://csd.bg/>

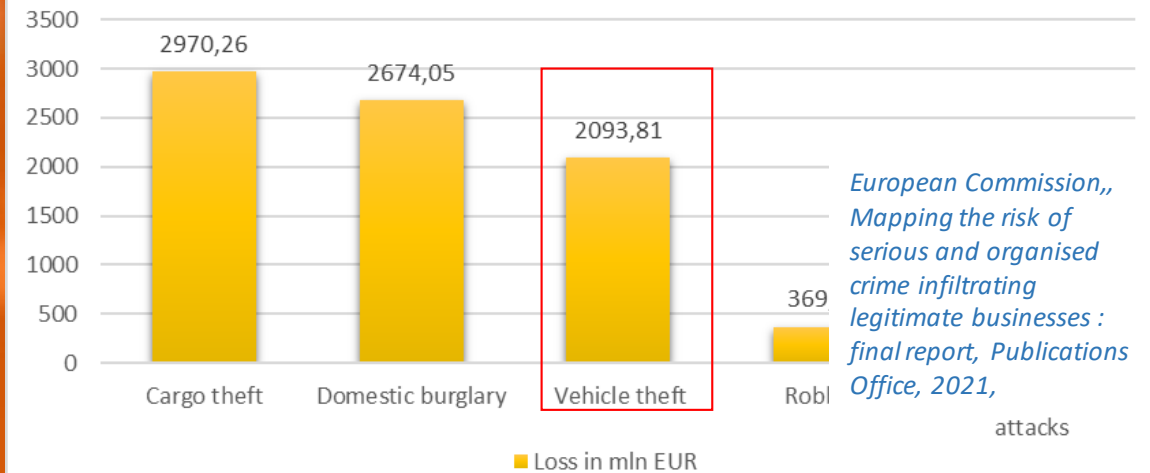
# Why organized motor vehicle crime?

**Theft of a motorized land vehicle, 2008-2019**  
(number of police recorded offences)



(\*) Adjusted sum due to missing values  
Source: Eurostat (crim\_off\_cat)

**Value of losses incurred by businesses and households in the EU due to organised property crime**



*European Commission,, Mapping the risk of serious and organised crime infiltrating legitimate businesses : final report, Publications Office, 2021,*

- Many transnational aspects: involvement of MOCG, sale of hacking tools, online fencing of stolen parts

**Boost operational cooperation between LEA in the EU and other public and private stakeholders in the field of disrupting and preventing organized motor vehicle theft (MVT)**

**Strengthen the knowledge of LEA in the EU on organized MVT through analysis of the criminal markets in 6 MS**

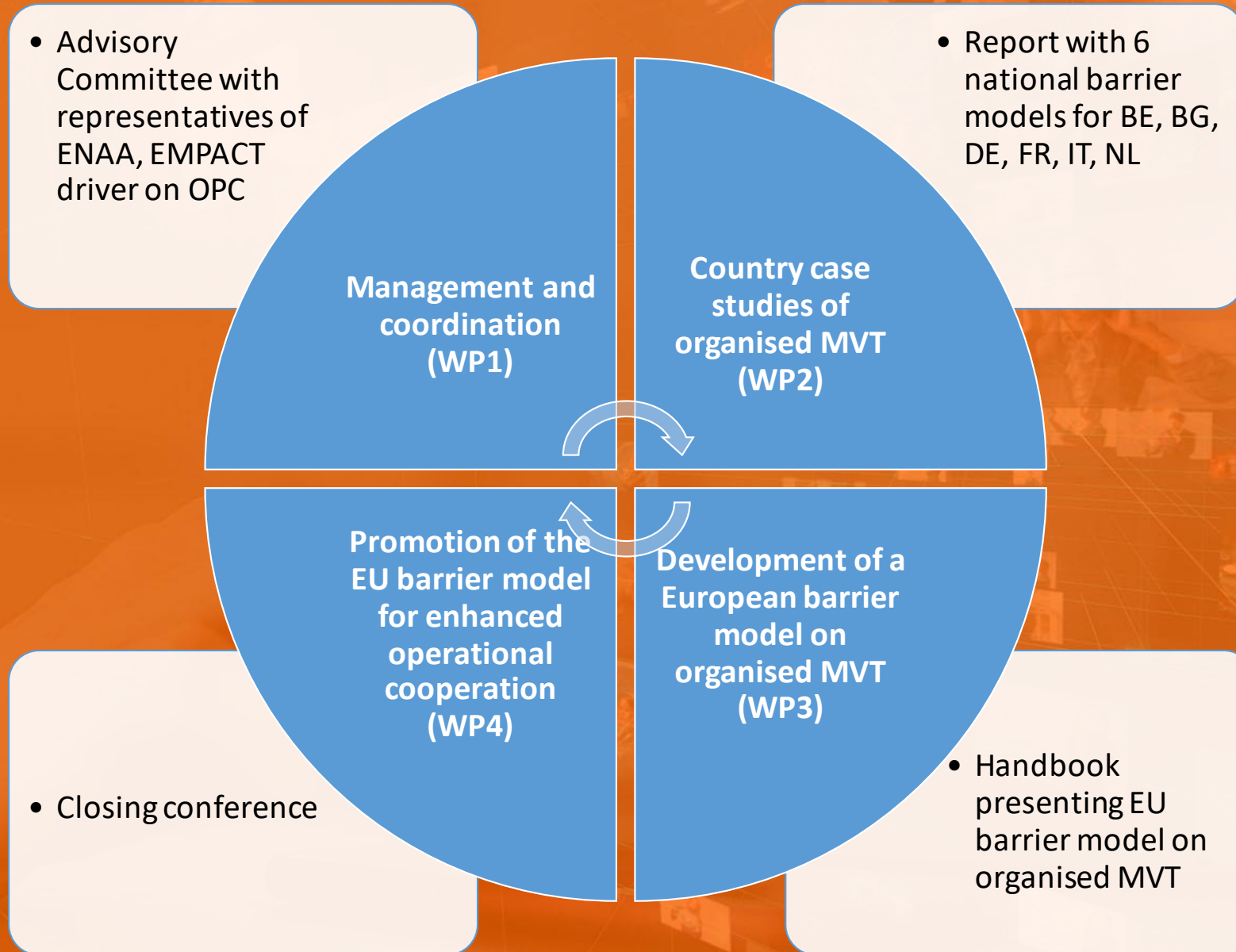
**Increased expertise and strategic analysis of MVT and fencing stolen vehicle parts**

