

A Study of Motor Vehicle Theft in Florida

Florida Motor Vehicle Theft Prevention Authority

147429

U.S. Department of Justice
National Institute of Justice

This document has been reproduced exactly as received from the person or organization originating it. Points of view or opinions stated in this document are those of the authors and do not necessarily represent the official position or policies of the National Institute of Justice.

Permission to reproduce this copyrighted material has been granted by

Florida Department of
Law Enforcement

to the National Criminal Justice Reference Service (NCJRS).

Further reproduction outside of the NCJRS system requires permission of the copyright owner.

prepared by:

Florida Statistical Analysis Center
Florida Criminal Justice Executive Institute
Florida Department of Law Enforcement

Division of Florida Highway Patrol
Office of Management and Planning Services
Florida Department of Highway Safety and Motor Vehicles

October 1993

147429



FLORIDA MOTOR VEHICLE THEFT PREVENTION AUTHORITY

147429

Office of the Attorney General
The Capitol, Room PL01
Tallahassee, Florida 32399-1050
Telephone: (904) 488-7792

ROBERT A. BUTTERWORTH
Attorney General
State of Florida

Dear Floridians:

Just how serious is the motor vehicle theft problem in Florida? Our state ranks fourth in the nation in the number of reported thefts. The number of thefts has increased by 300 percent since 1971, and 125 percent of this increase occurred in just the last eight years. In 1992, there was a record high 105,553 thefts, and the cost to vehicle owners for repairs and replacement has been estimated at more than one-half billion dollars.

In response to this increasing problem, the Florida Legislature passed the Florida Motor Vehicle Theft Prevention Act in 1992. The act established an Authority in the Office of the Attorney General to provide financial support to government agencies, corporations, businesses, and neighborhood groups to combat and reduce motor vehicle theft.

The Authority was directed by the Legislature to "study the scope of the motor vehicle theft problem and its impact on particular areas of the state, and to develop statewide plans and strategies which address identified problems." This study was conducted as a joint project by the Florida Department of Law Enforcement and the Department of Highway Safety and Motor Vehicles for the Florida Motor Vehicle Theft Prevention Authority. It focuses on the top 10 Florida counties that account for 84 percent of the motor vehicle thefts reported in 1992.

The study attempts to answer some important questions, such as: **What motivates a person to steal a motor vehicle? What does a motor vehicle theft offender look like? Where, when, and how are vehicles stolen? What is law enforcement doing to combat the motor vehicle theft problem?**

On behalf of the Authority and its Board of Directors, I am pleased to provide this study to assist law enforcement officials, prosecutors, and community and business groups in developing effective strategies to reduce motor vehicle theft in Florida.

Sincerely,

Robert A. Butterworth
Attorney General

Florida Motor Vehicle Theft Prevention Act

The Florida Legislature passed the Motor Vehicle Theft Prevention Act in 1992 "to prevent, combat, and reduce motor vehicle theft in Florida and to improve and support motor vehicle theft law enforcement, prosecution, and administration of motor vehicle theft laws by establishing statewide planning capabilities for and coordination of financial resources" (§860.152, F.S.). The Act established an Authority in the Office of the Attorney General which is overseen by a nine-member board of directors:

Standing Members

Fred O. Dickinson III, Executive Director, Department of Highway Safety and Motor Vehicles

James T. Moore, Executive Director, Florida Department of Law Enforcement

Harry Hooper, designee for Commissioner of Insurance Tom Gallagher

Members appointed by the Attorney General

Lawson Lamar, State Attorney, 9th Judicial Circuit

Fred Taylor, Director, Metro-Dade police department

James McMillan, Sheriff, Consolidated City of Jacksonville

Timothy Gaffney, Vice President, Seitlin & Company

James Simmons, President and Chief Executive Officer, Pinellas County Urban League

Bill Gunter, President, Rogers, Atkins, Gunter and Associates

Rodney Doss, Executive Director

The Authority is authorized to undertake a variety of activities in support of the goals and objectives of the Act: (1) apply for, receive and disburse funds for the purposes of the Act; (2) award grants or other financial support to federal, state or local agencies, corporations, or neighborhood, community or business organizations; (3) study the scope of the motor vehicle theft problem and its impact on particular areas of the state; and (4) develop statewide plans and strategies which address identified problems. Funds for Authority programs and activities are derived from a 50¢ surcharge on each Florida motor vehicle registration or renewal. The complete text of the Florida Motor Vehicle Theft Prevention Act of 1992 is provided in the Appendix.

Florida was not the first to initiate a statewide motor vehicle theft prevention program and supporting trust fund. Both Michigan and Illinois have similar programs in place which serve as examples of the potential successes and pitfalls associated with this type of effort. Experiences in those states revealed the need for a preliminary study which would provide a complete evaluation of the motor vehicle theft problem in Florida and what state and local agencies here are doing to address the problem. The study needed to cover the causes and the extent of the theft problem, i.e., who is committing the thefts, for what purpose and where; as well as enforcement and prosecution programs, their goals and their results. The Authority contracted with the Florida Department of Highway Safety and Motor Vehicles (DHSMV) and the Florida Department of Law Enforcement (FDLE) to complete this baseline study.

Introduction

When Henry Ford began mass production of the automobile, it is likely he did not recognize the extent to which he would alter life in the world as he knew it. The horseless carriage increased mobility and this, in turn, set in motion many changes -- in lifestyles, land uses, and business practices -- which affect the way we live today. The automobile influences where we live and how far we live from work, who we visit and when, or where we shop or go to have fun.

Modifications and improvements to Mr. Ford's early cars made them faster, more fuel efficient and more deadly, although items like seat belts, child restraints and air bags now limit physical injury to a great extent. Instead, the automobile is involved in a much more troublesome aspect of personal safety: crime. Probably automobile-related crime has existed since Mr. Ford's time, but certainly not to the extent that we see it today. Recent increases in the number of auto thefts and thefts from autos, and dramatic reports of violence and injury during carjackings have stunned the nation. Sadly, Florida is experiencing this phenomenon as well.

Why are crimes involving automobiles on the increase? To some extent, the increase in motor vehicle theft is a function of the number of available targets; more cars, trucks, vans, buses, boats and trailers translates into more opportunities for offenders. More problematic is an explanation for the increase in violence associated with these thefts. A complete understanding of the problem requires in-depth analysis and evaluation. This report looks at some frequently asked questions regarding motor vehicle theft. The responses are derived from the data collection methodologies described below.

Study Methodology

The Florida Department of Highway Safety and Motor Vehicles and the Florida Department of Law Enforcement gathered information on motor vehicle thefts from a number of sources. The Florida Statistical Analysis Center at FDLE completed a summary analysis of the number of vehicles stolen and a profile of persons arrested for motor vehicle theft from Uniform Crime Reports (UCR) data. To complement the UCR analysis, DHSMV provided statistics on automobile registrations and other information readily available in that office. Because the Uniform Crime Report data provided to FDLE did not contain enough detail to respond to the entire battery of questions posed by the Authority, the Florida Statistical Analysis Center selected a sample of approximately 500 motor vehicle thefts reported to UCR for each year between 1989 and 1992.

Law enforcement agencies were asked to return copies of the original incident report, along with any property/vehicle reports, arrest reports, or other investigative information on the theft cases selected. While one or two cases for any agency would not paint a very clear picture of that locality's specific crime problems, it did provide important information on regional and statewide trends. Of the 2,032 cases selected, 1,857 reports (91.4%) were returned by local agencies. FDLE used the reports to gather information on vehicle model, year, tag number, exact theft/recovery location, etc., for county-by-county analysis.

To supplement the crime report information, the Florida Department of Highway Safety and Motor Vehicles prepared a questionnaire for distribution to 384 local law enforcement agencies. The survey inquired as to the number of investigators and multi-jurisdictional task forces, and the investigative budget devoted to motor vehicle theft investigations. Respondents were asked about the predominant motivations for motor vehicle theft in their respective jurisdictions, and about any community programs already in place which address the motor vehicle theft problem. Surveys were returned by 242 police departments and 48 sheriff's offices (75.5%).

DHSMV also developed a survey for distribution to state attorney's offices in each of the 20 circuits. Fifteen offices (75%) returned the surveys. The questionnaire asked about the number of prosecutors assigned to motor vehicle theft cases, the priority these cases are given in each office, and the relative success of prosecution. In general the state attorney's offices were not able to provide data on cases or convictions by type of charge. Only three offices reported on motor vehicle thefts and two on carjackings. The others stated that they could not obtain the data without reviewing individual case files.

This report is a compilation of the results of the various components of the data collection and evaluation activities of the Florida Department of Law Enforcement and the Florida Department of Highway Safety and Motor Vehicles. It represents the most complete picture available of the motor vehicle theft problem in Florida -- a starting point for measuring the impact of future prevention, enforcement and prosecution programs directed toward the crime of motor vehicle theft.

QUESTIONS AND ANSWERS ABOUT MOTOR VEHICLE THEFT IN FLORIDA

What is "motor vehicle theft"? In Florida, a motor vehicle is defined by statute as any automobile, motorcycle, truck, trailer, semi-trailer, recreational vehicle, van or other vehicle "used to transport persons or property, and propelled by power..." (§320.01, F.S.). If a person takes or uses a motor vehicle without ownership or other authorization, it is considered a motor vehicle theft. Defined as "grand theft" under §812.014(2)(c), F.S., the act is a third degree felony, and carries with it a term of imprisonment of up to five years and a fine of \$5,000 (§775.082, §775.083, F.S.).

How bad is the motor vehicle theft problem in Florida? Figure 1 shows that, between 1971 and 1992, motor vehicle thefts (MVT) increased from 27,650 incidents to 105,553 incidents per year. Although the number of thefts increased over the entire 20 year period, the most dramatic increase occurred after 1984. The result: nearly a 300% increase overall, with 125% of that increase in the last eight years.

Motor vehicle theft "rates" are used to evaluate the theft problem because they consider changes in population or the number of automobiles registered in the State. Figure 2 shows that the rate at which motor vehicles are stolen is rising as well, particularly the rate per 100,000 vehicle registrations. Thus, the theory that motor vehicle theft is becoming a bigger problem in Florida is supported by both raw numbers and by theft rate statistics.

Figure 1: Motor Vehicle Thefts in Florida, 1971 - 1992

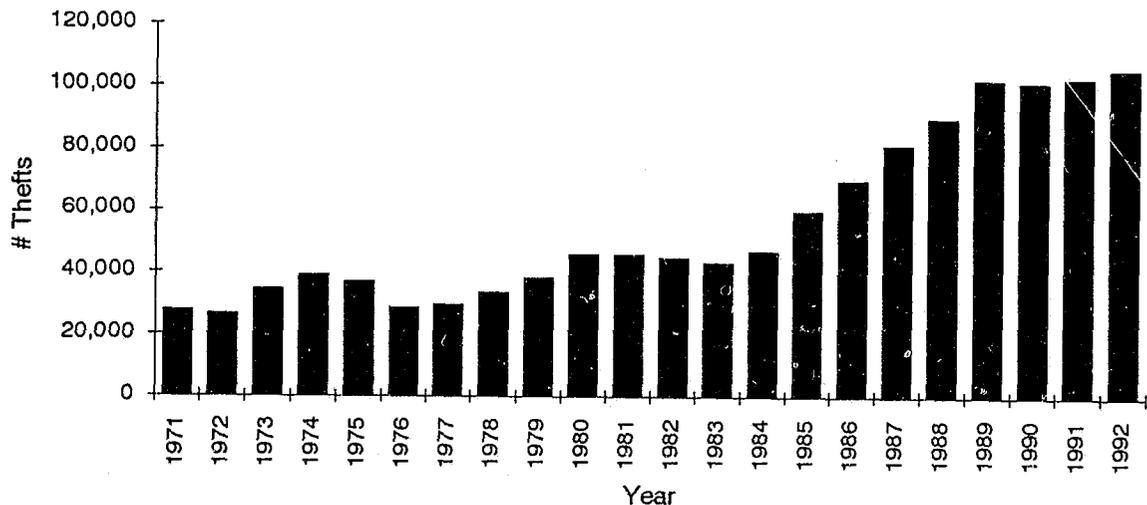
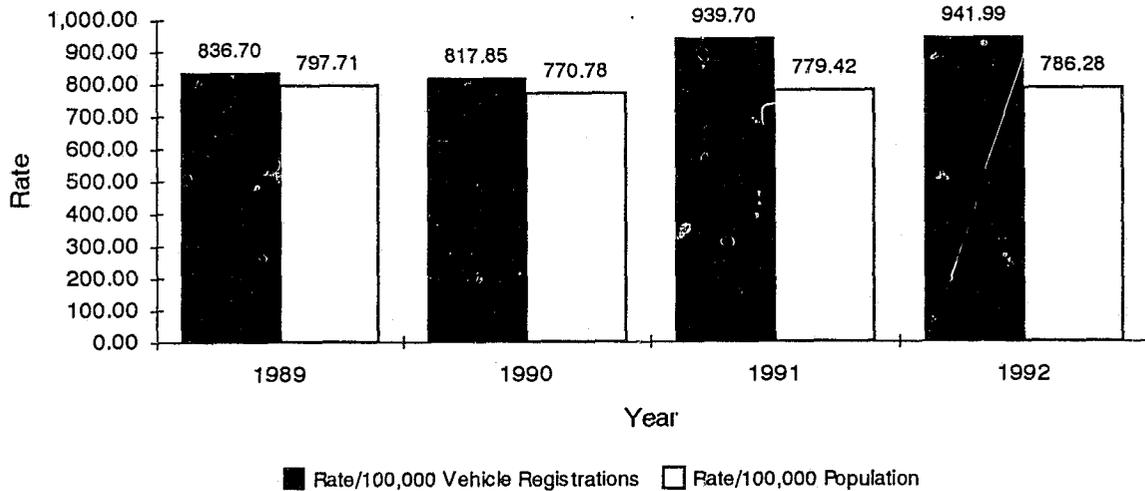
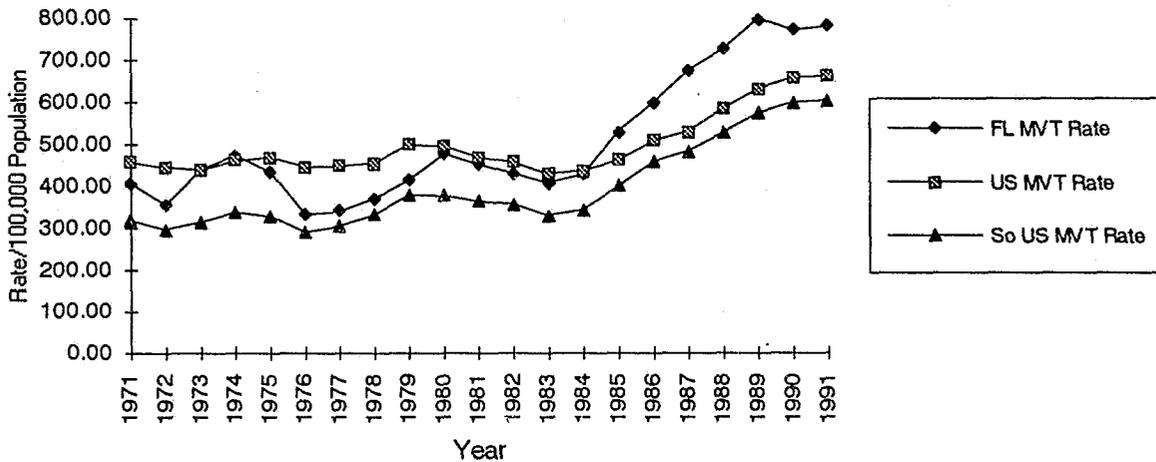


