CAR STEALING IN AUSTRALIA:

FACTS AND FIGURES

BY
DAVID BILES
ASSISTANT DIRECTOR (RESEARCH)
AUSTRALIAN INSTITUTE OF CRIMINOLOGY

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AUSTRALIAN INSTITUTE OF CRIMINOLOGY

further information may be obtained from:

Research Division
Australian Institute of Criminology
P.O. Box 28, Woden, A.C.T., Australia 2606

CONTENTS

1. <u>INTRODUCTION</u>

This is a report on one part of a larger study on car
stealing in Australia which was originally supported by a
grant from the Victoria Law Foundation and is being continued
as a research project approved by the Board of Management of
the Australian Institute of Criminology, Canberra.   A
separate aspect of the study was published under the title
of "The Victims of Car Stealing" in the *Australian and New
Zealand Journal of Criminology*, Vol. 7, No. 2, June 1974,
pp.99-109.

The crime of car stealing, or motor vehicle theft, was
selected as the subject of this research for a number of
reasons.   It is an offence which is generally regarded as
serious by the public, and this concern has prompted at
least one Australian parliament to legislate for harsher
penalties in an effort to control its incidence.   Further-
more, it has been shown that motor vehicle theft has a
higher level of reportability than most other offences[1] and
therefore the statistics of its incidence are more reliable
than those that ostensibly indicate the frequency of
occurrence of other crimes.   This being the case, it is
possible that a study of car stealing may yield hypotheses
which can be tested in other crime areas, and therefore
make a modest contribution to the wider field of Australian
criminology.

Statistical information on motor vehicle theft may be
found in the annual reports of all Australian police forces,
but the comparison of data from these sources is unreliable
because the same terms do not have precisely the same
meanings in the different States.   Over a decade ago, the
late Sir John Barry[2] wrote :

in this country there are no useful statistics relating to crime and delinquency on a national basis. Each State has criminal statistics of a sort, but no competent person would claim they were adequate. Further, the criminal statistics of any State are not capable of any but a crude and primitive (and often misleading) comparison with those of others!

This depressing picture has been to some extent relieved in recent years by the first attempt to establish uniform crime statistics for the whole of Australia. The establishment of this system, which covers seven types of serious crime, including motor vehicle theft, has been described by its originator, R. W. Whitrod,[3] in 1966 and the results have been published in successive editions of the *Australia Year Book* providing information dating back to 1964. All of the basic data used in this report are taken from this source.

The offence category of motor vehicle theft is defined in the *Australia Year Book* as including "all offences of illegal, unlawful or unauthorised use, use without consent, unlawfully assuming control etc. no matter under which legislation these offences are described. (The category) excludes cases of 'interference', but includes attempts at illegal use". Furthermore, the numbers of offences referred to here are numbers of "incidents reported or becoming known to the police" in the relevant category.

2. THE RAW FIGURES

Using the definition given above, the starting point for an analysis of the statistics of car stealing in Australia must be the total number of vehicles reported stolen for each year from 1964 to 1973. This is shown in Figure 1 in graphical form while the precise statistics are given in the tables in the appendices.

Figure 1

Total number of motor vehicles reported stolen, Australia, 1964-1973
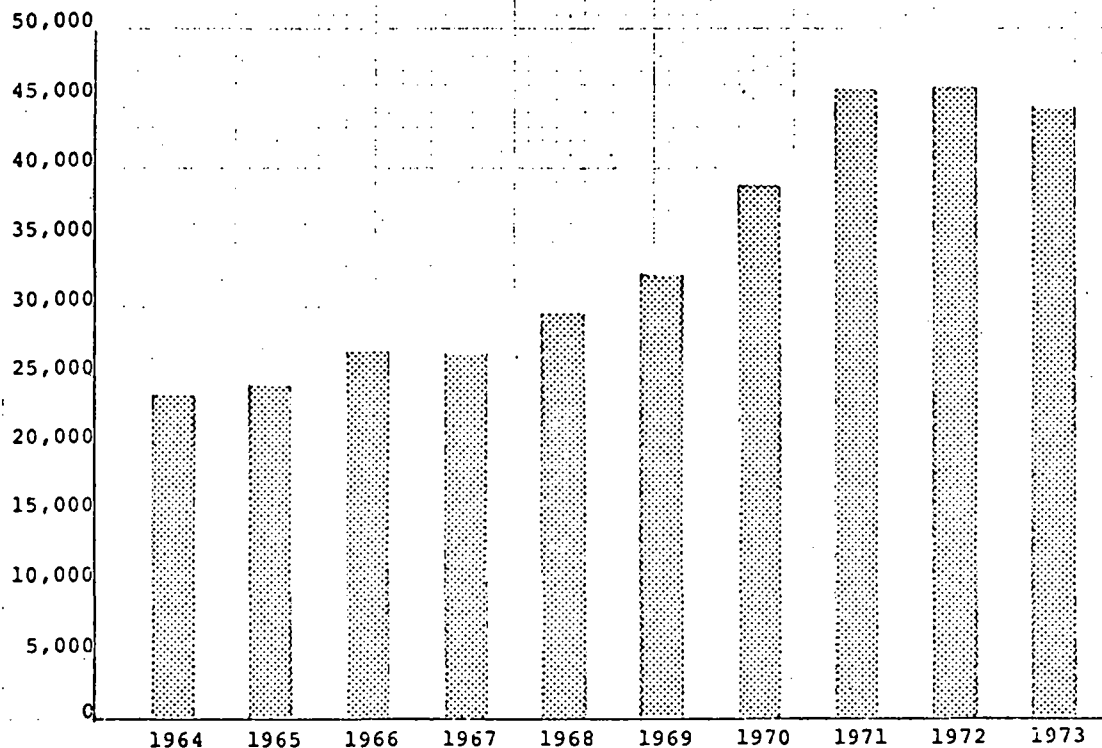
This graph indicates the striking fact that over a period of ten years the number of vehicles reported stolen has nearly doubled, the actual increase being from 23,539 in 1964 to 44,260 in 1973 with a peak of 45,924 in 1972.
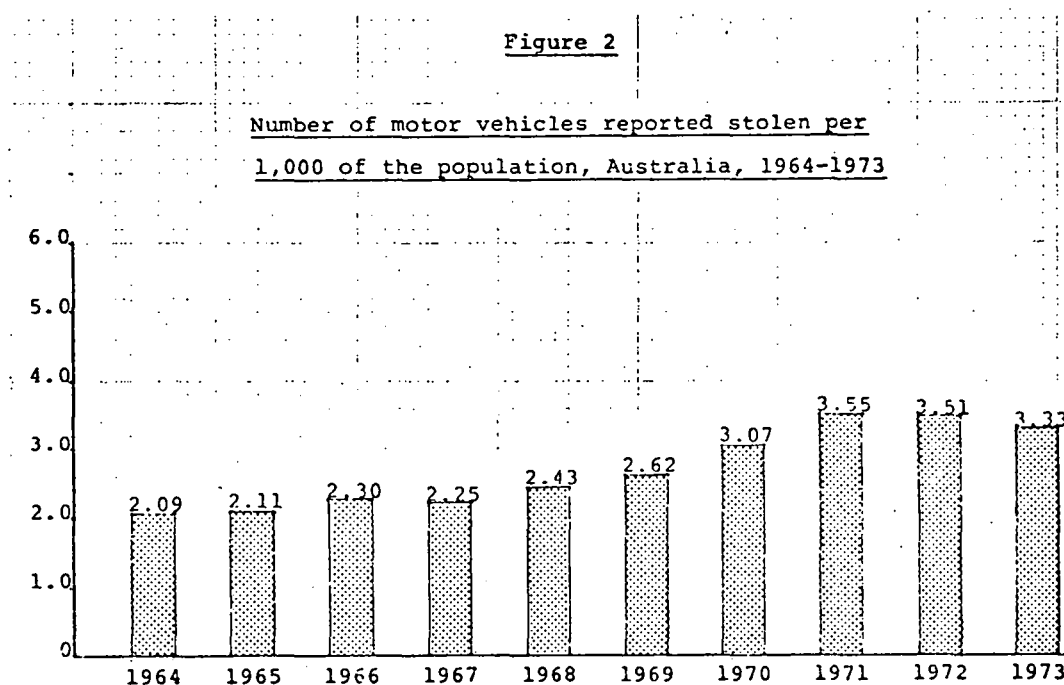
The increase has been especially marked in the five years 1967 to 1971 inclusive with the average increase over this period being over ten per cent per year.

The general pattern of increase is common for all States and Territories but there are wide differences in the growth rates between jurisdictions, with one showing more than a tenfold increase in the raw figures over the decade. The figures for each State and Territory are given in the appendices but they have not been reduced to graphical form as that could provoke misinterpretation. Even the less startling trend shown in Figure 1 could possibly be mis-interpreted if it were used as a basis for making social policy decisions without taking other factors into account.

Clearly one matter that must be considered is the effects of population increase.

3. THE EFFECTS OF POPULATION

In order to take the increase in the Australian population into account, the raw figures given above have been converted into rates, or numbers of motor vehicles stolen for each 1000 of the general population, and for the whole of Australia this is shown in Figure 2.

Figure 2

Number of motor vehicles reported stolen per 1,000 of the population, Australia, 1964-1973

Year	Rate
1964	2.09
1965	2.11
1966	2.30
1967	2.25
1968	2.43
1969	2.62
1970	3.07
1971	3.55
1972	3.51
1973	3.33

From this graph it can be seen that the increase in motor vehicle theft has been considerably greater than the population increase. Over the ten-year period the increase has been from 2.09 vehicles stolen per 1000 people per year in 1964 to 3.33 in 1973, with a peak of 3.55 in 1971. Even though obviously slightly less than the increase shown in Figure 1, this is nevertheless clearly at a higher rate than is desirable or acceptable. It is in fact an increase of approximately seven per cent per year above the population increase.

