

Reported Offence and Offender Statistics for Unlawful Use of Motor Vehicle, Queensland, 01/01/2020 to 31/12/2020 ⁽¹⁾ (Table 1)

Statistic Requested	Answer
Number of Recidivist Offences (used to calculate 'Rate of Recidivist UUMV Offences' - table 2)	8,284
Number of Non-Recidivist Offences (used to calculate 'Rate of Non-Recidivist Offences' - table 2)	3,026
Number of Offences where the crime is unsolved (Not used in table 2 calculations as no Offender has been identified)	3,749
Total Number of Offences (used to calculate 'Rate of All UUMV Offences' - table 2)	15,059
Number of Recidivist Offenders (used to calculate 'Percentage of Recidivist Offenders compared to Total Defendants Charged' - table 2)	1,989
Number of Persons Charged (used to calculate 'Percentage of Recidivist Offenders compared to Total Defendants Charged' - table 2)	15,061

Requested Crime Statistics for Unlawful Use of Motor Vehicle, Queensland, 01/01/2020 to 31/12/2020 ⁽¹⁾ (Table 2)

Statistic Requested	Numbers for Calculation	Answer
Rate of All UUMV Offences	Rate calculated on 15,059 UUMV offences.	291
Rate of Recidivist UUMV Offences ⁽²⁾	Rate calculated on 8,284 UUMV offences committed by recidivist offenders.	160
Rate of Non-Recidivist UUMV Offences ⁽⁵⁾	Rate calculated on 3,026 UUMV offences committed by non-recidivist offenders.	58
Percentage of Recidivist Offenders compared to Total Defendants Charged ⁽³⁾⁽⁴⁾	Percentage calculated on 1,989 recidivist offenders vs 11,685 persons charged.	17%

Notes:

- This data is preliminary and may be subject to change.
- Rate of Unlawful Use Motor Vehicle (UUMV) Recidivist Offences is calculated on offence counts of any offender with greater than 1 offence divided by the Queensland population, multiplied by 100,000 persons. The estimated residential population is as at the 30th June each year.
- Percentage of UUMV Recidivist Offenders compared to Total UUMV Defendants Charged is calculated on the unique number of offenders with greater than 1 UUMV offence (Qprime) divided by the total persons charged with UUMV (ZAP).
- Charges for Unlawful Use of Motor Vehicles includes section 398 of the criminal code. Section 398 may include some stealing charges which do not relate to the stealing of a vehicle.
- Rate of Non-Recidivist UUMV Offences does not take into consideration offences where there is no offender as the UUMV offence is unsolved.

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Questions on Notice, Transport Resource Committee Vehicle Standards and Safety Inquiry, Queensland Parliament (22 March 2021)

1. Provide the rate of recidivist vehicle stealing offences.

Please see attached UUMV Report 2020.

2. Are the ABS removed from police motorcycles?

All Fleet motorcycles fitted with the ABS safety feature (All Road Policing Unit Yamaha, BMW and Triumph motorcycles) are placed into operation with the function engaged. Note there may be some regional agricultural/ trail bikes in existence that have no ABS safety feature fitted due to there not being an option to do so.

During the evaluation process there is a wet/ dry track braking test that is completed with ABS disengaged, however there have been cursory discussions about this historical test being discontinued as we do not endorse disengaging the ABS.

3. Is there a legislative fix for police to be able to access GPS data of stolen vehicles for the purpose of recovery?

To access personal information such as the GPS data, police currently rely on existing authorities by either obtaining a warrant or being facilitated access to the information on a consensual basis.

Improving the timeliness of access to private information for law enforcement purposes may require strengthened arrangements to relax the current requirements for obtaining a warrant or informed consent (noting obtaining either urgently may be impractical in some circumstances). Establishing such a streamlined process with service providers, some of which may operate from other Australian or international jurisdictions, might not be a straightforward matter in Queensland law.

Legislation to authorise police access to private information without a warrant or consent would potentially engage individual rights to privacy which are protected by the *Human Rights Act 2019*. Altering legislation to support operational objectives around vehicle usage in certain urgent circumstances, such as ability to produce an order to a car manufacturer/dealer requiring them to provide information to police to track or depower a motor vehicle associated with a criminal purpose, would require careful consideration and consultation.

Feasibility of policy and legislative options for building in an authority into the service agreement between the customer and the service provider for the release information to the police in certain circumstances will need to be fully explored.