Figure 2: Motor Vehicle Theft Rates, 1989 - 1992



How does Florida compare to other parts of the country? Figure 3 offers a comparison of motor vehicle theft rates (per 100,000 population) for Florida, the southeast and the United States as a whole. Florida clearly has the highest theft rate of the three areas at 779/100,000 in 1991. By comparison, the U.S. rate was 660 and the rate for the South was 602 during that year.

Figure 3: Florida, U.S. and Southern U.S. Motor Vehicle Theft Rates, 1971 - 1991



Another way to gauge Florida's predicament is to compare cities here with others around the country. According to an "Insurance Crime Alert Supplement" released by the National Insurance Crime Bureau (NICB), in 1991, Florida cities ranked as follows (out of 520 cities):

<u>Rank</u>	<u>City</u>	<u>Rank</u>	<u>City</u>
21	Miami	158	Lauderhill
27	North Miami	164	St. Petersburg
30	West Palm Beach	166	Hollywood
35	Tampa	187	Plantation
64	Miami Beach	195	Jacksonville
79	Hialeah	261	Sarasota
83	Ft. Lauderdale	304	Gainesville
90	Lakeland	315	Melbourne
132	Pompano Beach	320	Pembroke Pines
136	Daytona Beach	332	Clearwater
157	Tallahassee	350	Sunrise
		511	Port St. Lucie

Among these cities, Miami (rank 21) had a motor vehicle theft rate of 2,359.32 and Port St. Lucie (rank 511), 129.08, according to NICB. The top 25 cities on the list included only Miami from Florida, as compared with seven locations in New Jersey and three each in California, Texas and Connecticut.

In what counties is motor vehicle theft most prevalent? Although MVT is a problem for many counties in the state, several counties have consistently recorded 1) the highest number of thefts; 2) the highest rate of motor vehicle thefts per 100,000 population; and 3) the highest rate of thefts per 100,000 automobiles registered.

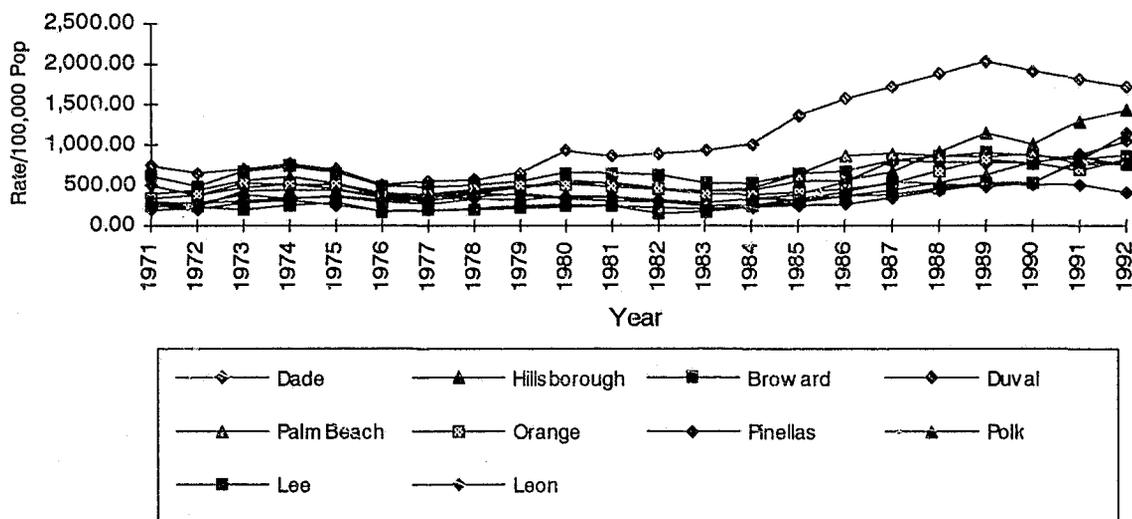
Table 1 lists the 10 counties which have experienced the highest number and rate of motor vehicle theft since 1989. Note that, although some of the counties change from year to year, Dade, Hillsborough, Broward, Duval and Palm Beach counties consistently fall within the top 10 in all categories. A complete ranking of Florida counties for the years 1989 - 1992 is provided in the Appendix.

**Table 1
Motor Vehicle Theft
TOP TEN LIST**

1989 Total MVT	MVT/100,000 Auto Registrations	MVT/100,000 Population
Dade	Dade	Dade
Broward	Hillsborough	Hillsborough
Hillsborough	Broward	Broward
Palm Beach	Palm Beach	Palm Beach
Orange	Glades	Orange
Duval	Duval	Duval
Pinellas	Orange	St. Lucie
Polk	St. Lucie	Monroe
Lee	Monroe	Polk
Escambia	Polk	Hendry
1990 Total MVT	MVT/100,000 Auto Registrations	MVT/100,000 Population
Dade	Dade	Dade
Broward	Hillsborough	Hillsborough
Hillsborough	Broward	Palm Beach
Palm Beach	Palm Beach	Broward
Duval	Duval	Polk
Orange	Polk	Duval
Pinellas	Orange	Orange
Polk	St. Lucie	Monroe
Lee	Monroe	St. Lucie
Volusia	Leon	Manatee
1991 Total MVT	MVT/100,000 Auto Registrations	MVT/100,000 Population
Dade	Dade	Dade
Hillsborough	Hillsborough	Hillsborough
Broward	Broward	Duval
Palm Beach	Duval	Polk
Duval	Leon	Hendry
Orange	Polk	Broward
Pinellas	Union	Leon
Polk	Palm Beach	Lee
Lee	Lee	Palm Beach
Brevard	Hendry	Orange
1992 Total MVT	MVT/100,000 Auto Registrations	MVT/100,000 Population
Dade	Dade	Dade
Hillsborough	Hillsborough	Hillsborough
Broward	Leon	Leon
Duval	Duval	Duval
Palm Beach	Broward	Broward
Orange	Palm Beach	Orange
Pinellas	Orange	Palm Beach
Polk	Polk	Lee
Lee	Alachua	Polk
Leon	Lee	Alachua

Figure 4 examines the change in theft rates for the 10 counties with the greatest number of motor vehicle thefts during 1992. Note that the change in auto theft rates parallels the general pattern of theft volume shown in Figure 1. The detail in the chart makes it nearly impossible to follow the change in rate for most counties. This is not true, however, for Dade County, which rises dramatically, so that it appears well above the other counties in the chart. The Dade County rate peaks in 1989 at a rate of 2,024 thefts per 100,000 population and then drops back to a rate of 1,711 thefts per 100,000 by 1992. During that period, Hillsborough County experienced a large rate increase, to 1,424 thefts per 100,000 population in 1992. Hillsborough is followed by Leon County, which moved into the top 10 in rate per 100,000 population during 1991, and remained in the top 10 for both rate and volume during 1992.

Figure 4: County MVT Rates, 1971-1992



Does Florida have a serious "carjacking" problem? Carjacking is a term used to describe the theft of a motor vehicle while it is occupied, i.e., robbery of a motor vehicle. Florida's crime reporting systems do not specifically include the crime "carjacking." Estimates of the number of carjacking incidents must be extrapolated from 1) reports of robbery where motor vehicle theft is identified as the secondary offense, or 2) motor vehicle theft reports which indicate that the vehicle was occupied at the time of the theft. Neither of these estimates provides a complete or reliable picture of the carjacking problem.

In April of 1993, the Florida Department of Law Enforcement released a report on carjacking in Florida. The report contained information from a Federal Bureau of Investigation (FBI) study and a survey of 33 local law enforcement agencies conducted by FDLE. According to this report:

In Florida, the number of carjackings has remained relatively constant over the last four years. Overall in Florida, carjackings are relatively isolated incidents and, in most areas of the State, there is no indication that specified groups are being targeted. Significant problems do exist in some areas, especially Miami (currently in the top eight cities nationwide in terms of carjacking incidents). In Miami there is a significant problem with tourists, usually in clearly marked rental cars, being "bumped" to set up a robbery. In Tampa, in 1992, the number of carjackings also greatly increased. Officials there reported that most carjackings occurred in drug-infested areas and that a large portion of last year's increase was due to a summer "fad" pursued by young criminals.

These findings are similar to those of the DHSMV. In its survey of local law enforcement agencies, few respondents reported any experience with carjackings. Nineteen reported having carjackings in 1990, 29 in 1991, and 51 in 1992. Some of these law enforcement agencies, however, may have misunderstood the question and provided the total number of vehicle thefts instead. Most agencies indicated they do not maintain records which allow carjackings to be identified, though several said they now have begun to track them. Those agencies reporting carjackings tended to be from large cities in south Florida.

Of the agencies reporting experience with carjackings, 39 (61%) indicated that the group most responsible was 18-to-24 years old, 13 (20%) indicated the 11-to-17 year old group, 11 (17%) indicated 25-to-34, and one indicated 35-to-54. Often these represented the age of the only carjacking suspect in the jurisdiction. Blacks were indicated as the group most responsible by 49 agencies (78%), Whites by 11(17%), Hispanics by two (3%), and Others by one. Males were indicated by 60 agencies (95%) and females by three.

In the survey of state attorney's offices, conducted by the Florida Department of Highway Safety and Motor Vehicles, the First Circuit (Pensacola) reported a total of 20 carjackings in each of the years 1990, 1991 and 1992. All of the carjackings were prosecuted as robberies, with no secondary offense indicated. The Fifteenth Circuit (West Palm Beach) reported that it had no carjacking prosecutions in the three years on the survey, while the other 13 circuits said they could not respond. The respondents in Pensacola and West Palm Beach indicated that carjackers were most often males between 18 and 24. One respondent indicated that they were most often White, the other that they were most often Black.

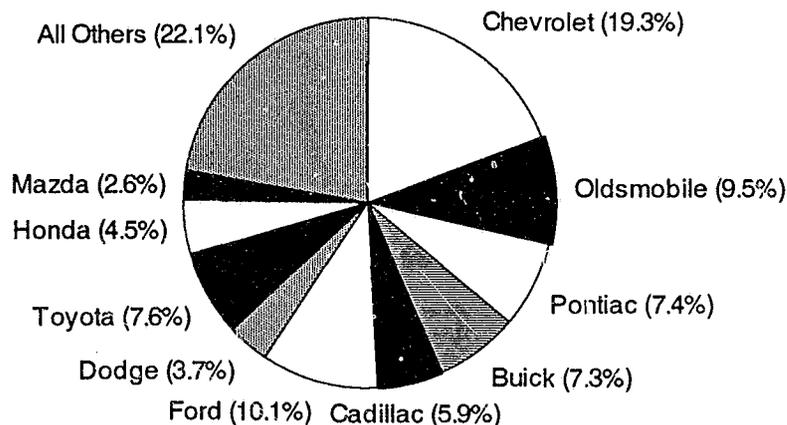
In the sample of motor vehicle theft cases, only 25 (1.4%) reported the vehicles were occupied at the time of the theft. Nearly one-half of these incidents would not be considered "carjackings;" eight reports indicate the theft was perpetrated by a stranger, while seven reports identify a spouse, boy/ girl friend, or other acquaintance as the offender. Only 11% of the thefts occurred on a highway or roadway.