It may not be safe to assume from Figure 2 above that Australians as a whole have become more inclined to steal each other's cars over the past ten years. It is possible,

for example, that the particular age and sex groups which
are especially responsible for this offence have increased
in size at a greater rate than the total population. To
test this hypothesis it is first necessary to establish
which age and sex groups are most involved with this offence,
and from the final table in the appendices it can be clearly
seen that adolescent males predominate among those who are
charged with motor vehicle theft.   It is possible, of
course, that young and inexperienced car thieves are more
likely to be caught by the police than their older colleagues,
but if it is assumed that the offenders proceeded against for
motor vehicle theft are a representative sample of all those
who commit this offence, then the information in this table
is of considerable significance.   (It must be noted that
the actual composition of the total group of motor vehicle
thieves can never be precisely known as the majority of
them are not caught by the police.)   It seems that male
adolescents are the group most likely to steal cars.

Further to this, there is independent evidence which
suggests that the adolescent segment of the population has
been increasing at a faster rate than that of the total
population.   The general trend of increase in the proportion
of young people in the Australian population is shown in
Table 1.

Table 1

Percentage of the Estimated Population in
Age-bands 15-19 years and 20-24 years as at 30 June

Age-band Year	1964	1968	1972
15-19 yrs.	8.786	8.901	8.814
20-24 yrs.	6.971	8.269	8.502
15-24 yrs.	15.757	17.170	17.316

From this table it can be seen that the proportion of the
population in the age group 15-24 years has increased from 15.8
per cent to 17.3 per cent over the period 1964 to 1972.   To
test the hypothesis that this change in the structure of the

population explains the increase in motor vehicle theft a graph
has been constructed showing the number of motor vehicles stolen
per 1000 of the male population in the age range 15 to 24 years.
This is shown in Figure 3 and indicates an increase from 26.3
per 1000 in 1964 to 38.1 per 1000 in 1973 with a peak of 40.7
per 1000 in 1971.

Figure 3

Number of motor vehicles reported stolen per

1,000 males in the population aged 15-24 years, Australia, 1964-1973
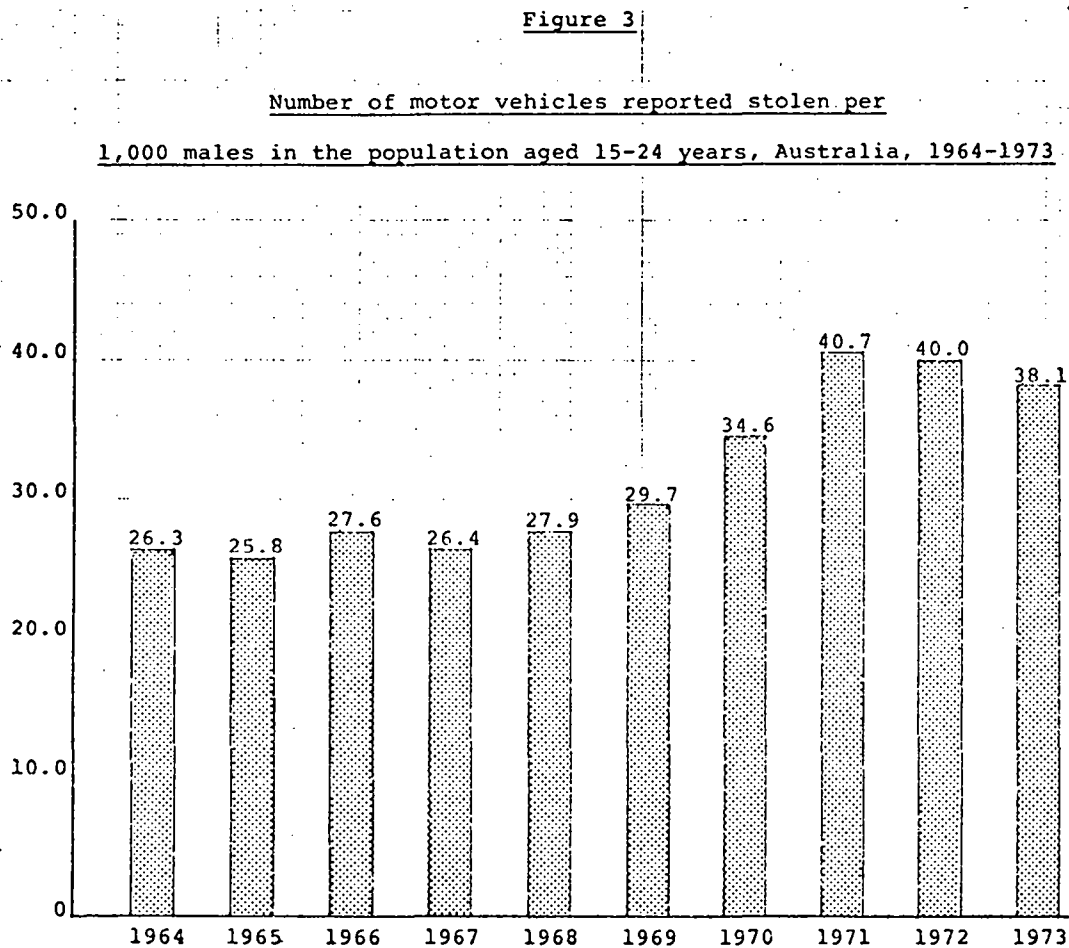
The fact that Figure 3 shows a variation which is almost exactly
the same as in Figure 2 (after allowance is made for the non-
comparable gradations on the vertical axes) suggests that there
is little or no explanatory value in this hypothesis.   This is
not to say, however, that a more detailed demographic analysis
will not yield useful results as the very recent tendency
towards decrease in the car theft figures may well be explic-
able in demographic terms.   This possibility will be explored
further on a later occasion.

Of more immediate interest is the hypothesis that
different parts of Australia have contributed more or less
to the overall motor vehicle theft rate shown in Figure 2
and to examine this possibility individual rates have been
compiled for each State and Territory.   These rates are
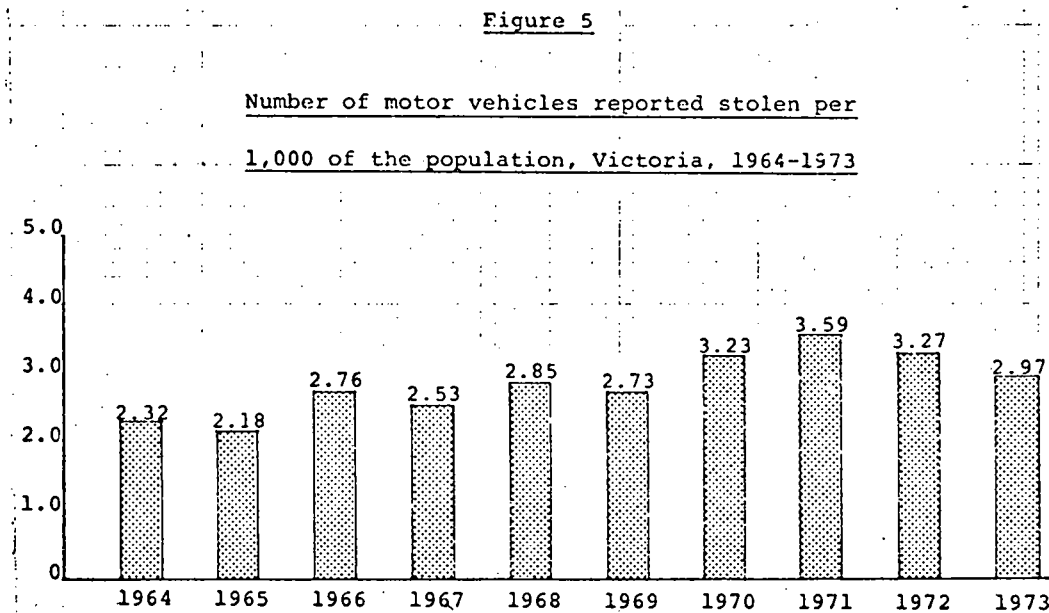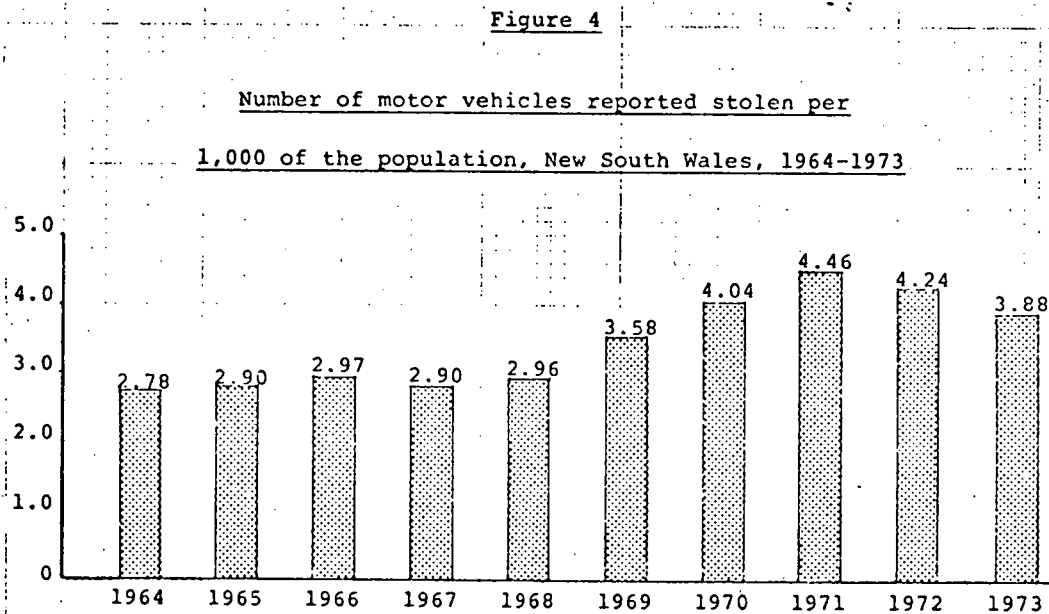shown in Figures 4 to 11.

