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

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Brussels, April 2022

The project is funded by the European Union’s Internal Security Fund – Police.
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<td><strong>PROJECT COORDINATOR</strong></td>
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| **LEAD ON EU BARRIER MODEL ELABORATION** |
| CENTRE FOR CRIME PREVENTION AND SAFETY (CCV) |
| [https://hetccv.nl](https://hetccv.nl) |

| **LEAD ON DISSEMINATION** |
| CENTER FOR THE STUDY OF DEMOCRACY(CSD) |
| [https://csd.bg/](https://csd.bg/) |
Why organized motor vehicle crime?

- Many transnational aspects: involvement of MOCG, sale of hacking tools, online fencing of stolen parts
Project objectives and expected outcomes

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
Project overview

- Handbook presenting EU barrier model on organised MVT
- Closing conference
- Advisory Committee with representatives of ENAA, EMPACT driver on OPC
- Report with 6 national barrier models for BE, BG, DE, FR, IT, NL
- Country case studies of organised MVT (WP2)
- Development of a European barrier model on organised MVT (WP3)
- Promotion of the EU barrier model for enhanced operational cooperation (WP4)
Methodology guidelines

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

1st workshop on EU barrier model

2nd workshop on EU barrier model

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

Closing conference

Key milestones

March 2022

Nov 2022

Mar 2023

Sep 2023

Oct 2023

Dec 2023
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:
  o Real estate: estate agents, property owners and project developers
  o Transport and logistics: the automotive industry (secondhand), truck/container rental companies and public transport, transporters, parcel delivery companies and postal services, port/custom services,..
  o Financial services: notaries, lawyers, accountants,..
  o 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:
  o Economic barriers: fines, financial measures, blocking of accounts, ..
  o Legal/administrative barriers: administrative orders, supervision, licensing, ..
  o Information barriers: awareness campaigns, improvement of information positions,..
  o 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 or our LinkedIn page.

The project is funded by the European Union’s Internal Security Fund – Police.