These incidents involved one juvenile and 32 adult victims, the majority of which were White (55%) and Male (75%). Only one of the victims was an out-of-state resident. Ten of the victims were injured during the incidents -- nine suffered minor injuries such as lacerations, abrasions or bruises, and the out-of-state resident is reported as a fatality.

What kinds of vehicles are being stolen? Because the summary information provided to the Florida Department of Law Enforcement through the Uniform Crime Reporting System does not include details on the year, make and model of vehicles stolen, this information must be approximated based on the sample of motor vehicle theft cases. In that sample, the largest percentage of cars stolen (40%) were built between 1985 and 1989. This is followed by the years 1980-1984 (29%). While this may be an indication that late 1980's model vehicles are more attractive for theft, it is likely that the theft percentages merely reflect the proportion of all vehicles on the road which were built during those years.¹

Figure 5 provides a breakdown of the top 10 automobile makes involved in a theft incident. General Motors vehicles (Chevrolet, Oldsmobile, Pontiac, Buick and Cadillac) make up nearly 50% of all vehicles stolen. Additional detail regarding these thefts is provided in Table 2. This table lists those automobile models which represent more than 1% of all vehicles stolen, with the Oldsmobile Cutlass the most frequently stolen model (5.4%). The 13 models listed constitute nearly one-third of the total. Among the "All Other" vehicles are motorcycles (2.9% of the total) and five semi-trailers.

Figure 5: Distribution of Vehicles Stolen, by Vehicle Make



¹ According to a July 23, 1993, Wall Street Journal report on domestic automobile manufacturing, 39.5% of all vehicles produced in the first six months of 1993 were made by General Motors, 30.4% by Ford, 13.0% by Chrysler, 3.9% by Honda, 2.3% by Toyota, 3.6% by Nissan, 2.0% by Mazda, 1.2% by Subaru, and the remainder by other small manufacturers. These figures do not include foreign imports.

Table 2			
Distribution of Motor Vehicle Thefts			
by Make and Model, 1989 - 1992			
Make	% Total	Model	% Total
Chevrolet	19.3%	Camaro	3.3%
		Caprice	2.8%
		Monte Carlo	2.0%
Ford	10.1%	Mustang	1.5%
Oldsmobile	9.5%	Cutlass	5.4%
		Delta 88	1.8%
Toyota	7.6%	Corolla	2.7%
		Celica	1.1%
Pontiac	7.4%	Grand Prix	2.0%
Buick	7.3%	Regal	3.4%
		Le Sabre	1.1%
Cadillac	5.9%	Coupe de Ville	2.2%
Honda	4.5%	Accord	1.4%
Dodge	3.7%		
Mazda	2.6%		

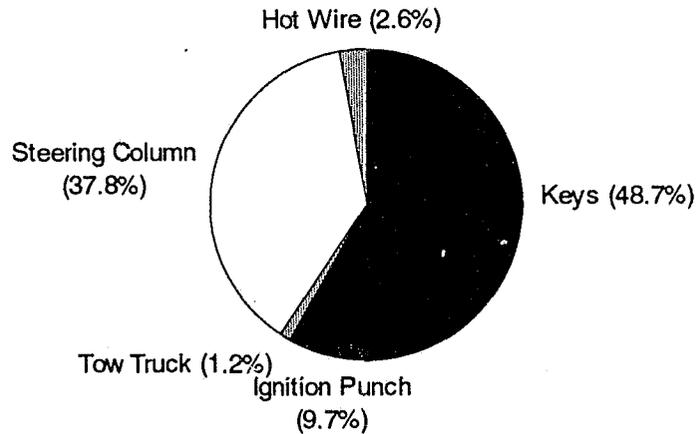
Nearly all of the vehicles (95%) were registered in Florida. The motor vehicle theft case reports did not provide information on how many were rental/lease vehicles.

Where and when are vehicles generally stolen? In the cases reviewed for this report, the largest percentage of vehicles (50%) were stolen from the driveways of single family dwellings, or from apartment complex parking lots or parking garages. (This statistic is reinforced by the survey of local law enforcement agencies, where respondents indicated the most popular location for motor vehicle theft is the home driveway or garage.) Of the remaining 50%, the majority (31%) were stolen from parking lots or parking garages -- 8% at stores or malls; 3% at hotels or motels; 2% at office buildings; and 1% each at schools or universities, or bars or nightclubs. The sample of theft cases also indicates that 3% were stolen from automobile dealerships and 1% from gas stations.

Motor vehicle thefts are fairly evenly distributed throughout the year, from a low of 6.8% of all thefts in February to a high of 9.8% of all thefts in August. Information on the time of day these vehicles were stolen is not available as of this writing.

How are vehicles stolen? It may be surprising to know that, for 766 cases where the method of theft was reported, nearly one-half of the thefts (49%) were accomplished using the keys to the car. Figure 6 shows the various methods which were used in the theft of a vehicle, and their relative distributions.

Figure 6: Method of Theft

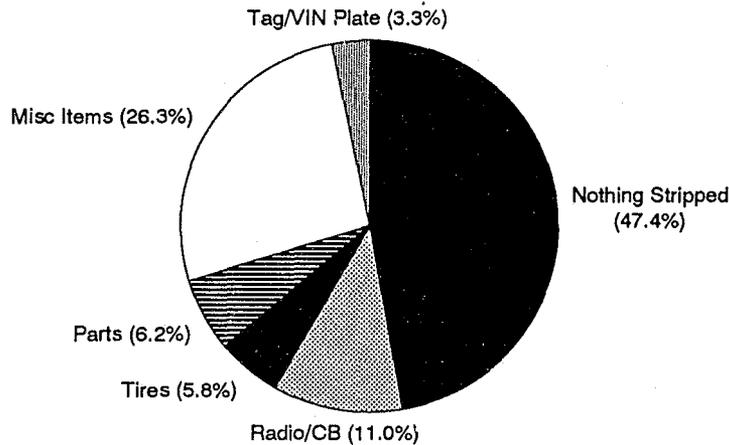


Only 318 cases reported on weapons use during the thefts; 86% of these reports indicated that the theft occurred without the use of a weapon. Where a weapon was used (45 cases), the theft most often involved a handgun (20 cases), although 13 cases indicated the use of a blunt object.

Are most of the vehicles recovered and returned to their owners? The vehicle theft reports examined as part of this study show that 1,183 of the 1,857 vehicles (63.7%) were recovered. The majority of these (60%) were located on highways or roadways, and most of the vehicles were recovered in the same jurisdiction (70%). Fourteen percent (14%) were located in single family residential driveways or apartment parking lots, 11% in other parking lots or parking garages, 6% at parks or lakes, and 3% in impound lots.

Although many of the recovered cars had been damaged (40%), only one quarter of them had parts or other items removed during the theft. Figure 7 shows the distribution of items stripped for 544 cases where these had been identified in the theft report.

Figure 7: Items Stripped from Stolen Vehicles



What does a motor vehicle theft offender look like? Uniform Crime Report arrest data were examined for motor vehicle thefts occurring in the years 1989 - 1992. During that time, the percentage of whites and blacks arrested remained nearly the same, although there is some indication of a shift in this pattern. During 1989, 52% of all MVT arrests were whites, and 48% were blacks. In the years 1990 and 1991, the percentages shifted to 50% / 50%. By 1992, the percentages had reversed, so that 52% of all persons arrested were black, while 48% were white. (Note that, although some Asians, Indians and "Other" races were arrested during the study period, they represent a percent of the total which is much less than 1%. Also note that UCR arrest data does not use the "Hispanic" category for race; Hispanic is considered an "ethnicity" in that system.)

Table 3 looks at the change in racial composition of persons arrested for motor vehicle theft between 1989 and 1992, for the 10 counties with the most thefts during 1992. Among these counties, there is a general decline in the percentage of White offenders, some by as much as 15%. Unlike most counties, Polk actually witnessed an increase in the percentage of White MVT offenders.

These arrest data also show a trend toward younger offenders, with a small increase in the number of female offenders. Between 1989 and 1992, the percentage of adult male MVT offenders decreased from 56% to 47%. Male representation decreased from 90% in 1989 to 87% by 1992. Table 4 shows the change in representation of adult males for the 10 counties with the greatest MVT problem in 1992.

All but two of these counties experienced a decline in the percentage of adult male offenders. Orange and Polk Counties witnessed an increase, Orange by 4% and Polk by 15%. The data do not allow for an analysis to determine the reason for these variations from the norm.

Table 3
Percent of White MVT Arrests, by County, 1989 - 1992

County	1989	1990	1991	1992
Dade	51%	48%	46%	43%
Hillsborough	51	48	51	52
Broward	52	44	42	37
Duval	36	31	30	28
Palm Beach	41	44	49	41
Orange	45	50	49	39
Pinellas	70	43	48	56
Polk	41	35	46	46
Lee	69	57	76	65
Leon	25	31	35	22

Table 4
Percentage of Adult Male MVT Arrests, by County, 1989 - 1992

County	1989	1990	1991	1992
Dade	70%	69%	65%	58%
Hillsborough	39	42	31	32
Broward	56	54	49	46
Duval	50	51	45	46
Palm Beach	58	64	57	53
Orange	54	59	65	58
Pinellas	46	34	34	42
Polk	48	43	53	63
Lee	42	27	30	29
Leon	54	37	38	34

Information on juvenile involvement in motor vehicle theft was provided by the Florida Department of Health and Rehabilitative Services (HRS) from the Dependency and Delinquency Referrals subsystem of its Client Information System. Figures 8 and 9 below are based on HRS data. These figures show that motor vehicle theft referrals to HRS are predominantly male (87%) and, on average, 15 years old. Juvenile involvement in motor vehicle theft begins early for some -- at less than 10 years of age -- and escalates to the age of 16. The decline in numbers after age 16 may be due to a number of factors: 1) an overall decrease in crimes committed ("growing out of it"); 2) a move away from motor vehicle theft and in to other crimes; or 3) adjudication as an adult, without a referral to HRS. Such detail is not available from this or other data sets.

Figure 8: Juvenile Referrals to HRS for Motor Vehicle Theft, by Age Group, 1991-1992

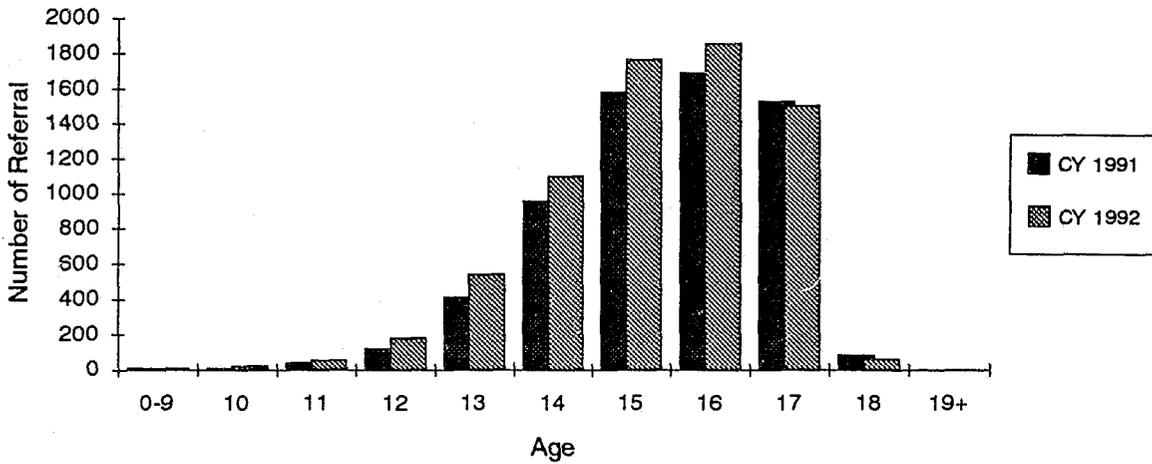
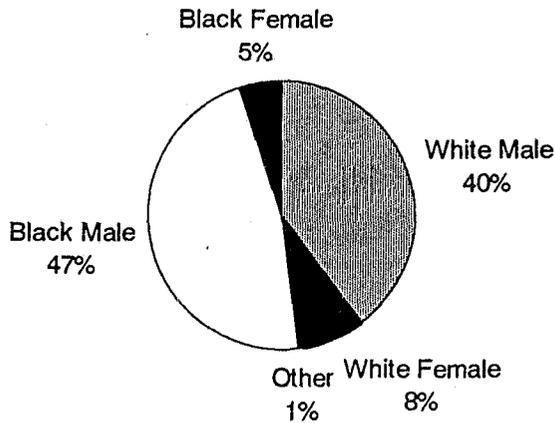


Figure 9: Juvenile Referrals to HRS for Motor Vehicle Theft, by Sex and Race, 1992



The UCR and HRS information corresponds directly to responses from the DHSMV survey of local law enforcement agencies. Most respondents indicated that the group primarily responsible for motor vehicle theft was young males. The 11-to-17 year old age group was indicated by 121 respondents (47%), 18-to-24 year olds by 117 (45%), 25-to-34 year olds by 19 (7%), and 35-to-54 year olds by two (1%). One hundred

respondents (40%) indicated that whites were responsible for most thefts, 130 (52%) indicated Blacks, 16 (16%) indicated Hispanics, and two (1%) indicated other groups (Orientals were the only ones identified). Several agencies indicated that the problem was fairly evenly divided between whites and blacks. Most of the agencies identifying Hispanics are located in south Florida or around Orlando. Males were indicated by 255 respondents (99%) as the most problematic, while two indicated females as the major problem.