Figure 4

Number of motor vehicles reported stolen per
1,000 of the population, New South Wales, 1964-1973

Figure 5

Number of motor vehicles reported stolen per
1,000 of the population, Victoria, 1964-1973

8

Figure 6

Number of motor vehicles reported stolen per

1,000 of the population, Queensland, 1964-1973

Figure 7

Number of motor vehicles reported stolen per

1,000 of the population, South Australia, 1964-1973

Figure 8

Number of motor vehicles reported stolen per
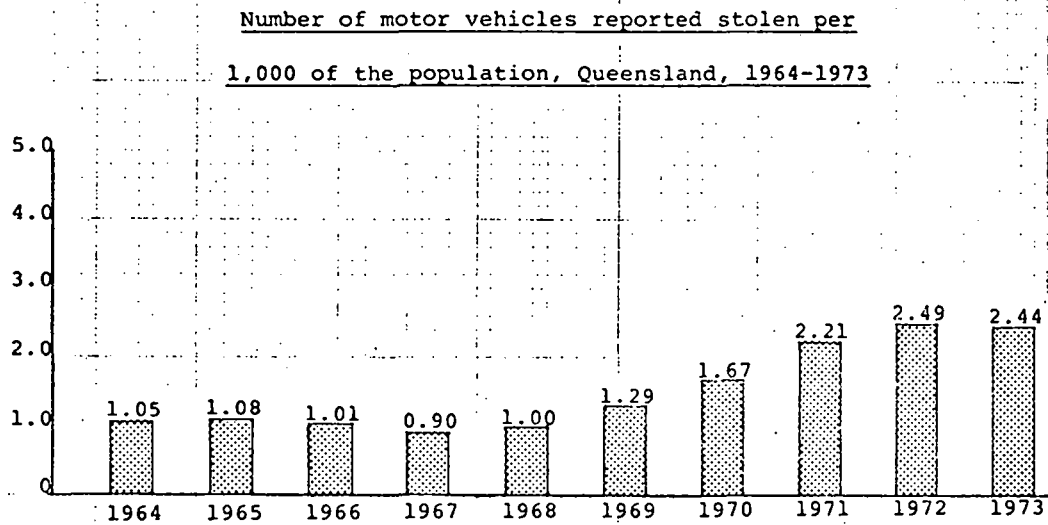
1,000 of the population, Western Australia, 1964-1973
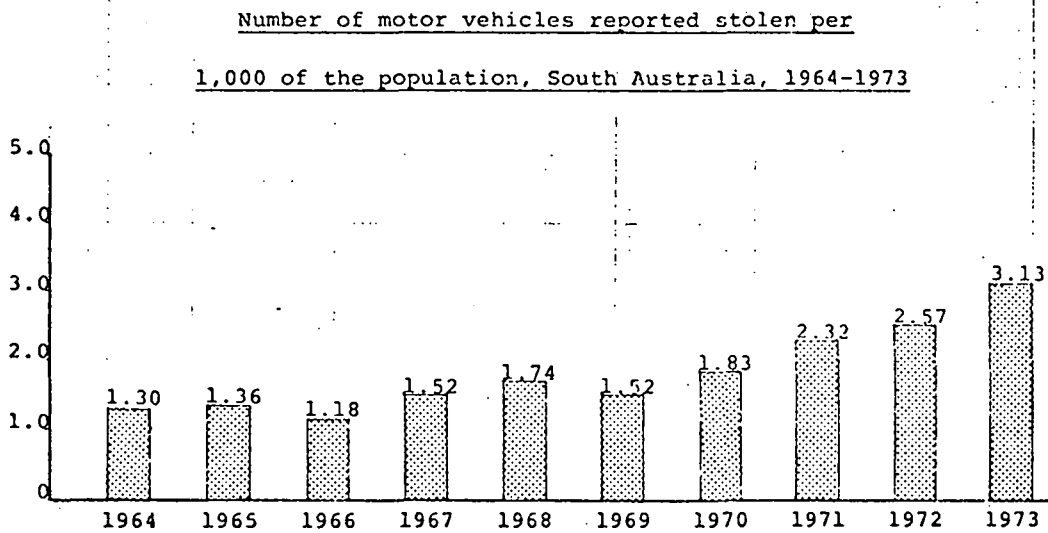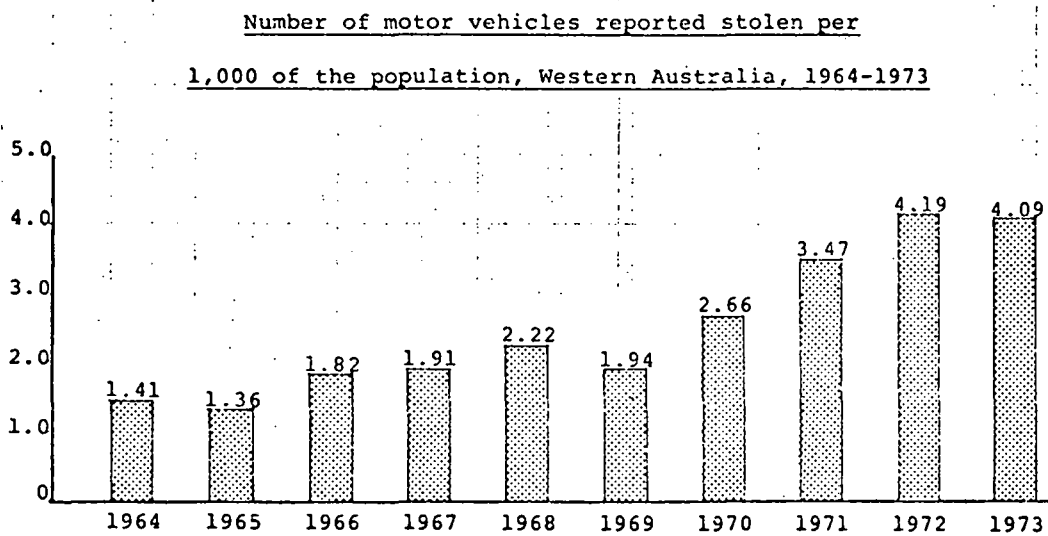
Figure 9

Number of motor vehicles reported stolen per

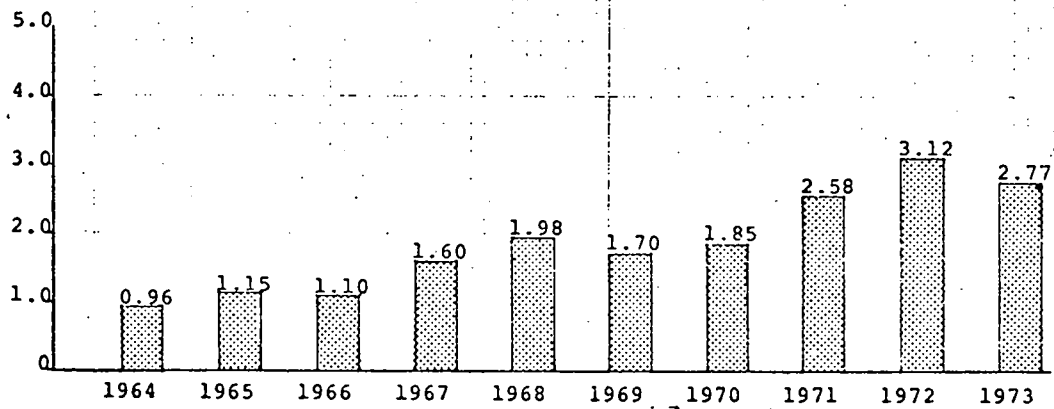1,000 of the population, Tasmania, 1964-1973

Figure 10

Number of motor vehicles reported stolen per

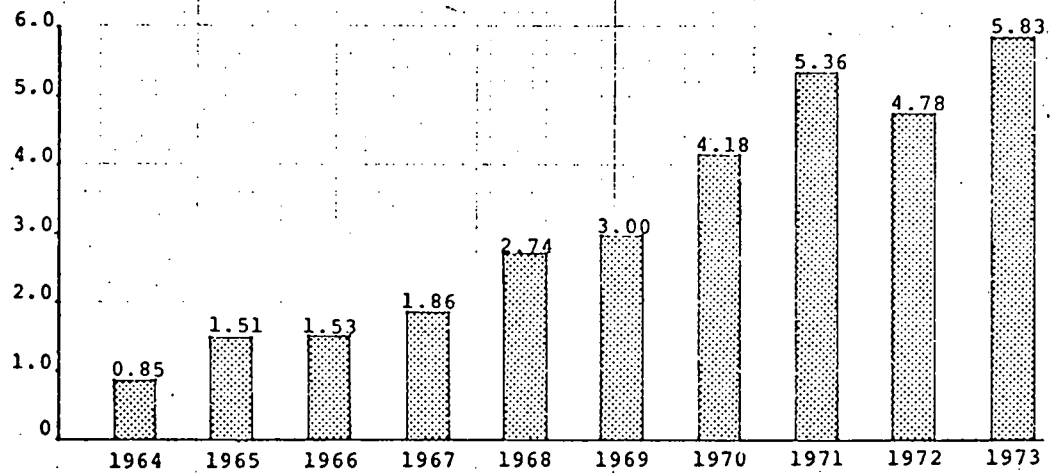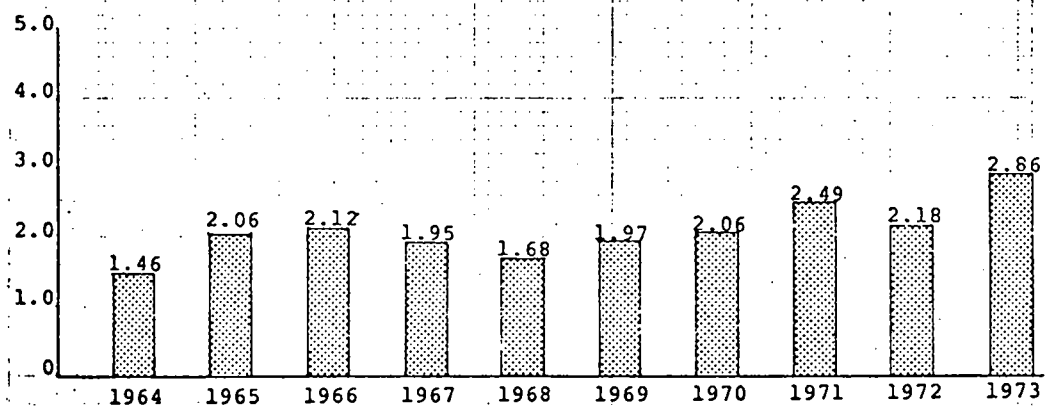1,000 of the population, Northern Territory, 1964-1973

Figure 11

Number of motor vehicles reported stolen per

1,000 of the population, Australian Capital Territory, 1964-1973

Several observations may be made about the trends shown in
Figures 4 to 11. New South Wales and Victoria are seen to
have had generally higher rates than all other States and
Territories, while the most dramatic increase has occurred in
the Northern Territory. The rate for Queensland, although
increasing, appears to be the lowest for the whole of Australia.
Furthermore, it may be observed that there is some tendency
towards increase in all States and Territories, with the
Australian Capital Territory having the closest to a stable
rate. It is interesting to observe that the two most populous
States, New South Wales and Victoria, showed peaks in their
motor vehicle theft rates in 1971 and thereafter have shown a
slight decline, whereas for Queensland, Western Australia and
Tasmania, the peaks occur in 1972 and for the three remaining
jurisdictions the highest rates occurred in 1973.