**Enhance LEA's investigation and prevention capacities by developing a European barrier model on MVT**

**Increased capacity of LEAs for MVT threat and risk analysis and knowledge on the use of the EU barrier model in cross-border investigations**

**Better strategic and operational cooperation and exchange of information between LEA and relevant public and private stakeholders in the EU**

**Increased cooperation and enhanced capacity of EU stakeholders to create barriers to prevent and disrupt MVT**



**March 2022**

**Methodology  
guidelines**

**Nov 2022**

**Report with 6  
national  
barrier  
models for  
BE, BG, DE,  
FR, IT, NL**

**Mar 2023**

**1<sup>st</sup> workshop on  
EU barrier  
model**

**Sep 2023**

**2<sup>nd</sup> workshop  
on EU barrier  
model**

**Oct 2023**

**EU barrier  
model  
handbook on  
MVT and online  
fencing of  
stolen parts**

**Dec 2023**

**Closing  
conference**

## Data collection

- In-depth country case studies (max. 5-10 years old)
- Multiple data sources:
  - Media reports to identify trends
  - Desk review
  - Analysis of 2-5 police case files
  - 10-15 semi-structured interviews with key stakeholders (public & private sector)
  - Focus group(s)

# Logistical process identification

## 1. Process steps

- Crime scripting with key stakeholders in specific cases
- Grouping of crime scripts into broader process steps





## 2. Opportunities:

- Matters that make it possible or easier to commit the crime
- Within every process step and in between steps
- Can be resources and/or the environment
- Aim is to identify these steps with experts through interviews/focus group(s)
- Common examples:
  - Infrastructure: storage, logistical infrastructure,..
  - Devices and materials: unlocking devices, keys, license plates,..
  - Financial, judicial and administrative services: vin cloning, accounting,..
  - Shielding, security and protection: financial constructions, disassembly,..

## 3. Signals

- Observations of abuse of opportunities
- Criminal activity aims to be invisible, but there can be signals at every step
- Identification in cooperation with experts in the field
- Most common categories:
  - Financial signals: unusual transactions, big cash transactions,..
  - Social signals: inexplicable lifestyle in relation to income, social relationships with other criminals,..
  - Logistical signals: registrations in different ports, lease of containers & trucks,..
  - Administrative signals: fictive registrations, fake ID's on port registrations, no tax returns, multiple legal entities without personnel,..

## 4. Network

- Which persons or parties can be involved, either consciously or unconsciously?
- Products and services
- Illegal and legal network
- Most common sectors:
  - Real estate: estate agents, property owners and project developers
  - Transport and logistics: the automotive industry (secondhand), truck/container rental companies and public transport, transporters, parcel delivery companies and postal services, port/custom services,..
  - Financial services: notaries, lawyers, accountants,..
  - Others: brokers, fencers, transporters, VIN cloners, car strippers, mechanics, contractors, sponsors,..

## 5. Partners

- Experts from the relevant organizations or institutions
- Can be consulted in the development of a barrier model
- Public sector:
  - law enforcement, border agencies, port authorities,..
- Private sector:
  - shipment/delivery companies, car insurance companies, car manufacturers, online traders,..

## 6. Barriers

- Barriers are the toolbox that parties collectively have at their disposal to prevent or counteract crime
- In cooperation with law enforcement services, government departments, companies, organizations and entrepreneurs in the private and public sector.
- Common categories:
  - Economic barriers: fines, financial measures, blocking of accounts, ..
  - Legal/administrative barriers: administrative orders, supervision, licensing, ..
  - Information barriers: awareness campaigns, improvement of information positions,..
  - Criminal law barriers: seizing illegally obtained benefits & property, criminal prosecution,..

# Thank you for your attention!

V-BAR seeks to analyse the dynamics of the criminal markets of motor vehicle theft and stolen vehicle parts in the EU. Based on logistical analyses of these markets in 6 EU Member States, V-BAR will develop a European barrier model of organised vehicle theft and stolen vehicle parts.

For more information visit [www.vehiclecrimebarrier.eu](http://www.vehiclecrimebarrier.eu) or our [LinkedIn page](#).