Among the state attorney's offices, the age group most often prosecuted for motor vehicle theft was evenly divided between 11-to-17 year olds and the 18-to-24 group, with three respondents selecting each. Blacks were indicated as appearing most often for four attorneys, and whites for one. Eight respondents indicated that males were the most frequently prosecuted.

What motivates a person to steal a motor vehicle? According to responses on the DHSMV survey, joy riding is the most common motivation for motor vehicle theft. Table 5 below is a complete list of local law enforcement responses regarding motivations for motor vehicle theft. The motivations listed in the law enforcement surveys were ranked from one to nine, with one being the most important. Motivations listed as "Other" included domestic disputes, transportation (such as a ride home from the beach), juvenile runaways, and obtaining money for drugs.

Motivation	Average Ranking	Number of Responses
Joy Riding	1.82	261
Theft for Component Parts	2.69	237
Theft to Facilitate Other Crimes	3.12	223
Robbery	4.72	206
Theft for Conversion	4.81	210
Insurance Fraud	5.55	212
Smuggling of Contraband	6.45	194
Theft for Export	6.58	192
Other	7.66	101

What is law enforcement doing to combat the motor vehicle theft problem? Of 285 respondents to the local law enforcement survey, 66 departments have sworn officers specifically assigned to motor vehicle theft investigations. Of these, 33 have more than one officer assigned. Only 16 agencies (5.5%) indicated that they are members of a motor vehicle theft task force, while 273 indicated that they were not members of a task force.

Twenty-four out of 283 agencies report they have a portion of their budget specifically allocated to motor vehicle theft problems. Most indicated that the amount was less than one percent of the agency budget.

Many agencies lead or participate in community programs to combat motor vehicle theft, discussed later in this report.

Are prosecutors concerned about the motor vehicle theft problem? All 15 respondents to the State Attorney questionnaire indicated that they do not have any attorneys specifically assigned to motor vehicle theft prosecution. Similarly, they do not specifically allocate a portion of their budgets to motor vehicle theft problems. None of the 15 respondents is a member of a motor vehicle theft task force.

For the 13 respondents who ranked crimes in order of their priority for prosecution, motor vehicle theft had a lower priority than all of the crimes listed, with the exception of shoplifting and bad checks. The complete list of priorities is shown in Table 6 below. A ranking of one indicates the highest priority for prosecution; eight indicates the lowest priority.

Crime	Average Ranking
Murder	1.00
Rape	1.92
Robbery	2.77
Burglary	4.31
Assault	4.92
Motor Vehicle Theft	5.85
Shoplifting	7.00
Bad Checks	7.23

The two attorneys who reported on the number of MVT cases prosecuted indicated a total of 4,144 motor vehicle theft cases in 1990, with 2,421 convictions on the original charge. For 1991, three attorneys reported prosecuting a total of 3,944 cases, with 2,320 convicted on the original charge and eight convicted on a reduced charge. For 1992, three attorneys reported a total of 3,700 cases, with 2,215 convictions on the original charge and ten convictions on a reduced charge. Note that one of the respondents was the Eleventh Circuit (Miami), which accounts for the vast majority of these cases.

What are communities doing to prevent motor vehicle theft? Eighty-eight agencies responding to the law enforcement survey identified the following community, neighborhood, or business programs targeted at motor vehicle theft:

<u>Program</u>	<u>Number of Agencies</u>
Combat Auto Theft	37
Community Relations Activities	27
Neighborhood Watch	26
Citizens for Auto Theft Responsibility	6
Patrol and Prevention Activities	6
Operation Night Hawk	4
Lo-Jack	3
Intelligence Unit	3

VIN Etching	2
Training	2
Lock It	2
Crime Stoppers	1
TeleTrack	1
Ghost Cars	1
Operation Eagle Claw	1
Operation Safe Car	1
STAR	1
Dade Action Council	1

Fifteen law enforcement agencies indicated that they knew of programs directed toward rehabilitation of juveniles involved in vehicle theft. Most of those who identified programs listed the Department of Health and Rehabilitative Services.

Among the state attorney's offices, three attorneys indicated that there are programs in their communities directed toward motor vehicle theft prevention:

Combat Auto Theft	Miami
M.D.P.D. (multi-agency auto theft task force)	Miami
M.D.C.R. (pre-trial diversion)	Miami
Combat Auto Theft	Sarasota
C.A.R. (citizen awareness/prevention)	West Palm Beach

Juvenile rehabilitation programs were identified by three respondents:

H.R.S. Community Control	Gainesville
Juvenile Alternative Service	Gainesville
Juvenile Alternative Service	Miami
"A" Team Juvenile Self-Esteem Program	Ft. Myers

Fourteen respondents indicated that they would participate in training programs developed for prosecuting motor vehicle theft.

Has the repeal of §319.36, F.S. had any impact on motor vehicle theft in Florida? In 1970, the Florida Legislature enacted Chapter 70-289, Laws of Florida, stating that

larceny of motor vehicles has become a widespread criminal activity in this state, such activity being perpetrated not only by individuals but also by organized groups who consider theft of motor vehicles to be a lucrative everyday business. The enforcement of larceny statutes and recovery of stolen motor vehicles has been rendered a monumental task because of the ease with which such vehicles may be shipped out of the state to places where no certificate of title is required for their sale or transfer. The legislature declares that it is in the strong public interest of this state that its police power be exercised in order to protect motor vehicle owners and to aid law enforcement officers by rendering it extremely difficult for a person to transport a stolen motor vehicle out of this state via ship.

This law created §319.36, F.S., which required the captain of any shipping vessel or any aircraft to perform the following tasks for any vehicle to be transported to any destination outside the United States:

1. Receive a Certificate of Right of Possession (CRP), issued by the Department of Highway Safety and Motor Vehicles, from the person or agent wishing the vehicle to be transported; and
2. Examine the vehicle to verify the description and identification number provided on the CRP.

The requirements of §319.36, F.S. were repealed during the 1991 session of the Florida Legislature. At that time, the Legislature believed that implementation of the statute had become too time-consuming and expensive, and imposed "a substantial burden on legitimate auto exporters, creating a competitive advantage for out-of-state ports" (91-138, Laws of Florida). The Legislature also found the requirements "duplicative and unnecessary," given enactment of Part 192, Chapter 19, CFR by the Federal government.

When asked by the Department of Highway Safety and Motor Vehicles, 10 law enforcement agencies said they believe that repeal of the Certificate of Right of Possession (CRP) had an impact on motor vehicle theft:

- Bay Harbor Islands Police Department
- Broward County Sheriff's Office
- Ft. Lauderdale Police Department
- Manatee County Sheriff's Office
- Metro-Dade Police Department
- Miami Beach Police Department
- Palm Beach County Sheriff's Office
- Polk County Sheriff's Office
- Seminole County Sheriff's Office
- West Palm Beach Police Department

As might be expected, many of these are departments which serve large seaports, the areas most affected by the adoption and later repeal of the CRP program. The vast majority of respondents, particularly those "inland," said it had no effect, and 50 agencies did not respond. Several agencies indicated they did not know what the CRP program was or how it related to motor vehicle theft.

Only one respondent in the prosecutor's survey said the repeal of the CRP had an impact on motor vehicle theft. Eleven said that it did not, and three did not respond.

APPENDIXES

Chapter 860 Offenses Concerning Aircraft, Motor Vehicles, Vessels and Railroads

Motor Vehicle Theft, 1989-1992, Rank by County

County Summaries

Broward County

Dade County

Duval County

Hillsborough County

Lee County

Leon County

Orange County

Palm Beach County

Pinellas County

Polk County

Law Enforcement Questionnaire Summary -- Ten Target Counties

CHAPTER 860 OFFENSES CONCERNING AIRCRAFT, MOTOR VEHICLES, VESSELS, AND RAILROADS

860.151	Short title.
860.152	Purpose.
860.153	Definitions.
860.154	Florida Motor Vehicle Theft Prevention Authority.
860.155	Compensation of members.
860.156	Personnel.
860.157	Powers and duties of the authority.
860.158	Florida Motor Vehicle Theft Prevention Trust Fund.

860.151 Short title. -- This act shall be known as the "Florida Motor Vehicle Theft Prevention Act."

860.152 Purpose. -- The purpose of this act is to prevent, combat, and reduce motor vehicle theft in Florida and to improve and support motor vehicle theft law enforcement, prosecution, and administration of motor vehicle theft laws by establishing statewide planning capabilities for and coordination of financial resources.

860.153 Definitions. --

(1) "Authority" means the Florida Motor Vehicle Theft Prevention Authority established in the Department of Legal Affairs.

(2) "Board" means the Florida Motor Vehicle Theft Prevention Authority Board of Directors established within the authority by this act.

(3) "Trust fund" means the Florida Motor Vehicle Theft Prevention Trust Fund.

(4) "Motor vehicle" means the same as set forth in §320.01(1).

860.154 Florida Motor Vehicle Theft Prevention Authority. --

(1) There is hereby established within the Department of Legal Affairs the Florida Motor Vehicle Theft Prevention Authority, which shall exercise its powers, duties, and responsibilities independently of the department. The purposes, powers, and duties of the authority shall be vested in and exercised by a board of directors. There shall be nine members of the board, consisting of the commissioner of the Department of Insurance or his designee; the executive director of the Department of Highway Safety and Motor Vehicles; the executive director of the Department of Law Enforcement; six additional members, each of whom shall be appointed by the Attorney General; a state attorney or city or county executive, a chief executive law enforcement official, a sheriff, one representative of companies authorized to sell motor vehicle insurance, one representative of insurers authorized to write motor vehicle insurance in this state, and one representative of purchasers of motor vehicle insurance in this state who is not employed by or connected with the business of insurance.

(2) The Attorney General shall designate the chairman of the board from the membership annually. All members of the board appointed by the Attorney General shall serve at the discretion of the Attorney General for a term not to exceed 2 years. The initial appointed members of the board shall serve from October 1, 1992, until October 1, 1994, or until their successors are appointed. The board shall meet at least quarterly.

(3) A majority of the members of the board shall constitute a quorum for the transaction of business at a meeting or the exercise of a power or function of the authority, notwithstanding the existence of one or more vacancies on the board.

860.155 Compensation of members. -- Members of the board shall serve without compensations. All members shall be reimbursed for reasonable expenses incurred in connection with their duties.

860.156 Personnel. -- The Attorney General shall appoint an executive director of the authority. The executive director of the authority shall employ, in accordance with the provisions of the Florida Statutes,

such administrative, professional, clerical, and other personnel as may be required and may organize such staff as may be appropriate to effectuate the purposes of this act. The budgeting, procurement, and related functions of the authority and the administrative responsibilities for employees of the authority shall be performed by the executive director under the direction of the Attorney General.

860.157 Powers and duties of the authority. -- The authority shall have the following powers, duties, and responsibilities:

(1) To apply for, solicit, receive, establish priorities for, allocate, disburse, contract for, and spend funds that are made available to the authority from any source to effectuate the purposes of this act.

(2) To make grants and to provide financial support for federal and state agencies, units of local government, corporations, and neighborhood, community, and business organizations to effectuate the purposes of this act.

(3) To assess the scope of the problem of motor vehicle theft, including particular areas of the state where the problem is greatest, and to conduct impact analysis of state and local criminal justice policies, programs, plans, and methods for combating the problem.

(4) To develop and sponsor the implementation of statewide plans and strategies to combat motor vehicle theft and to improve the administration of the motor vehicle theft laws and provide an effective forum for identification of critical problems associated with motor vehicle theft.

(5) To coordinate the development, adoption, and implementation of plans and strategies relating to interagency or intergovernmental cooperation with respect to motor vehicle theft law enforcement.

(6) To promulgate rules or regulations necessary to ensure that appropriate agencies, units of government, private organizations, and combinations thereof are included in the development and implementation of strategies or plans adopted pursuant to this act and to promulgate rules or regulations as may otherwise be necessary to effectuate the purposes of this act.