Differences in the motor vehicle theft rates (per 1000 of
the population) for each State and Territory are more clearly
illustrated in Figure 12 which shows the mean rates for the
ten-year period.

Figure 12

Mean rates of motor vehicle theft per 1,000 of the

population for each State and Territory and for Australia, 1964-1973
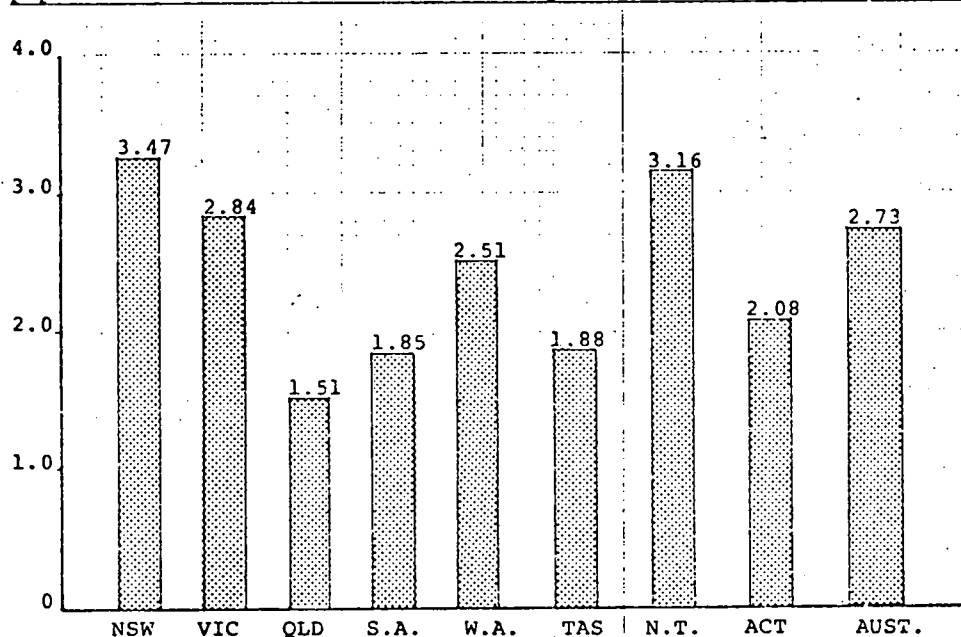
The differences are seen to be very great indeed, with the
highest being over twice that of the lowest.   There is
a clear need for explanation here but as the differences may
be related to differential rates of car ownership, this
factor will be considered before speculation on the
significance of inter-jurisdictional differences is attempted.

4.   THE EFFECTS OF CAR OWNERSHIP

.   The simplest way to examine the hypothesis that the
number of motor vehicles stolen is related to car ownership
or the number of vehicles registered is to construct a graph
of the numbers stolen per 1000 vehicles on the register, and
this is shown for the whole of Australia in Figure 13.

Figure 13

Number of motor vehicles reported stolen per 1,000

motor vehicles on register, Australia, 1964-1973
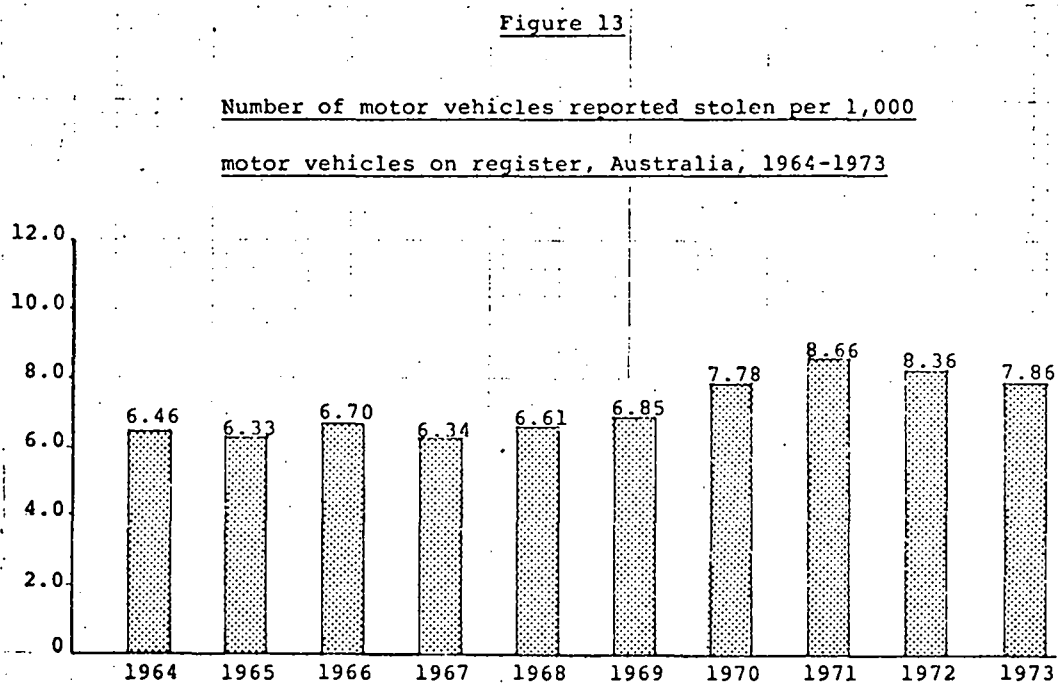
From this graph it can be seen that there is an increase from
6.46 vehicles per 1000 in 1964 to 7.86 per 1000 in 1973, with
a peak of 8.66 per 1000 in 1971.   This is not such a dramatic
increase as was found in most earlier graphs, Figure 2 for
example, and furthermore it can be seen that the tendency
towards increase is not at all regular.   This graph does
suggest however that rates of car ownership are significantly
related to the levels of motor vehicle theft.   To the extent
that this is true a somewhat pessimistic prediction may be

made : as the rate of car ownership increases, then an
increasing number of motor vehicles will be stolen. In other
words, when families change from owning one car to owning two
or three, they double or treble their chances of becoming
victims of car stealing. If this prediction is accurate,
notwithstanding current economic conditions, the long-term
prospect for the Australian car owner looks bleak. This is
not the only prediction that can be made, however, and others
will be examined in the next section.

Using rates of motor vehicle theft per 1000 vehicles on
register the situation in each State and Territory is now
examined in Figures 14 to 21 for the ten-year period 1964 to
1973.

Figure 14

Number of motor vehicles reported stolen per 1,000
motor vehicles on register, New South Wales, 1964-1973

13

Figure 15

Number of motor vehicles reported stolen per 1,000

motor vehicles on register, Victoria, 1964-1973

Figure 16

Number of motor vehicles reported stolen per 1,000

motor vehicles on register, Queensland, 1964-1973

14

Figure 17

Number of motor vehicles reported stolen per 1,000
motor vehicles on register, South Australia, 1964-1973

Year	Value
1964	3.62
1965	3.73
1966	3.18
1967	4.02
1968	4.4c
1969	3.78
1970	4.44
1971	5.46
1972	5.73
1973	6.63

Figure 18

Number of motor vehicles reported stolen per 1,000
motor vehicles on register, Western Australia, 1964-1973

Year	Value
1964	4.06
1965	3.78
1966	4.81
1967	4.85
1968	5.47
1969	4.56
1970	6.09
1971	7.67
1972	9.33
1973	8.69

Figure 19

Number of motor vehicles reported stolen per 1,000

motor vehicles on register, Tasmania, 1964-1973

Figure 20

Number of motor vehicles reported stolen per 1,000

motor vehicles on register, Northern Territory, 1964-1973
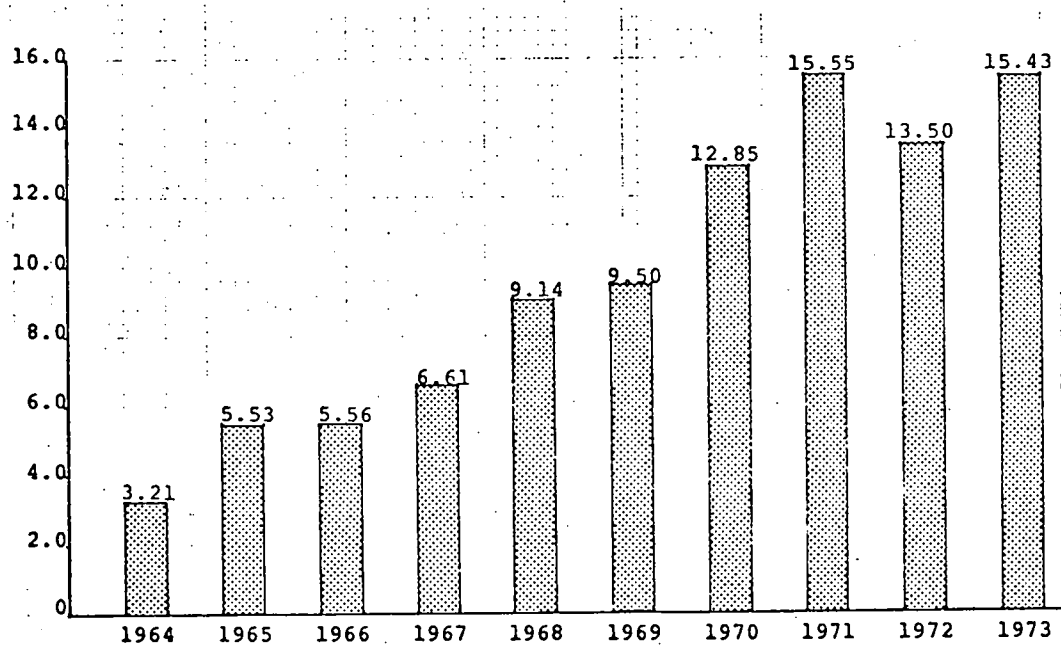
Figure 21