(7) To report annually, on or before January 1, to the Governor, Attorney General, Insurance Commissioner, President of the Senate, Speaker of the House of Representatives, Minority Leader of the House of Representatives, Minority Leader of the Senate, and appropriate committee chairs in the House of representatives and the Senate, and upon request, to members of the general public on the authority' activities in the preceding year.

(8) To exercise any other powers that are reasonable, necessary, or convenient to fulfill its responsibilities; to carry out and to effectuate the objectives and purposes of the authority and the provisions of this act; and to comply with requirements of applicable federal or state laws or regulations; however, such powers shall not include the power to subpoena or arrest.

860.158 Florida Motor Vehicle Theft Prevention Trust Fund. --

(1) There is hereby established within the Department of Legal Affairs the Florida Motor Vehicle Theft Prevention Trust Fund, which shall be administered by the executive director of the authority at the direction of the board. All interest earned from the investment or deposit of moneys accumulated in the trust fund shall be deposited in the trust fund. The trust fund shall be funded from the surcharge collected under §320.08045.

(2) Money in the trust fund shall be expended as follows:

(a) To pay the authority's cost to administer the board and the trust fund.

(b) To achieve the purposes and objectives of this act, which may include, but not be limited to, the following:

1. To provide financial support to law enforcement and correctional agencies, prosecutors, and the judiciary for programs designed to reduce motor vehicle theft and to improve the administration of motor vehicle theft laws.

2. To provide financial support for federal and state agencies, units of local government, corporations, and neighborhood, community, or business organizations for programs designed to reduce motor vehicle theft and to improve the administration of motor vehicle theft laws.

3. To provide financial support to conduct programs designed to inform owners of motor vehicles about the financial and social costs of motor vehicle theft and to suggest to those owners methods for preventing motor vehicle theft.

4. To provide financial support for plans, programs, and projects consistent with the purposes of this act.

320.08045 Surcharge on license tax. -- There is hereby levied on each license tax imposed under §320.08, except those set forth in §320.08(11), a surcharge in the amount of 50 cents which shall be collected in the same manner as the license tax and deposited into the Florida Motor Vehicle Theft Prevention Trust Fund. This surcharge shall apply to registration periods beginning July 1, 1992.

**Motor Vehicle Theft in Florida
1989 Rank by County**

County	Total MVT 1989	MVT/100,000 Auto Registrations	MVT/100,000 Population
Alachua	18	17	19
Baker	56	57	57
Bay	26	40	36
Bradford	48	52	50
Brevard	13	36	32
Broward	2	3	3
Calhoun	62	62	62
Charlotte	35	56	54
Citrus	37	54	53
Clay	28	28	27
Collier	22	37	29
Columbia	42	49	49
Dade	1	1	1
De Soto	43	31	37
Dixie	65	67	65
Duval	6	6	6
Escambia	10	11	13
Flagler	44	51	40
Franklin	64	64	64
Gadsden	41	26	47
Gilchrist	66	66	66
Glades	52	5	15
Gulf	61	61	61
Hamilton	58	43	51
Hardee	47	45	43
Hendry	36	16	10
Hernando	33	47	46
Highlands	34	46	42
Hillsborough	3	2	2
Holmes	59	59	60
Indian River	25	22	20
Jackson	45	53	56
Jefferson	55	29	41

County	Total MVT 1989	MVT/100,000 Auto Registrations	MVT/100,000 Population
Lafayette	67	65	67
Lake	23	41	31
Lee	9	13	11
Leon	15	15	14
Levy	46	44	44
Liberty	60	60	59
Madison	53	38	45
Manatee	19	24	22
Marion	16	19	17
Martin	27	35	25
Monroe	21	9	8
Nassau	38	23	33
Okaloosa	29	50	48
Okeechobee	39	32	26
Orange	5	7	5
Osceola	24	25	18
Palm Beach	4	4	4
Pasco	20	42	39
Pinellas	7	12	12
Polk	8	10	9
Putnam	30	20	21
Santa Rosa	32	39	35
Sarasota	17	33	28
Seminole	12	18	16
St. Johns	31	34	38
St. Lucie	14	8	7
Sumter	40	30	30
Suwannee	51	55	55
Taylor	54	48	52
Union	50	14	24
Volusia	11	21	23
Wakulla	49	27	33
Walton	57	58	58
Washington	63	63	63

Motor Vehicle Theft in Florida
1990 Rank by County

County	Total MVT 1990	MVT/100,000 Auto Registrations	MVT/100,000 Population
Alachua	18	13	18
Baker	49	46	45
Bay	25	38	33
Bradford	41	32	28
Brevard	11	24	22
Broward	2	3	4
Calhoun	64	64	65
Charlotte	35	53	51
Citrus	36	54	55
Clay	26	25	23
Collier	21	28	24
Columbia	39	35	34
Dade	1	1	1
De Soto	45	39	35
Dixie	61	62	62
Duval	5	5	6
Escambia	13	14	17
Flagler	50	58	54
Franklin	66	61	63
Gadsden	42	37	53
Gilchrist	63	65	61
Glades	57	19	44
Gulf	62	66	66
Hamilton	59	44	52
Hardee	44	33	31
Hendry	37	16	14
Hernando	33	50	48
Highlands	30	36	30
Hillsborough	3	2	2
Holmes	60	63	64
Indian River	27	31	27
Jackson	48	56	57
Jefferson	53	23	37

County	Total MVT 1990	MVT/100,000 Auto Registrations	MVT/100,000 Population
Lafayette	67	67	67
Lake	24	45	36
Lee	9	12	11
Leon	15	10	12
Levy	47	43	43
Liberty	65	60	60
Madison	58	57	58
Manatee	14	18	10
Marion	19	21	20
Martin	32	52	27
Monroe	22	9	8
Nassau	38	30	39
Okaloosa	28	51	49
Okeechobee	43	48	42
Orange	6	7	7
Osceola	23	22	16
Palm Beach	4	4	3
Pasco	20	41	40
Pinellas	7	11	13
Polk	8	6	5
Putnam	31	26	25
Santa Rosa	34	42	38
Sarasota	17	40	29
Seminole	12	15	15
St. Johns	29	29	32
St. Lucie	16	8	9
Sumter	40	27	26
Suwannee	46	47	46
Taylor	55	55	56
Union	51	17	21
Volusia	10	20	19
Wakulla	52	34	41
Walton	56	59	59
Washington	54	49	50

Motor Vehicle Theft in Florida
1991 Rank by County

County	Total MVT 1991	MVT/100,000 Auto Registrations	MVT/100,000 Population
Alachua	15	15	17
Baker	47	35	34
Bay	26	30	30
Bradford	42	24	24
Brevard	10	21	20
Broward	3	3	6
Calhoun	63	63	64
Charlotte	31	45	50
Citrus	36	51	47
Clay	30	36	36
Collier	21	28	26
Columbia	38	33	33
Dade	1	1	1
De Soto	45	31	31
Dixie	57	54	54
Duval	5	4	3
Escambia	17	34	29
Flagler	49	55	55
Franklin	65	67	65
Gadsden	39	19	32
Gilchrist	59	58	57
Glades	66	66	66
Gulf	60	60	59
Hamilton	64	62	63
Hardee	48	44	37
Hendry	32	10	5
Hernando	37	49	48
Highlands	25	16	13
Hillsborough	2	2	2
Holmes	62	64	62
Indian River	27	25	23
Jackson	51	57	56
Jefferson	52	26	35

County	Total MVT 1991	MVT/100,000 Auto Registrations	MVT/100,000 Population
Lafayette	67	65	67
Lake	24	41	39
Lee	9	9	8
Leon	11	5	7
Levy	46	42	42
Liberty	61	61	60
Madison	55	47	53
Manatee	14	23	14
Marion	20	27	27
Martin	33	46	44
Monroe	22	12	12
Nassau	41	43	45
Okaloosa	29	48	46
Okeechobee	40	29	25
Orange	6	11	10
Osceola	23	22	18
Palm Beach	4	8	9
Pasco	19	38	41
Pinellas	7	13	15
Polk	8	6	4
Putnam	23	17	19
Santa Rosa	35	40	43
Sarasota	16	32	28
Seminole	13	20	22
St. Johns	34	37	38
St. Lucie	18	14	16
Sumter	43	39	40
Suwannee	50	52	51
Taylor	53	53	52
Union	44	7	11
Volusia	12	18	21
Wakulla	56	50	49
Walton	54	56	58
Washington	58	59	61

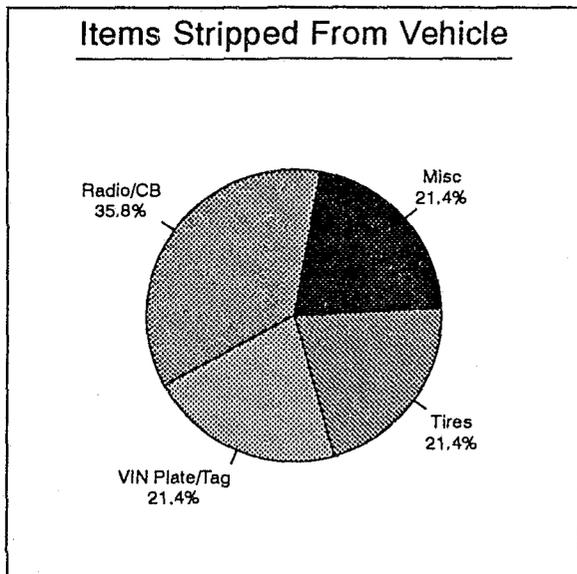
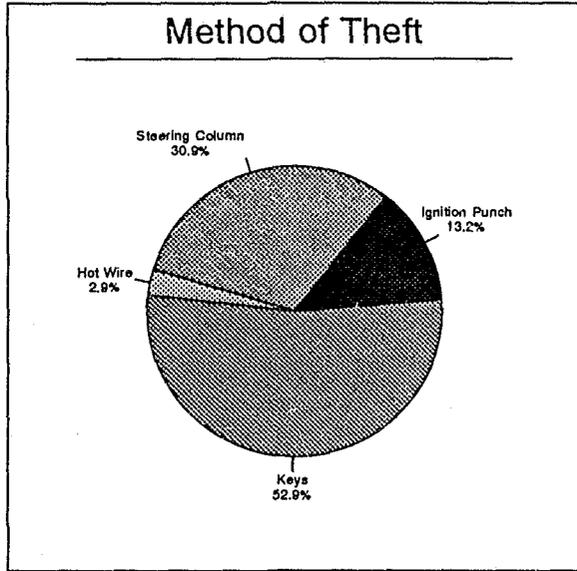
Motor Vehicle Theft in Florida
1992 Rank by County

County	Total MVT 1992	MVT/100,000 Auto Registrations	MVT/100,000 Population
Alachua	13	9	10
Baker	46	41	39
Bay	22	23	23
Bradford	43	32	32
Brevard	11	21	21
Broward	3	5	5
Calhoun	65	67	65
Charlotte	30	39	37
Citrus	41	57	54
Clay	27	31	28
Collier	21	26	25
Columbia	37	28	29
Dade	1	1	1
De Soto	39	15	15
Dixie	56	51	52
Duval	4	4	4
Escambia	18	34	35
Flagler	49	53	53
Franklin	63	63	63
Gadsden	40	25	42
Gilchrist	61	60	60
Glades	64	66	64
Gulf	60	61	61
Hamilton	67	65	67
Hardee	50	49	46
Hendry	36	14	12
Hernando	35	46	49
Highlands	28	18	16
Hillsborough	2	2	2
Holmes	58	58	58
Indian River	26	20	19
Jackson	51	56	55
Jefferson	48	16	24

County	Total MVT 1992	MVT/100,000 Auto Registrations	MVT/100,000 Population
Lafayette	66	64	66
Lake	23	37	34
Lee	9	10	8
Leon	10	3	3
Levy	45	47	45
Liberty	62	62	62
Madison	54	44	50
Manatee	14	22	11
Marion	20	35	33
Martin	32	45	43
Monroe	25	12	14
Nassau	38	38	36
Okaloosa	31	50	48
Okeechobee	42	42	41
Orange	6	7	6
Osceola	24	24	20
Palm Beach	5	6	7
Pasco	19	40	40
Pinellas	7	13	17
Polk	8	8	9
Putnam	34	27	30
Santa Rosa	33	36	38
Sarasota	16	30	26
Seminole	15	19	22
St. Johns	29	29	27
St. Lucie	17	11	13
Sumter	44	43	44
Suwannee	52	52	51
Taylor	53	48	47
Union	59	54	56
Volusia	12	17	18
Wakulla	47	33	31
Walton	55	55	57
Washington	57	59	59

County Summary Broward County

Of the cases studied for Broward County, the majority were stolen from parking lots or parking garages -- 52% from residential driveways, and 35% from other parking areas (9% from store or mall lots, for example). Approximately 4% were stolen along streets, roads or highways.