Number of motor vehicles reported stolen per 1,000

motor vehicles on register, Australian Capital Territory, 1964-1973

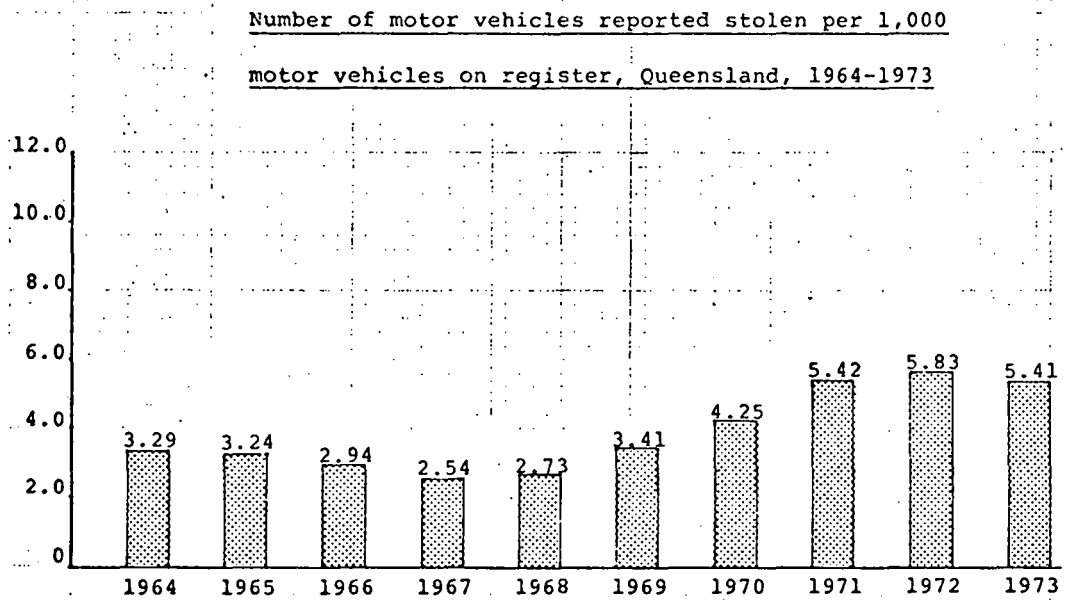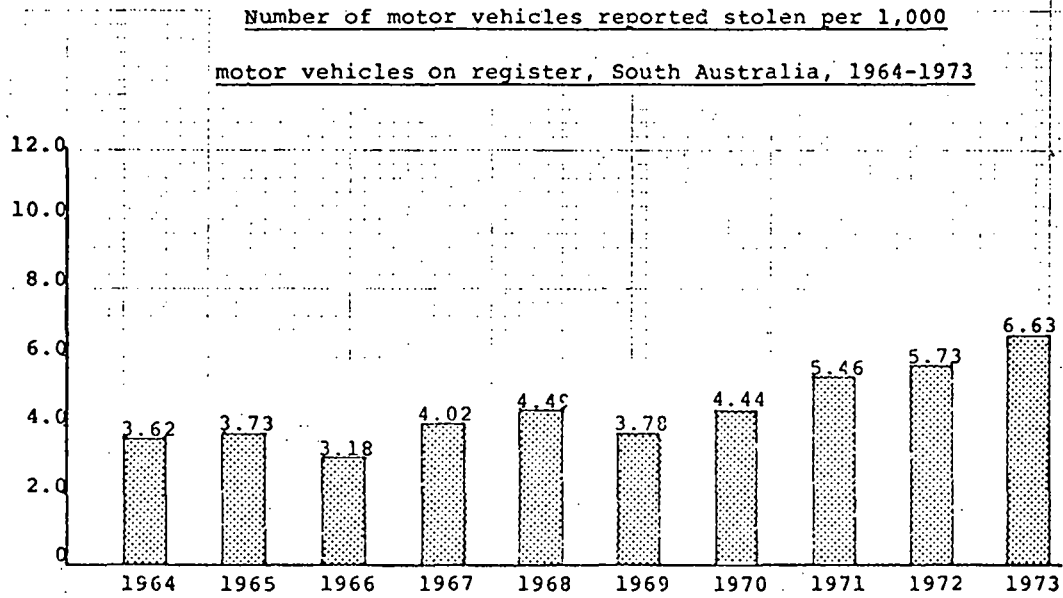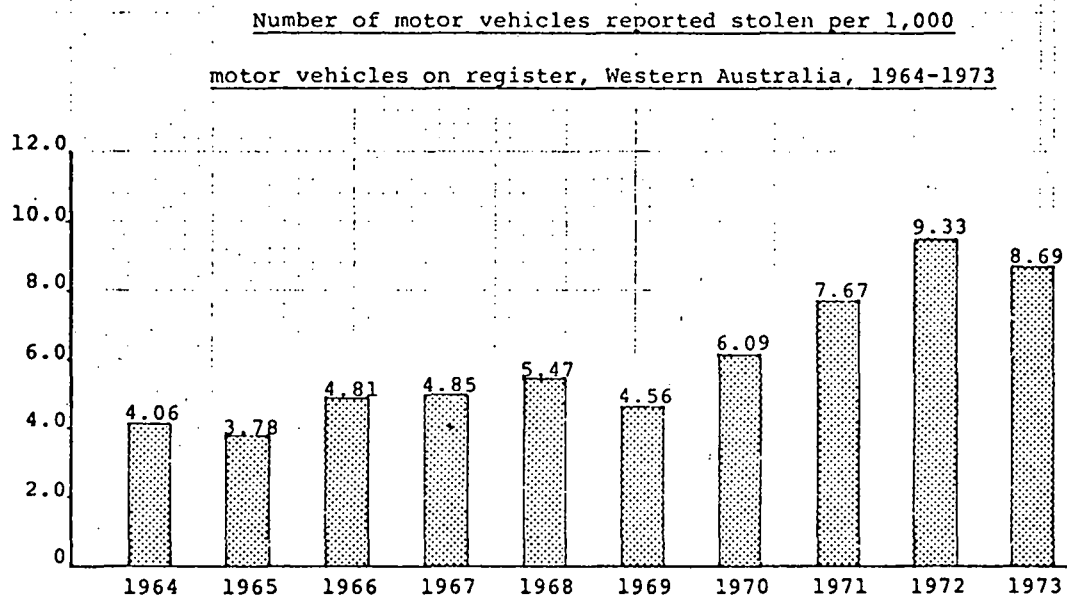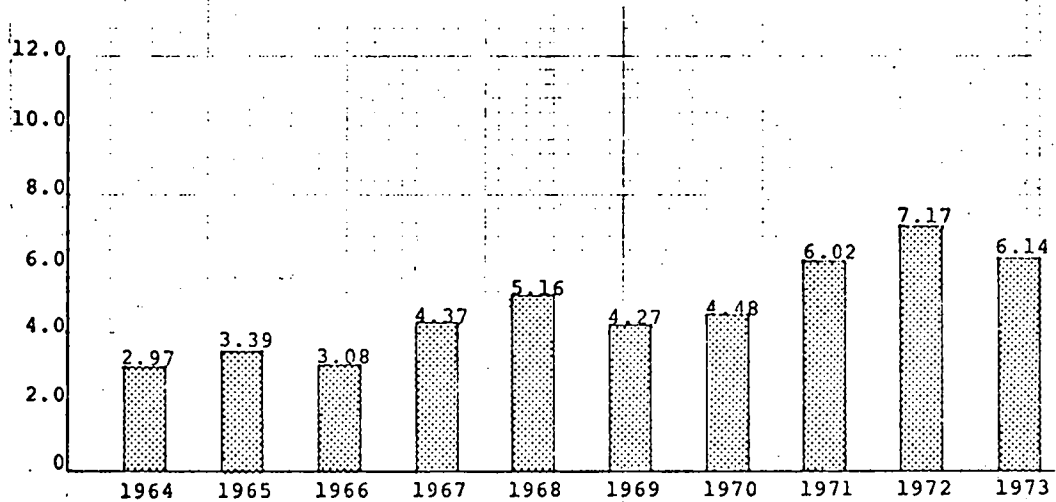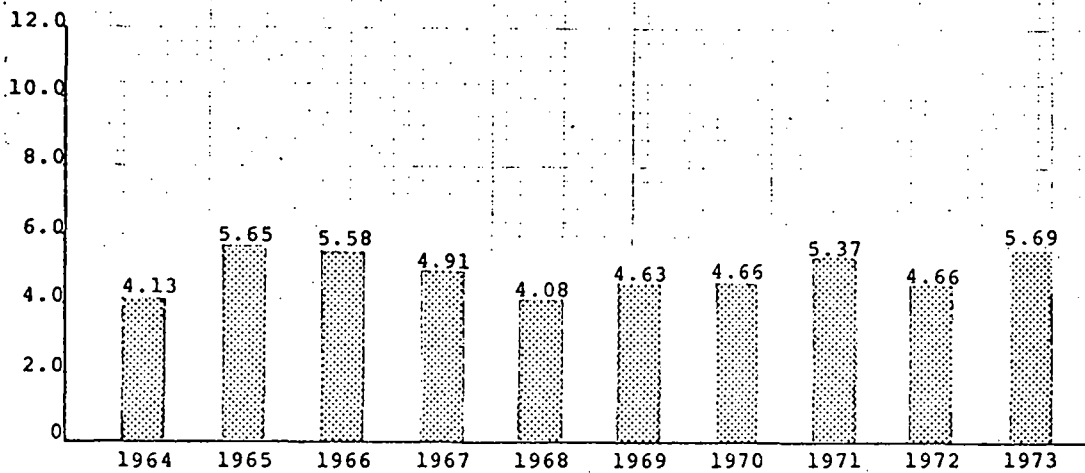These graphs show trends similar to those found for rates based on population, but there is not the same indication of increase in all cases.   New South Wales and Victoria are seen to have generally high rates both reaching peaks in 1971 while Queensland has a generally low rate with a peak in 1972.   South Australia, Western Australia and Tasmania all have higher overall rates than Queensland but are nevertheless significantly lower than New South Wales and Victoria.

The rates for the two territories contrast sharply with each other.   The rate for the Northern Territory increased from 3.21 to 15.55 from 1964 to 1971, while that for the Australian Capital Territory has fluctuated with 1973 and 1965 being the two highest years.   If one considers only the year 1973, the latest year for which figures are available, it can be seen that the rate for the Northern Territory is nearly three times as high as that of Queensland with all other jurisdictions following between these two extremes.

Significant differences in the rates of motor vehicle theft have been shown between the various States and Territories, but as these sometimes indicate apparently idiosyncratic annual

variations a clearer picture is gained from the mean rates
for each jurisdiction of the ten-year period.   This is
shown in Figure 22.

Figure 22

Mean rates of motor vehicle theft per 1,000 motor

vehicles on register for each State and Territory

and for Australia, 1964-1973
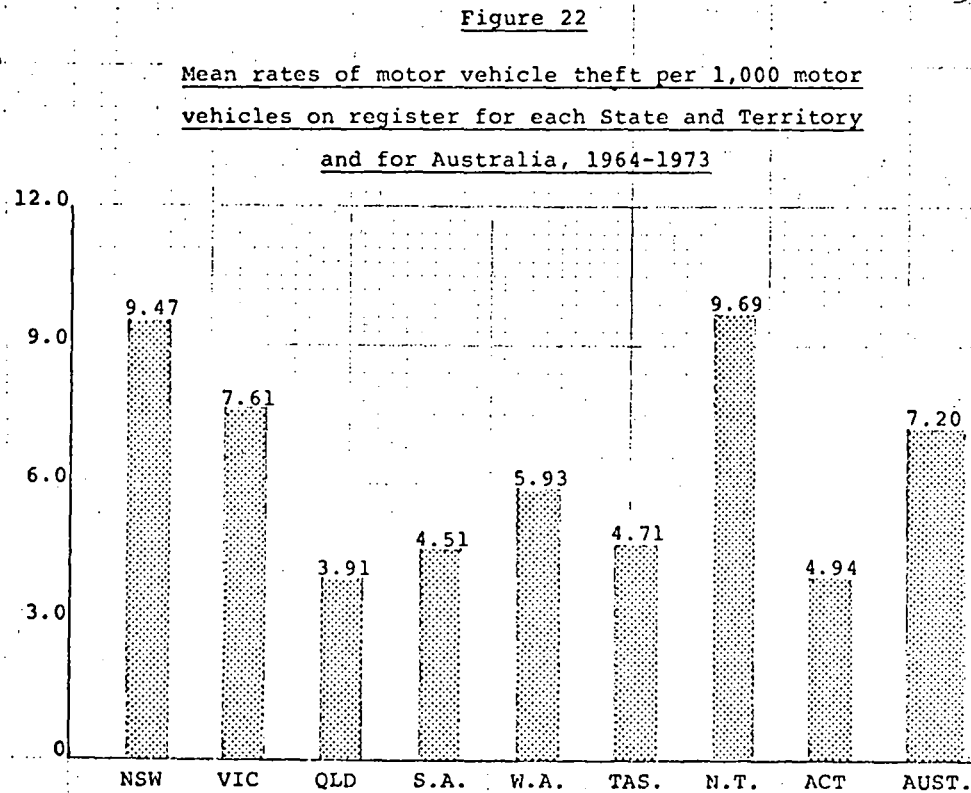
This graph shows the Northern Territory and New South Wales
as having the highest rates, both of which are more than
twice as high as those found for Queensland, South Australia
and Tasmania.   The Australia rate of 7.2 vehicles stolen
per 1000 on register is seen to have little general
significance.   What really matters is where the vehicle
owner lives.

5.   TWO HYPOTHESES

It was suggested above that there seemed to be a
positive relationship between the number of motor vehicles
reported stolen and the level of car ownership.   This can
be referred to as "the opportunity hypothesis" as it suggests
that car stealing will increase as the increasing numbers of
cars available for stealing creates a greater opportunity
for stealing.

An alternative hypothesis, also related to rates of ownership and theft, suggests if fewer cars are legitimately available they will be more highly prized and therefore motivation towards stealing or illegal use will increase. This can be called "the deprivation hypothesis" and it will be seen that it is in direct contrast to the former.   These two hypotheses can be graphically depicted as follows :
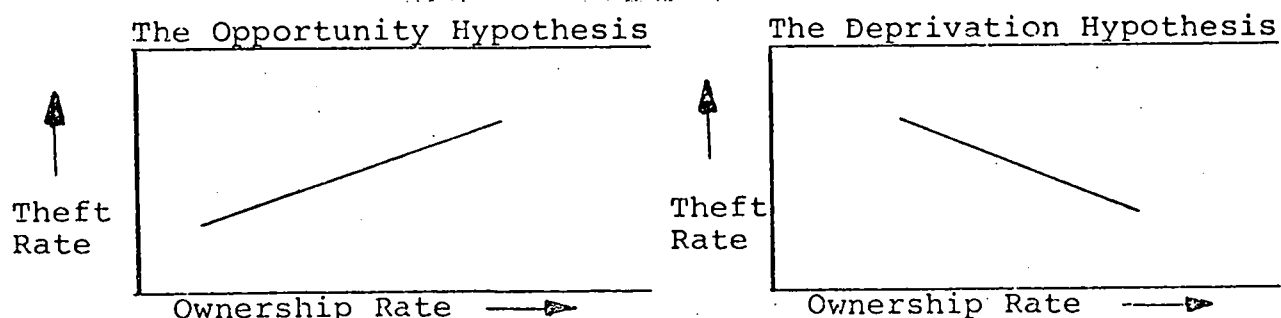
Using the information gathered so far in this investigation it is possible to make an assessment as to which of the two hypotheses gains most support.   This can be done by calculating the mean vehicle ownership rates (vehicles on register per 1000 population) for each State and Territory and comparing them with the mean theft rates (vehicles reported stolen per 1000 vehicles on register) as shown in Figure 22 above.   The basic information is given in Table 2.

Table 2

Mean vehicle ownership and theft rates, 1964 to 1973, by States and Territories

	Ownership	Theft
NSW	359	9.47
VIC.	371	7.61
QLD	375	3.91
S.A.	403	4.51
W.A.	403	5.93
TAS.	385	4.71
N.T.	310	9.69
ACT	408	4.94

From this table it can be seen that the Northern Territory
has the lowest ownership rate and the highest theft rate,
while New South Wales is second highest for theft and second
lowest for ownership.   Furthermore, Victoria has the third
highest theft rate and third lowest ownership rate.   This
suggests a negative correlation, and even though it is far
from perfect, this negative association is confirmed by the
scattergram shown in Figure 23 below.

Figure 23

Scattergram of mean vehicle ownership and mean theft rates,

1964 to 1973, by States and Territories
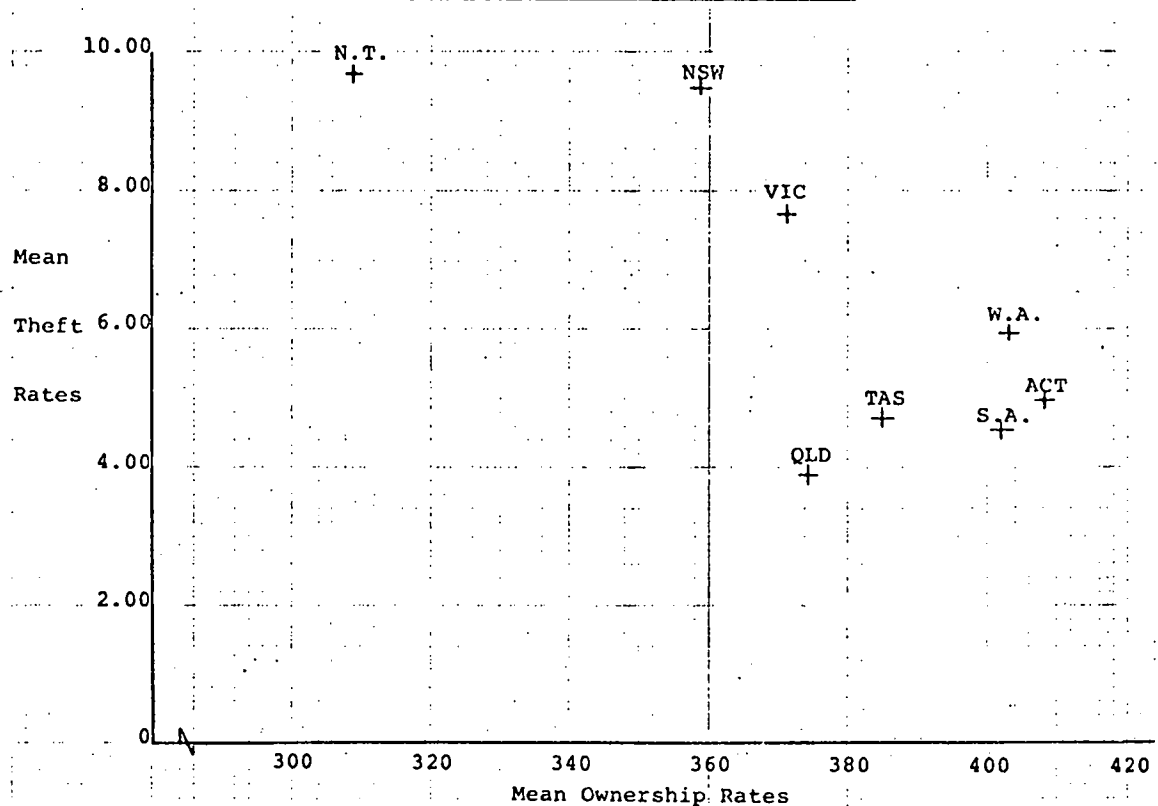
The product-moment correlation is, in fact, -0.68 and
therefore tending quite strongly to support the deprivation
hypothesis.[4]   Thus, the gloomy prediction made earlier
suggesting an inexorable increase in car stealing with the
availability of more cars is not supported by the Australian
evidence.