Distribution of MVT, by Make and Model			
Make	% Total	Model	% Total
Chevrolet	20.5%	Caprice	4.0%
		Pickup	3.5%
		Camaro	3.0%
Oldsmobile	11.5%	Cutlass	7.0%
		Delta 88	2.0%
Ford	8.5%	Pickup	3.0%
Toyota	8.5%	Corolla	3.0%
		Celica	2.0%
Pontiac	8.0%		
Buick	7.5%	Regal	4.0%
Cadillac	5.5%	Coupe de Ville	2.5%
Honda	5.5%		
Dodge	3.5%		
Mazda	3.5%		
All Others	17.5%		

Almost all of the vehicles were licensed in Florida (98%). Two vehicles were occupied at the time of the theft. The victims in these incidents were Florida residents -- one black male and one white female -- and one victim received minor injuries during the incident. One of the incidents was committed by a boy or girlfriend.

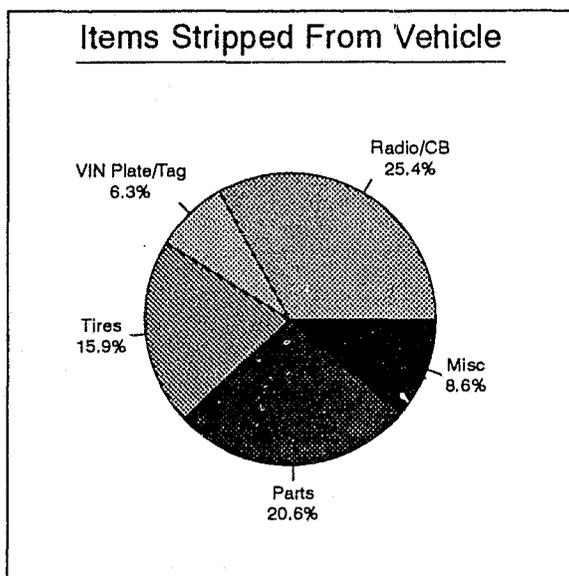
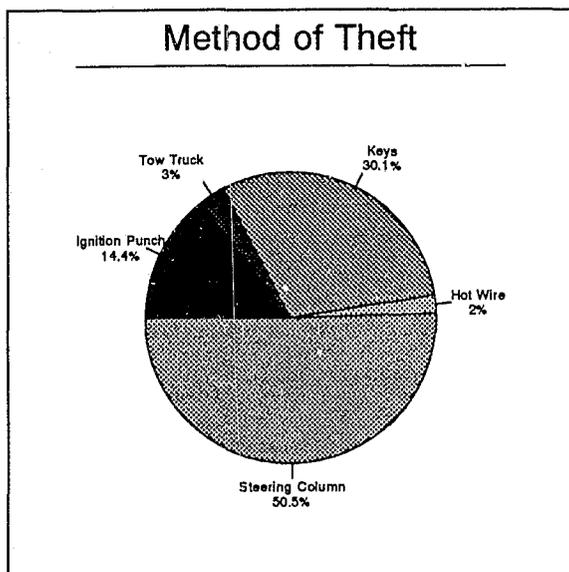
More than one-half of all vehicles were recovered (60%), most of them without damage. The most common recovery location was a street, road or highway (53%), although vehicles were recovered in parking lots (20%), driveways (19%), impound lots (9%) and other locations.

NOTE 1: Based on a systematic random sample of 208 Broward County motor vehicle theft cases from the years 1989 to 1992.

NOTE 2: Many case reports contained fields which had been left blank or had been identified as "unknown." Either of these could be interpreted in one of two ways: 1) the actual value was not known; or 2) the actual value, if known, was not entered on the report. Any figures provided, then, represent the percentage of those cases reporting an actual outcome for the item.

County Summary Dade County

Of the cases studied for Dade County, the majority were stolen from parking lots or parking garages -- 44% from residential driveways, and 36% from other parking areas (8% from store or mall lots, 2% from hotel/motel parking and 1% from office building parking lots). Approximately 18% were stolen along streets, roads or highways.



Distribution of MVT, by Make and Model			
Make	% Total	Model	% Total
Chevrolet	20.0%	Camaro	3.6%
		Caprice	3.6%
		Monte Carlo	2.4%
		Pickup	2.1%
Toyota	13.7%	Corolla	4.8%
		Celica	1.7%
		Camry	1.5%
Ford	10.1%	Corona	1.4%
		Pickup	1.9%
		Mustang	1.4%
Oldsmobile	8.9%	Cutlass	5.1%
		Regal	4.1%
Buick	8.6%	Coupe de Ville	3.6%
		El Dorado	1.2%
Cadillac	8.1%	Grand Prix	3.1%
		Accord	2.4%
Pontiac	7.4%		
Honda	4.8%		
All Others	18.4%		

Ninety-four percent (94%) of all vehicles stolen were registered in Florida. Three of the vehicles were occupied at the time of the theft. The victims in these incidents were Florida residents. All were males -- one black, one white and one of unknown race. The victims were not injured during the incidents, which were committed by strangers.

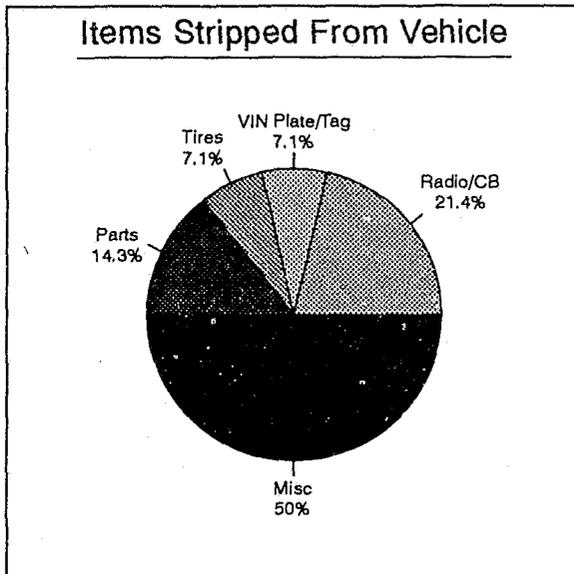
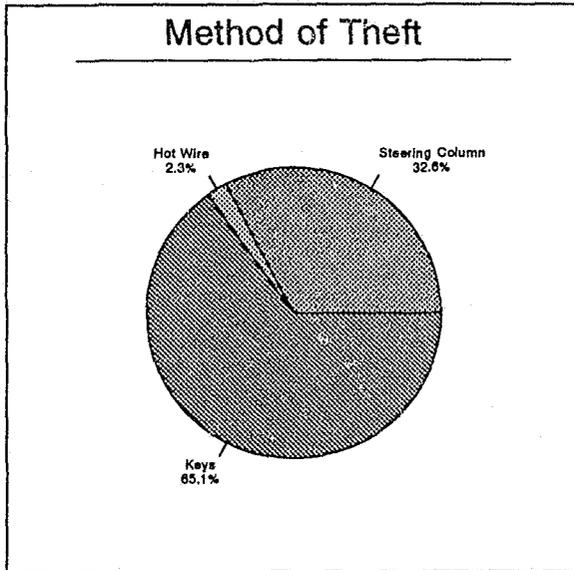
More than one-half of all vehicles were recovered (52%), most of them without damage. The most common recovery location was a street, road or highway (18%), although vehicles were recovered in parking lots (8%), driveways (4%), parks (2%) and other locations.

NOTE 1: Based on a systematic random sample of 679 Dade County motor vehicle theft cases from the years 1989 to 1992.

NOTE 2: Many case reports contained fields which had been left blank or had been identified as "unknown." Either of these could be interpreted in one of two ways: 1) the actual value was not known; or 2) the actual value, if known, was not entered on the report. Any figures provided, then, represent the percentage of those cases reporting an actual outcome for the item.

County Summary Duval County

Of the cases studied for Duval County, the majority were stolen from parking lots or parking garages -- 52% from residential driveways, and 32% from other parking areas (10% from store or mall lots, 2% from hotel/motel parking and 3% from office building parking lots). Approximately 12% were stolen along streets, roads or highways, 3% from new or used auto dealers, and 2% from gas stations.



Distribution of MVT, by Make and Model			
Make	% Total	Model	% Total
Chevrolet	19.7%	Caprice	5.3%
		Monte Carlo	3.8%
		Camaro	3.0%
		Blazer	2.2%
Oldsmobile	12.9%	Cutlass	6.8%
		Delta 88	3.0%
Buick	10.6%	Le Sabre	4.5%
		Regal	2.2%
Ford	10.6%	Pickup	3.8%
		Pickup	3.8%
Toyota	9.8%	Corolla	5.3%
		Pickup	3.8%
Cadillac	7.5%	Coupe de Ville	3.0%
Pontiac	3.8%		
Suzuki	3.8%		
All Others	21.3%		

Ninety-four percent (94%) of all vehicles stolen were registered in Florida. Nine of the vehicles were occupied at the time of the theft. Seven victims in these incidents were Florida residents, while one resided in another state. The victims included -- one black female, five black males and two white males. Two received minor injuries during the incidents, and one victim is listed as a fatality. Two of the thefts were committed by strangers and two by persons acquainted with the victim in some way.

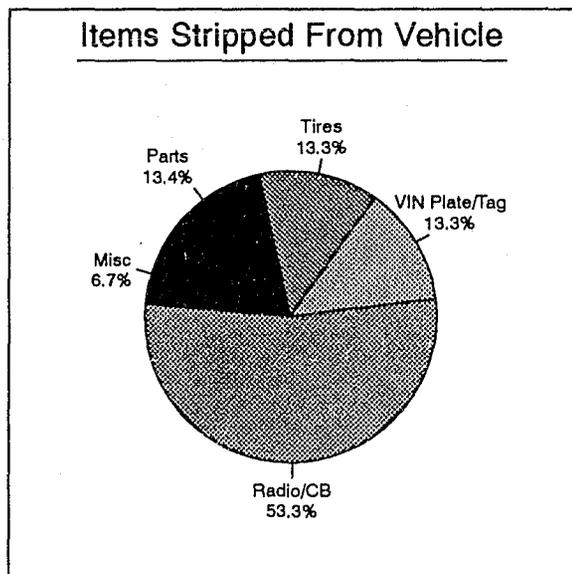
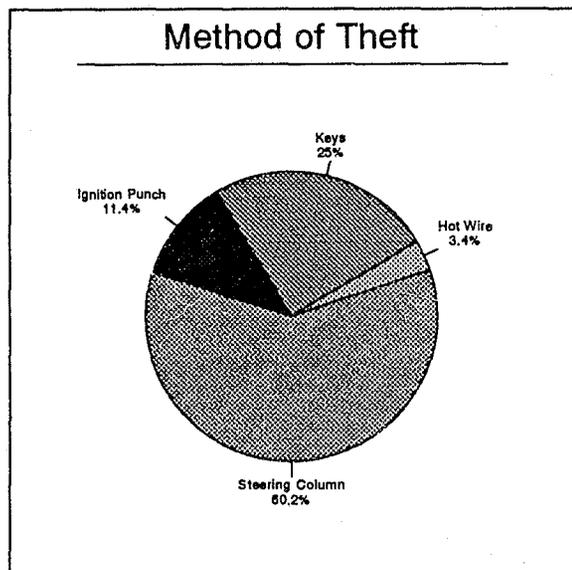
The majority of vehicles were recovered (79%), most of them without damage. The most common recovery location was a street, road or highway (67%), although vehicles were recovered in parking lots (17%), driveways (11%), parks (3%) and other locations.

NOTE 1: Based on a systematic random sample of 134 Duval County motor vehicle theft cases from the years 1989 to 1992.

NOTE 2: Many case reports contained fields which had been left blank or had been identified as "unknown." Either of these could be interpreted in one of two ways: 1) the actual value was not known; or 2) the actual value, if known, was not entered on the report. Any figures provided, then, represent the percentage of those cases reporting an actual outcome for the item.

County Summary Hillsborough County

Of the cases studied for Hillsborough County, the majority were stolen from parking lots or parking garages -- 62% from residential driveways, and 12% from other parking areas (6% from store or mall lots, 2% from hotel/motel parking and 2% from new or used automobile dealerships). Approximately 11% were stolen along streets, roads or highways.



Distribution of MVT, by Make and Model			
Make	% Total	Model	% Total
Chevrolet	20.6%	Camaro	7.1%
		Monte Carlo	3.0%
		Caprice	2.4%
Pontiac	12.0%	Celebrity	1.8%
		Grand Prix	4.1%
Oldsmobile	10.9%	Trans Am	2.4%
		Cutlass	4.7%
Ford	9.2%	Pickup	3.0%
		Regal	4.7%
Mazda	4.3%	RX-7	2.4%
Cadillac	3.8%		
Honda	3.8%	Accord	2.4%
Toyota	3.8%		
Jeep	3.3%	Cherokee	2.4%
All Others	19.6%		

Almost all of the vehicles were licensed in Florida (94%). Only one vehicle was occupied at the time of the theft. The victim in was a Florida resident (race unknown). The victim received minor injuries during the incident, which was committed by a stranger.