6.   CONCLUSIONS

This preliminary examination of some of the reliably known
facts relating to motor vehicle theft in Australia has, above
all else, clearly indicated areas in which further inquiry is
needed.   The trend towards decreasing motor vehicle theft
rates since 1971, especially in New South Wales and Victoria,
needs to be examined more closely with a view to isolating the
significant demographic variables, and the striking differences
between different parts of Australia suggests that a study of
the relevant law may be fruitful.   The striking differences
between Queensland and Victoria, with nearly identical car-
ownership rates, are clearly worthy of closer scrutiny.
Furthermore, measurement of the extent to which cars are left
unlocked in different parts of Australia may assist in
explaining the differing theft rates.   Similarly, public
attitudes towards the value of motor vehicles and towards the
seriousness of the theft problem may also prove to be fruitful.

Even before further research is conducted, it can be safely
said that this study has exploded the myth of Australian
homogeneity as far as crime is concerned.   The differences
between jurisdictions are very great indeed, and for those
areas with high rates urgent action in the form of publicity
campaigns and more effective policing are recommended.   The
data suggests that action is particularly needed in the Northern
Territory where the motor vehicle theft rates over the past
three years have been nearly as high as anywhere else in the
western world.

One issue with important social and economic consequences
of immediate public concern which warrants special consideration
is the relationship between intensity of policing and motor
vehicle theft rates.   Using the data reported above, police
administrators in Australia could experiment with different
patterns of police patrol and evaluate their effectiveness as
far as car stealing is concerned.   Findings from such an
experimentation could make an Australian contribution to the

the recent research in the United States which has aimed at
determining the effectiveness of police patrol as a crime
deterrent strategy.

In his preface to a report[5] of the Kansas City
Preventive Patrol Experiment, the Chief of Police of that
city, Dr. J. D. McNamara, wrote :

> *Three controlled levels of routine preventive patrol*
> *were used in the experimental areas.   One area,*
> *termed 'reactive', received no preventive patrol.*
> *Officers entered the area only in response to citizen*
> *calls for assistance.   This in effect substantially*
> *reduced police visibility in that area.   In the*
> *second area, called 'proactive', police visibility*
> *was increased two to three times its usual level.*
> *In the third area, termed 'control', the normal level*
> *of patrol was maintained.   Analysis of the data*
> *gathered revealed that the three areas experienced*
> *no significant differences in the level of crime,*
> *citizens' attitudes toward police services, citizens'*
> *fear of crime, police response time, or citizens'*
> *satisfaction with police response time.*

Experimentation of this type in Australia would enable
police decision-makers to evaluate Dr. McNamara's conclusion
and also his cautionary note given in the same preface :

> *A great deal of caution must be used to avoid the*
> *error of believing that the experiment proved more*
> *than it actually did.   One thing the experiment*
> *did not show is that a visible police presence can*
> *have no impact on crime in selected circumstances.*
> *The experiment did show that routine preventive patrol*
> *in marked police cars has little value in preventing*
> *crime or making citizens feel safe.*

In view of the fact that motor vehicle theft is probably
the most precisely measurable of all crimes, careful study may
show that this offence is one of the exceptions to the rule
found to apply in Kansas City.[6]

FOOTNOTES

1. see Task Force Report, *Crime and its Impact - An Assessment,* President's Commission on Law Enforcement and the Administration of Justice, Washington, 1967, p.17.

2. *Adelaide Law Review,* 2, 1961, pp.121-137.

3. *Australian Police Journal,* 20, 1966, pp.269-275.

4. A simple regression analysis was carried out with these data and this supported the assumption of linearity which underlies the calculation of any product-moment correlation. The regression equation was supported by a co-efficient of determination of 0.6. The writer acknowledges the assistance of Mr. Anatole Kononewsky with these calculations.

5. Kelling, G.L. et al, *The Kansas City Preventive Patrol Experiment, A Summary Report,* Police Foundation, Washington, 1974.

6. The advice of Professor Lloyd McCorkle, particularly with regard to the conclusions, is gratefully acknowledged.

APPENDICES

Statistical Tables :

Table 1

Motor Vehicle Theft Rates, Australia, 1964-1973

Year	Estim. Pop^n ('000)	No.M/V on Reg. ('000)	No.M/V on Reg. per 1000 Pop^n	Total No.M/V reported stolen	No.M/V reported stolen per 1000 Pop^n	No.M/V stolen per 1000 M/V on Reg.
1964	11,282	3,641	323	23,539	2.09	6.46
1965	11,505	3,837	333	24,285	2.11	6.33
1966	11,711	4,018	343	26,937	2.30	6.70
1967	11,905	4,223	355	26,791	2.25	6.34
1968	12,146	4,463	362	29,501	2.43	6.61
1969	12,408	4,739	375	32,492	2.62	6.85
1970	12,664	5,006	388	38,926	3.07	7.78
1971	12,907	5,289	403	45,795	3.55	8.66
1972	13,092	5,496	420	45,924	3.51	8.36
1973	13,268	5,834	429	44,260	3.33	7.86

Table 2

Motor Vehicle Theft Rates, New South Wales, 1964-1973

Year	Estim. Pop^n ('000)	No.M/V on Reg. ('000)	No.M/V on Reg. per 1000 Pop^n	Total No.M/V reported stolen	No.M/V reported stolen per 1000 Pop^n	No.M/V stolen per 1000 M/V on Reg.
1964	4,142	1,277	308	11,512	2.78	9.02
1965	4,211	1,345	319	12,214	2.90	9.08
1966	4,273	1,404	329	12,678	2.97	9.03
1967	4,326	1,483	343	12,558	2.90	8.47
1968	4,401	1,568	345	13,008	2.96	8.30
1969	4,491	1,670	359	16,082	3.58	9.63
1970	4,574	1,764	371	18,464	4.04	10.47
1971	4,651	1,870	391	20,756	4.46	11.10
1972	4,696	1,916	408	19,895	4.24	10.38
1973	4,738	2,003	414	18,392	3.88	9.18

Table 3

Motor Vehicle Theft Rates, Victoria, 1964-1973

Year	Estim. Pop^n ('000)	No.M/V on Reg. ('000)	No.M/V on Reg. per 1000 Pop^n	Total No.M/V reported stolen	No.M/V reported stolen per 1000 Pop^n	No.M/V stolen per 1000 M/V on Reg.
1964	3,138	1,020	325	7,269	2.32	7.13
1965	3,196	1,068	334	6,967	2.18	6.52
1966	3,250	1,110	341	8,969	2.76	8.08
1967	3,302	1,159	351	8,348	2.53	7.20
1968	3,357	1,222	362	9,555	2.85	7.82
1969	3,421	1,286	374	9,343	2.73	7.27
1970	3,482	1,357	387	11,246	3.23	8.29
1971	3,536	1,417	399	12,688	3.59	8.95
1972	3,578	1,473	412	11,710	3.27	7.95
1973	3,616	1,568	423	10,725	2.97	6.84

Table 4

Motor Vehicle Theft Rates, Queensland, 1964-1973

Year	Estim. Pop^n ('000)	No.M/V on Reg. ('000)	No.M/V on Reg. per 1000 Pop^n	Total No.M/V reported stolen	No.M/V reported stolen per 1000 Pop^n	No.M/V stolen per 1000 M/V on Reg.
1964	1,627	520	320	1,711	1.05	3.29
1965	1,659	553	333	1,792	1.08	3.24
1966	1,688	580	344	1,703	1.01	2.94
1967	1,715	607	354	1,544	0.90	2.54
1968	1,748	638	364	1,740	1.00	2.73
1969	1,780	674	377	2,295	1.29	3.41
1970	1,813	711	391	3,023	1.67	4.25
1971	1,852	755	406	4,090	2.21	5.42
1972	1,898	810	426	4,725	2.49	5.83
1973	1,947	876	438	4,743	2.44	5.41

Table 5

Motor Vehicle Theft Rates, South Australia, 1964-1973

Year	Estim. Pop^n ('000)	No.M/V on Reg. ('000)	No.M/V on Reg. per 1000 Pop^n	Total No.M/V reported stolen	No.M/V reported stolen per 1000 Pop^n	No.M/V stolen per 1000 M/V on Reg.
1964	1,052	379	360	1,372	1.30	3.62
1965	1,083	395	364	1,472	1.36	3.73
1966	1,105	410	371	1,304	1.18	3.18
1967	1,116	423	379	1,701	1.52	4.02
1968	1,132	438	392	1,967	1.74	4.49
1969	1,149	461	407	1,741	1.52	3.78
1970	1,170	482	419	2,140	1.83	4.44
1971	1,185	503	430	2,746	2.32	5.46
1972	1,197	536	448	3,073	2.57	5.73
1973	1,211	572	456	3,791	3.13	6.63

Table 6

Motor Vehicle Theft Rates, Western Australia, 1964-1973

Year	Estim. Pop^n ('000)	No.M/V on Reg. ('000)	No.M/V on Reg. per 1000 Pop^n	Total No.M/V reported stolen	No.M/V reported stolen per 1000 Pop^n	No.M/V stolen per 1000 M/V on Reg.
1964	818	284	347	1,153	1.41	4.06
1965	838	302	361	1,141	1.36	3.78
1966	863	327	379	1,572	1.82	4.81
1967	896	352	393	1,707	1.91	4.85
1968	938	381	390	2,084	2.22	5.47
1969	977	416	407	1,895	1.94	4.56
1970	1,014	443	417	2,700	2.66	6.09
1971	1,049	475	432	3,645	3.47	7.67
1972	1,066	479	449	4,469	4.19	9.33
1973	1,084	510	460	4,431	4.09	8.69

Table 7

Motor Vehicle Theft Rates, Tasmania, 1964-1973

Year	Estim. Pop^n ('000)	No.M/V on Reg. ('000)	No.M/V on Reg. per 1000 Pop^n	Total No.M/V reported stolen	No.M/V reported stolen per 1000 Pop^n	No.M/V stolen per 1000 M/V on Reg.
1964	367	119	324	353	0.96	2.97
1965	370	125	339	424	1.15	3.39
1966	374	133	355	410	1.10	3.08
1967	378	138	366	603	1.60	4.37
1968	383	147	378	759	1.98	5.16
1969	387	154	391	658	1.70	4.27
1970	390	161	405	722	1.85	4.48
1971	393	168	420	1,012	2.58	6.02
1972	396	172	434	1,234	3.12	7.17
1973	399	180	442	1,106	2.77	6.14

Table 8

Motor Vehicle Theft Rates, Northern Territory, 1964-1973

Year	Estim. Pop^n ('000)	No.M/V on Reg. ('000)	No.M/V on Reg. per 1000 Pop^n	Total No.M/V reported stolen	No.M/V reported stolen per 1000 Pop^n	No.M/V stolen per 1000 M/V on Reg.
1964	53	14	261	45	0.85	3.21
1965	55	15	267	83	1.51	5.53
1966	58	16	279	89	1.53	5.56
1967	64	18	288	119	1.86	6.61
1968	70	21	301	192	2.74	9.14
1969	76	24	319	228	3.00	9.50
1970	83	27	321	347	4.18	12.85
1971	90	31	345	482	5.36	15.55
1972	96	34	349	459	4.78	13.50
1973	98	37	375	571	5.83	15.43

Table 9

Motor Vehicle Theft Rates, Australian Capital Territory, 1964-1973

Year	Estim. Pop^n ('000)	No.M/V on Reg. ('000)	No.M/V on Reg. per 1000 Pop^n	Total No.M/V reported stolen	No.M/V reported stolen per 1000 Pop^n	No.M/V stolen per 1000 M/V on Reg.
1964	85	30	354	124	1.46	4.13
1965	93	34	367	192	2.06	5.65
1966	100	38	381	212	2.12	5.58
1967	108	43	396	211	1.95	4.91
1968	117	48	387	196	1.68	4.08
1969	127	54	396	250	1.97	4.63
1970	138	61	415	284	2.06	4.66
1971	151	70	435	376	2.49	5.37
1972	165	77	466	359	2.18	4.66
1973	175	88	488	501	2.86	5.69

Table 10

Summary of Motor Vehicle Theft Rates (per 1000 of Estimated

Population) for Australia, States and Territories, 1964-1973

Year	NSW	VIC	QLD	S.A.	W.A.	TAS	N.T.	ACT	AUST
1964	2.78	2.32	1.05	1.30	1.41	0.96	0.85	1.46	2.09
1965	2.90	2.18	1.08	1.36	1.36	1.15	1.51	2.06	2.11
1966	2.97	2.76	1.01	1.18	1.82	1.10	1.53	2.12	2.30
1967	2.90	2.53	0.90	1.52	1.91	1.60	1.86	1.95	2.25
1968	2.96	2.85	1.00	1.74	2.22	1.98	2.74	1.68	2.43
1969	3.58	2.73	1.29	1.52	1.94	1.70	3.00	1.97	2.62
1970	4.04	3.23	1.67	1.83	2.66	1.85	4.18	2.06	3.07
1971	4.46	3.59	2.21	2.32	3.47	2.58	5.36	2.49	3.55
1972	4.24	3.27	2.49	2.57	4.19	3.12	4.78	2.18	3.51
1973	3.88	2.97	2.44	3.13	4.09	2.77	5.83	2.86	3.33
Mean 1964-73	3.47	2.84	1.51	1.85	2.51	1.88	3.16	2.08	2.73

Table 11

Summary of Motor Vehicle Theft Rates (per 1000 Motor Vehicles

on Register) for Australia, States and Territories, 1964-1973

Year	NSW	VIC	QLD	S.A.	W.A.	TAS	N.T.	ACT	AUST
1964	9.02	7.13	3.29	3.62	4.06	2.97	3.21	4.13	6.46
1965	9.08	6.52	3.24	3.73	3.78	3.39	5.53	5.65	6.33
1966	9.03	8.08	2.94	3.18	4.81	3.08	5.56	5.58	6.70
1967	8.47	7.20	2.54	4.02	4.85	4.37	6.61	4.91	6.34
1968	8.30	7.82	2.73	4.49	5.47	5.16	9.14	4.08	6.61
1969	9.63	7.27	3.41	3.78	4.56	4.27	9.50	4.63	6.85
1970	10.47	8.29	4.25	4.44	6.09	4.48	12.85	4.66	7.78
1971	11.10	8.95	5.42	5.46	7.67	6.02	15.55	5.37	8.66
1972	10.38	7.95	5.83	5.73	9.33	7.17	13.50	4.66	8.36
1973	9.18	6.84	5.41	6.63	8.69	6.14	15.43	5.69	7.86
Mean 1964-73	9.47	7.61	3.91	4.51	5.93	4.71	9.69	4.94	7.20

Table 12

Motor Vehicle Theft Rates, Australia, 1964-1973, for Total

Population and Specified Age Group

Year	Total No. M/V Rept. stolen	No.stolen per 1000 Pop^n(est)	No.stolen per 1000 M/V Reg.	Mean Pop^n yr.ended 31 Dec.('000)	No.stolen per 1000 mean Pop^n	Male Pop^n 15-19 at 30 June	No.stolen per 1000 male Pop^n 15-19 yr.	Male Pop^n 20-24 at 30 June	No.stolen per 1000 male Pop^n 20-24 yr.	Male Pop^n 15-24 at 30 June	No.stol per 100 male Po 15-24 y
1964	23,539	2.09	6.46	11,168	2.11	499,600	47.1	397,100	59.3	896,700	26.3
1965	24,285	2.11	6.33	11,390	2.13	520,500	46.7	419,900	57.8	940,400	25.8
1966	26,937	2.30	6.70	11,604	2.32	539,052	50.0	438,623	61.4	977,675	27.6
1967	26,791	2.25	6.34	11,801	2.27	538,300	49.8	477,000	56.2	1015,300	26.4
1968	29,501	2.43	6.61	12,021	2.45	547,587	53.9	510,644	57.8	1058,231	27.9
1969	32,492	2.62	6.85	12,274	2.65	559,174	58.1	534,263	60.8	1093,437	29.7
1970	38,926	3.07	7.78	12,529	3.11	568,281	68.5	556,943	69.9	1125,224	34.6
1971	45,795	3.55	8.66	12,782	3.58	567,960	80.6	558,166	82.0	1126,126	40.7
1972	45,924	3.51	8.36	12,992	3.53	583,509	78.7	563,927	81.4	1147,436	40.0
1973	44,260	3.33	7.86	13,083	3.38	593,634	74.6	566,525	78.1	1160,159	38.1

Table 13

Motor Vehicle Theft, Australia, 1964-1973, Persons Involved in Cases Cleared

| Year | Males Involved | | | | | Females Involved | | | | | Total Persons Involved |
	16 & under	17 & 18	19 & 20	21 & over	Total Males	16 & under	17 & 18	19 & 20	21 & over	Total Females	
1964	3,465 (37.0%)	2,818 (30.1%)	1,427 (15.3%)	1,504 (16.1%)	9,214 (98.5%)	53 (0.6%)	38 (0.4%)	23 (0.2%)	31 (0.3%)	145 (1.5%)	9,359
1965	3,411 (36.5%)	2,844 (30.5%)	1,163 (12.5%)	1,754 (18.8%)	9,172 (98.3%)	98 (1.0%)	34 (0.4%)	19 (0.2%)	9 (0.1%)	160 (1.7%)	9,332
1966	3,535 (38.7%)	2,559 (28.0%)	1,181 (12.9%)	1,696 (18.6%)	8,971 (98.2%)	80 (0.9%)	38 (0.4%)	19 (0.2%)	26 (0.3%)	163 (1.8%)	9,134
1967	3,774 (40.6%)	2,413 (26.0%)	1,168 (12.6%)	1,799 (19.4%)	9,154 (98.6%)	68 (0.8%)	21 (0.2%)	20 (0.2%)	18 (0.2%)	127 (1.4%)	9,281
1968	3,747 (39.9%)	2,298 (24.4%)	1,165 (12.4%)	1,944 (20.7%)	9,154 (97.4%)	57 (0.6%)	39 (0.4%)	58 (0.6%)	95 (1.0%)	249 (2.6%)	9,403
1969	4,571 (42.8%)	2,753 (25.8%)	1,295 (12.1%)	1,840 (17.3%)	10,459 (98.0%)	86 (0.8%)	69 (0.7%)	25 (0.2%)	33 (0.3%)	213 (2.0%)	10,672
1970	5,662 (45.1%)	3,331 (26.5%)	1,300 (10.4%)	2,035 (16.2%)	12,328 (98.2%)	118 (0.9%)	42 (0.3%)	39 (0.3%)	34 (0.3%)	233 (1.8%)	12,561
1971	7,754 (45.7%)	4,168 (24.6%)	1,692 (10.0%)	2,907 (17.1%)	16,521 (97.4%)	269 (1.6%)	71 (0.4%)	49 (0.3%)	52 (0.3%)	441 (2.6%)	16,962
1972	8,772 (48.0%)	4,152 (22.7%)	1,846 (10.1%)	3,053 (16.7%)	17,823 (97.5%)	250 (1.4%)	88 (0.5%)	30 (0.2%)	74 (0.4%)	442 (2.5%)	18,265
1973	Not available					Not available					