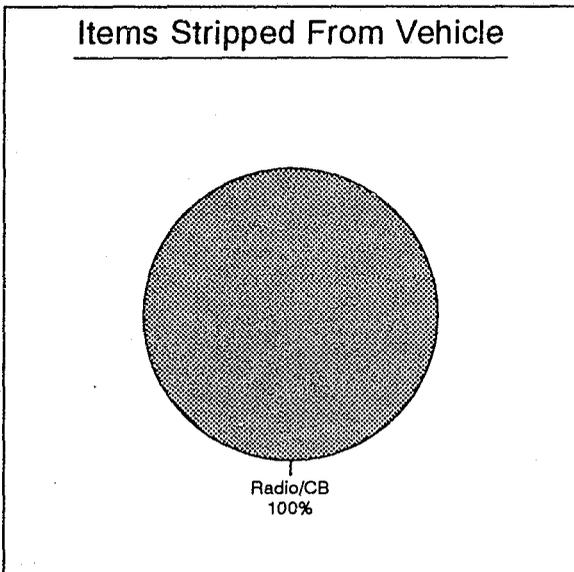
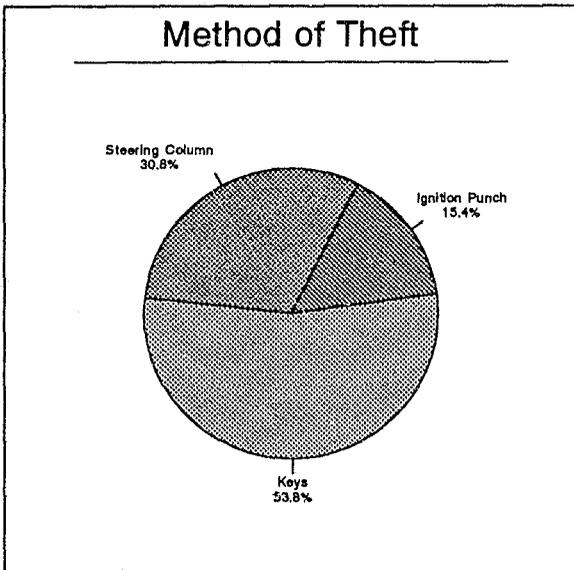
The majority of all vehicles were recovered (81.2%), most of them without damage. The most common recovery location was a street, road or highway (55%), although several vehicles were recovered in parking lots (6%), driveways (40%), or parks (5%).

NOTE 1: Based on a systematic random sample of 186 Hillsborough County motor vehicle theft cases from the years 1989 to 1992.

NOTE 2: Many case reports contained fields which had been left blank or had been identified as "unknown." Either of these could be interpreted in one of two ways: 1) the actual value was not known; or 2) the actual value, if known, was not entered on the report. Any figures provided, then, represent the percentage of those cases reporting an actual outcome for the item.

County Summary Lee County

Of the cases studied for Lee County, the majority were stolen from parking lots or parking garages -- 60% from residential driveways, and 30% from other parking areas (9% from store or mall lots, 9% from hotel/motel parking and 9% from office building parking lots). Approximately 6% were stolen from new or used automobile dealerships.



Distribution of MVT, by Make and Model			
Make	% Total	Model	% Total
Chrysler	15.1%	Le Baron	12.1%
		New Yorker	3.0%
Dodge	15.1%	Dynasty	6.0%
		Pickup	3.0%
		Sprint	3.0%
		Spirit	3.0%
Chevrolet	12.1%	Pickup	6.0%
		Cavalier	3.0%
		Chevette	3.0%
Honda	12.1%		
Jeep	6.0%		
Lincoln	6.0%		
Oldsmobile	6.0%		
Pontiac	6.0%		
All Others	21.6%		

Ninety-seven percent (97%) of all vehicles stolen were registered in Florida. None were occupied at the time of the theft.

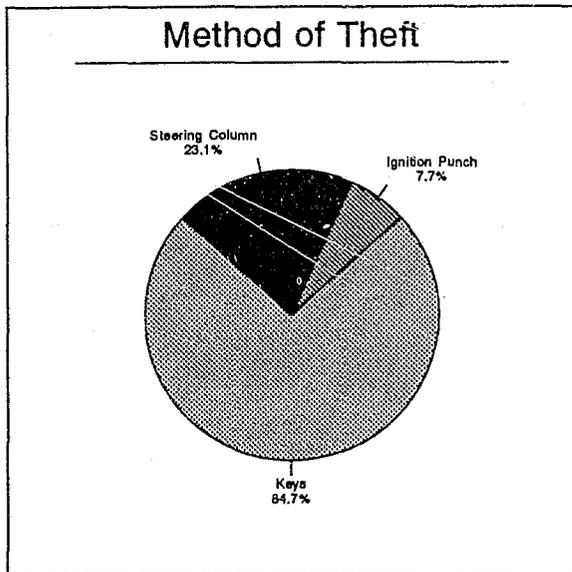
Nearly one-half of the vehicles were recovered (49%), most of them without damage. Most were recovered in driveways (27%) or parking lots (27%). Fourteen percent (14%) were recovered in impound lots.

NOTE 1: Based on a systematic random sample of 45 Lee County motor vehicle theft cases from the years 1989 to 1992.

NOTE 2: Many case reports contained fields which had been left blank or had been identified as "unknown." Either of these could be interpreted in one of two ways: 1) the actual value was not known; or 2) the actual value, if known, was not entered on the report. Any figures provided, then, represent the percentage of those cases reporting an actual outcome for the item.

County Summary Leon County

Of the cases studied for Leon County, the majority were stolen from parking lots or parking garages -- 59% from residential driveways, and 41% from other parking areas, including 9% from store or mall lots.



The cases reviewed did not list any parts as being stripped from the vehicles recovered.

Distribution of MVT, by Make and Model			
Make	% Total	Model	% Total
Chevrolet	20.0%	Camaro	3.6%
		Caprice	3.6%
		Monte Carlo	2.4%
		Pickup	2.1%
		Toyota	13.7%
		Corolla	4.8%
		Celica	1.7%
		Camry	1.5%
		Corona	1.4%
Ford	10.1%	Pickup	1.9%
		Mustang	1.4%
Oldsmobile	8.9%	Cutlass	5.1%
Buick	8.6%	Regal	4.1%
Cadillac	8.1%	Coupe de Ville	3.6%
		El Dorado	1.2%
Pontiac	7.4%	Grand Prix	3.1%
Honda	4.8%	Accord	2.4%
All Others	18.4%		

Seventy-nine percent (79%) of all vehicles stolen were registered in Florida. None of the vehicles was occupied at the time of the theft.

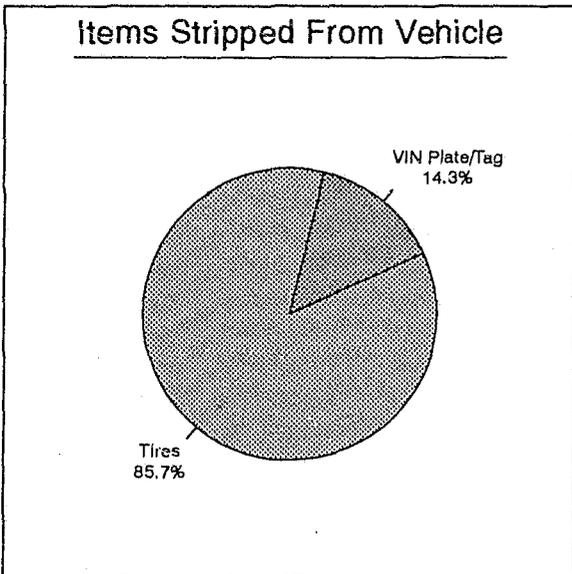
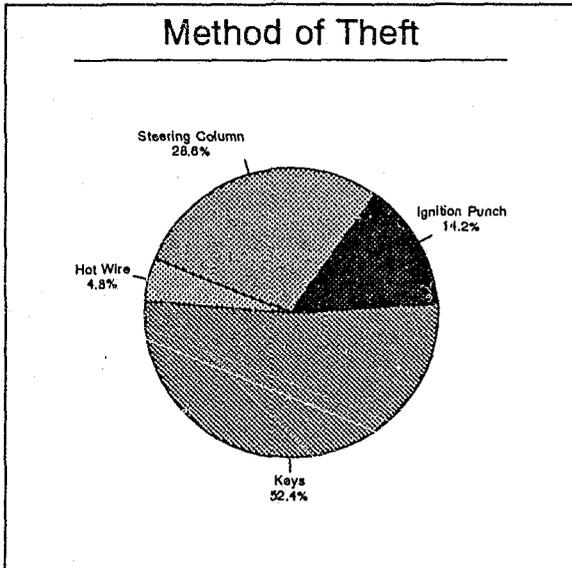
More than one-half of all vehicles were recovered (52%), most of them without damage. The most common recovery location was a street, road or highway (64%), although vehicles were recovered in parking lots (21%), driveways (14%) and other locations.

NOTE 1: Based on a systematic random sample of 27 Leon County motor vehicle theft cases from the years 1989 to 1992.

NOTE 2: Many case reports contained fields which had been left blank or had been identified as "unknown." Either of these could be interpreted in one of two ways: 1) the actual value was not known; or 2) the actual value, if known, was not entered on the report. Any figures provided, then, represent the percentage of those cases reporting an actual outcome for the item.

County Summary Orange County

Of the cases studied for Orange County, the majority were stolen from parking lots or parking garages -- 51% from residential driveways, and 41% from other parking areas (6% from store or mall lots, 9% from hotel/motel parking and 3% from office building parking lots). Approximately 3% were stolen along streets, roads or highways, and 4% from new or used automobile dealerships.



Distribution of MVT, by Make and Model			
Make	% Total	Model	% Total
Chevrolet	17.4%	Van	4.3%
		Blazer	2.9%
		Caprice	2.9%
		Pickup	2.9%
Ford	15.9%	Pickup	5.8%
		Mustang	4.3%
		Escort	2.9%
Nissan	5.8%	Sentra	2.9%
Oldsmobile	5.8%	Delta 88	2.9%
Toyota	5.8%	Corolla	4.3%
Buick	4.3%		
Cadillac	4.3%		
GMC	4.3%		
Honda	4.3%		
Plymouth	4.3%		
Pontiac	4.3%	Bonneville	2.9%
All Others	29.3%		

Ninety-five percent (95%) of all vehicles stolen were registered in Florida. One vehicle was occupied by a white male, who received minor injuries during the incident. The victim was a Florida resident. The incident was committed by a stranger.

Only 39% of all vehicles were recovered, most of them without damage. The most common recovery location was a street, road or highway (40%), although vehicles were recovered in parking lots (26%), driveways (16%), parks (13%), auto dealerships (5%) and other locations.

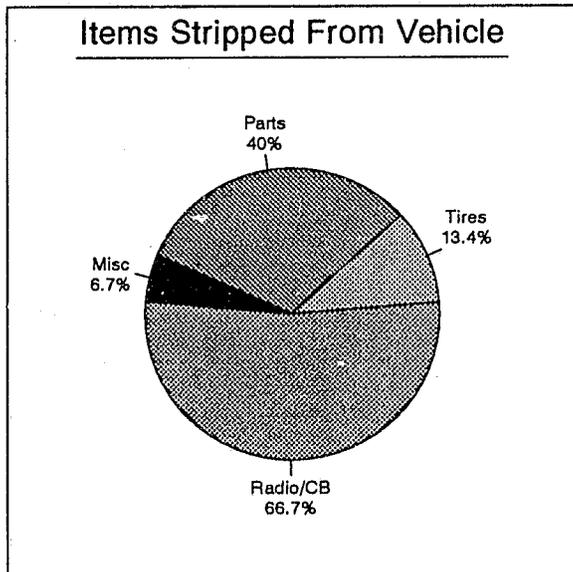
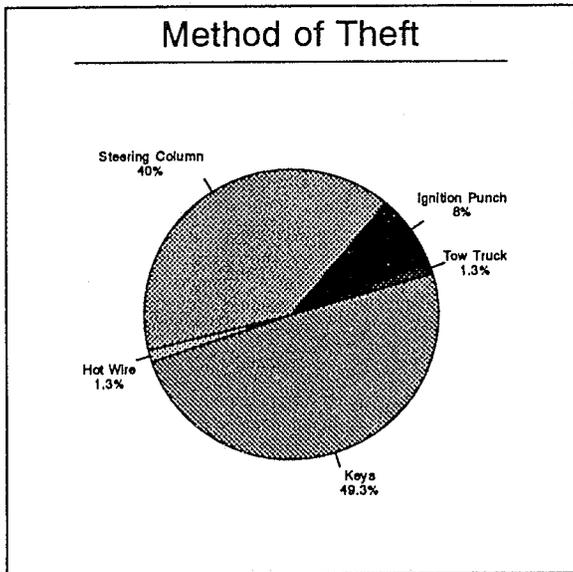
NOTE 1: Based on a systematic random sample of 101 Orange County motor vehicle theft cases from the years 1989 to 1992.

NOTE 2: Many case reports contained fields which had been left blank or had been identified as "unknown." Either of these could be interpreted in one of two ways: 1) the actual value was not known; or 2) the actual value, if known, was not entered on the report. Any figures provided, then, represent the percentage of those cases reporting an actual outcome for the item.

County Summary Palm Beach County

Of the cases studied for Palm Beach County, the majority were stolen from parking lots or parking garages -- 48% from residential driveways, and 41% from other parking areas (8% from store or mall lots, 4% from hotel/motel parking and 4% from office building parking lots). Approximately 7% were stolen along streets, roads or highways.

Distribution of MVT, by Make and Model			
Make	% Total	Model	% Total
Chevrolet	38.4%	Camaro	6.0%
		Monte Carlo	4.5%
		Pickup	4.5%
		Cavalier	3.8%
		Van	3.0%
Oldsmobile	20.5%	Cutlass	10.6%
		Delta 88	3.8%
Buick	9.8%	Regal	5.3%
Pontiac	9.8%	Firebird	2.3%
Ford	4.5%		
Mazda	4.5%		
Jeep	3.6%	Cherokee	3.0%
Yamaha	3.6%	Motorcycles	2.3%
All Others	5.3%		



Eighty-nine percent (89%) of all vehicles stolen were registered in Florida. Two of the vehicles were occupied at the time of the theft. The victims in these incidents were Florida residents. Both were males -- one black and one white. The victims were not injured during the incidents. One theft was committed by an acquaintance of the victim.

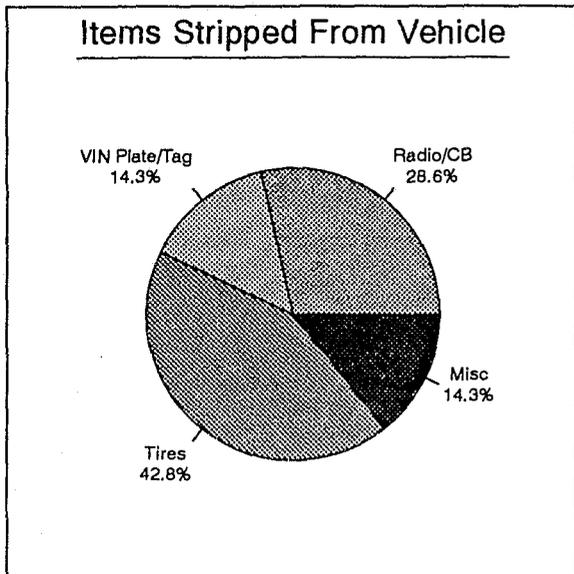
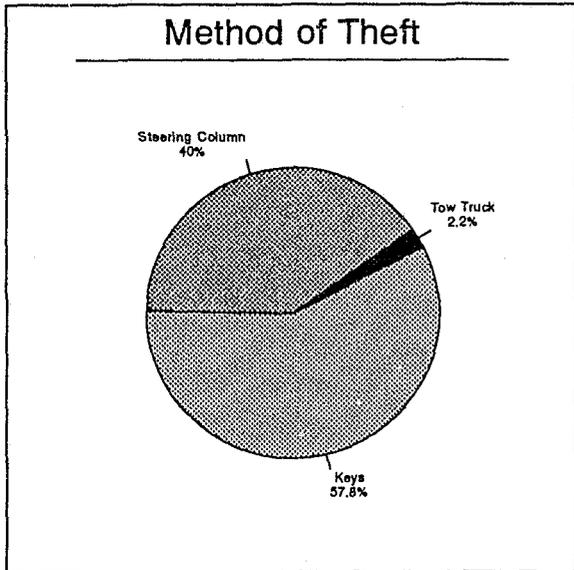
More than one-half of all vehicles were recovered (60%), most of them without damage. The most common recovery location was a street, road or highway (60%), although vehicles were recovered in parking lots (16%), driveways (15%), parks (8%) and other locations.

NOTE 1: Based on a systematic random sample of 144 Palm Beach County motor vehicle theft cases from the years 1989 to 1992.

NOTE 2: Many case reports contained fields which had been left blank or had been identified as "unknown." Either of these could be interpreted in one of two ways: 1) the actual value was not known; or 2) the actual value, if known, was not entered on the report. Any figures provided, then, represent the percentage of those cases reporting an actual outcome for the item.

County Summary Pinellas County

Of the cases studied for Pinellas County, the majority were stolen from parking lots or parking garages -- 54% from residential driveways, and 35% from other parking areas (11% from store or mall lots and 2% from hotel/motel parking. Approximately 1% were stolen along streets, roads or highways, and 5% each from gas stations and new or used automobile dealerships.



Distribution of MVT, by Make and Model			
Make	% Total	Model	% Total
Ford	14.1%	Pickup	7.7%
Cadillac	12.8%	Fleetwood	3.8%
		Coupe de Ville	2.6%
Chevrolet	12.8%	Caprice	3.8%
Buick	11.5%	Regal	5.1%
		Le Sabre	3.8%
Oldsmobile	11.5%	Cutlass	5.1%
Pontiac	10.2%	Grand Am	2.6%
Plymouth	3.8%		
Toyota	3.8%		
All Others	19.5%		

Ninety-seven percent (97%) of all vehicles stolen were registered in Florida. One vehicle was occupied by a black male at the time of the theft. The victim was a Florida resident and was not injured during the incident.

Most of the vehicles were recovered (71%) without damage. The most common recovery location was a street, road or highway (60%), although vehicles were recovered in parking lots (22%), driveways (9%), parks (4%) and other locations, including impound lots (5%).

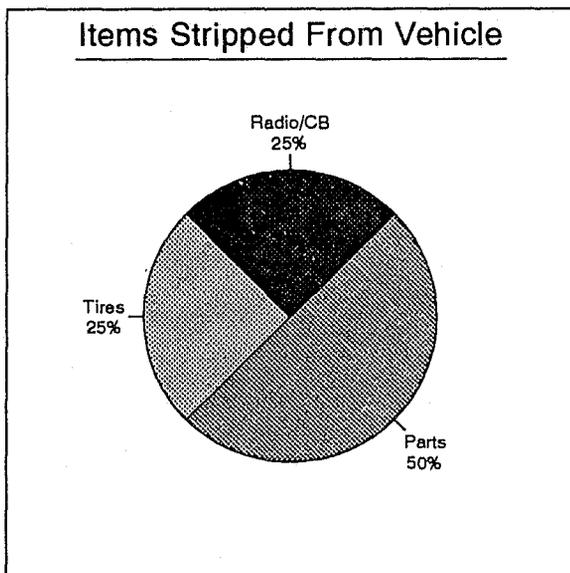
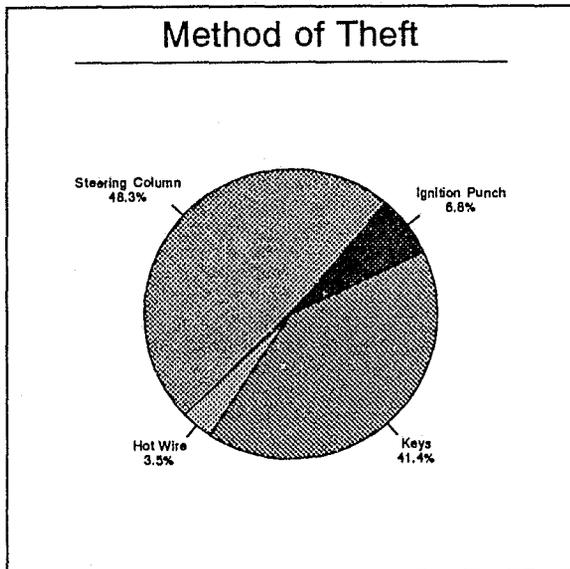
NOTE 1: Based on a systematic random sample of 78 Pinellas County motor vehicle theft cases from the years 1989 to 1992.

NOTE 2: Many case reports contained fields which had been left blank or had been identified as "unknown." Either of these could be interpreted in one of two ways: 1) the actual value was not known; or 2) the actual value, if known, was not entered on the report. Any figures provided, then, represent the percentage of those cases reporting an actual outcome for the item.

County Summary Polk County

Of the cases studied for Polk County, the majority were stolen from parking lots or parking garages -- 56% from residential driveways, and 29% from other parking areas, including 5% from hotel/motel parking. Approximately 7% were stolen from new or used auto dealerships.

Distribution of MVT, by Make and Model			
Make	% Total	Model	% Total
Chevrolet	20.4%	Caprice	5.5%
		Blazer	3.7%
Pontiac	13.0%	Bonneville	3.7%
Cadillac	7.4%	Fleetwood	3.7%
Ford	7.4%	Pickup	3.7%
Buick	5.5%	Regal	5.5%
Honda	5.5%		
Oldsmobile	5.5%	Cutlass	3.7%
All Others	35.3%		



Ninety-three percent (93%) of all vehicles stolen were registered in Florida. None were occupied at the time of the theft.

More than one-half of all vehicles were recovered (61%), most of them without damage. The most common recovery location was a street, road or highway (40%), although vehicles were recovered in parking lots (26%), driveways (16%), parks (18%) and other locations.

NOTE 1: Based on a systematic random sample of 62 Polk County motor vehicle theft cases from the years 1989 to 1992.

NOTE 2: Many case reports contained fields which had been left blank or had been identified as "unknown." Either of these could be interpreted in one of two ways: 1) the actual value was not known; or 2) the actual value, if known, was not entered on the report. Any figures provided, then, represent the percentage of those cases reporting an actual outcome for the item.

Law Enforcement Questionnaire Summary Ten Target Counties

The 10 counties with the highest number of motor vehicle thefts during 1992 were Broward, Dade, Duval, Hillsborough, Lee, Leon, Orange, Palm Beach, Pinellas and Polk. Questionnaires were returned by 107 of the 146 local police departments in those counties (73%) and nine of the 10 sheriff's offices.

Of the 115 respondents answering the question, 45 indicated they have some officers assigned to motor vehicle theft investigation. Of those, 25 have more than one officer assigned.

Only 13 of the 116 agencies (11%) reported being members of a motor vehicle theft task force. While this number is low, the percentage is about double that for the full statewide response.

Of the 112 agencies responding, 16 have a portion of their budgets specifically allocated to motor vehicle theft problems.

As in the statewide results, joy riding and theft for parts are the highest ranked motivations for motor vehicle theft.

Motivations for Motor Vehicle Theft		
Motivation	Average Ranking	Number of Responses
Joy Riding	1.94	103
Theft for Component Parts	2.52	102
Theft to Facilitate Other Crimes	2.94	95
Robbery	4.51	91
Theft for Conversion	4.93	91
Insurance Fraud	5.92	92
Theft for Export	6.64	87
Smuggling of Contraband	6.77	87
Other	7.74	42

The motivations were ranked from one to nine, with one being the most important. "Other" motivations include domestic disputes, transportation (such as a ride home from the beach), juvenile runaways, and obtaining money for drugs.

Young black males were most often identified as responsible for motor vehicle thefts. The 11 to 17 year old group was indicated by 52 respondents (51%), 18 to 24 year olds by 46 (45%), and 25 to 34 year olds by four (4%). Blacks were indicated by 59 (61%), Whites by 23 (24%), Hispanics by 14 (14%), and others by one (1%). Males were indicated by 101 of 102 respondents.

The most popular location for motor vehicle theft was the home driveway or garage:

Locations for Motor Vehicle Theft		
Location	Average Ranking	Number of Responses
Home driveway or garage	2.18	97
Other	2.55	44
Business parking lot	2.60	93
Shopping center parking lot	2.71	83
On-street parking	3.10	87

Again, the lower rankings indicate the more frequent locations. While "other" was indicated by the smallest number of respondents, it tended to rank high for those respondents. Types of locations

listed in the "other" category include condominium parking lots, car dealerships, car rental agencies (especially at airports), and university parking lots.

Very few agencies reported any experience with carjackings. In 1992, 22 respondents reported an average of 18.85 carjackings with robbery as the primary offense, nine reported an average of 1.28 with vehicle theft as the primary offense, and three reported an average of 1.58 with other primary offenses. The most common pattern is to report robbery as the primary offense and vehicle theft as a secondary offense. Most agencies do not keep records which allow carjackings to be identified, though several indicated that they have now begun to track them.

Of the agencies reporting carjackings, 28 (72%) reported that the 18 to 24 year old age group was most often responsible for the crime. Seven (18%) chose 11 to 17 year olds, and four (10%) chose 25 to 34 year olds. Blacks were reported as most often involved in carjackings by 34 respondents (89%), whites by three (8%), and Hispanics by one (3%). Two agencies (5%) reported that females were most often involved, while 36 (95%) said males were most often involved. Most carjackings occurred on-street:

Locations for Carjacking		
Location	Average Ranking	Number of Responses
On-street	2.00	30
Business parking lot	2.24	34
Shopping center parking lot	2.27	26
Home driveway or garage	3.07	29
Other	3.75	8

Locations listed in the "other" category are mostly condominium and apartment building parking lots.

Almost half (57 of 116) reported the existence of some type of community, neighborhood, or business programs directed toward motor vehicle theft prevention. Crime watch programs, Combat Auto Theft, and community relations programs were most commonly cited. Only five of the 116 agencies indicated that there were any programs directed to the rehabilitation of juveniles involved in motor vehicle theft.

Eight agencies (8%) responded that the repeal of the Certificate of the Right of Possession had an impact on motor vehicle theft, while 90 (92%) indicated that it had no effect.