Commercial Auto Crime

The Commercial Auto Crime Bureau is an Investigative & Enforcement Branch of Intelligence Services

Mandate of Commercial Auto

- The mandate of the Commercial Auto Crime Bureau includes the following duties and responsibilities:

- organized theft rings, exporters/importers, chop shops, dealerships, auto wreckers

- heavy equipment , aircrafts, boats, and motorcycles

- Tractor-trailer/ load thefts

CACB Mandate Cont'd

- Be responsible for:
- Liaison with Divisional auto theft investigators and other agencies in the auto theft industry

- conduct lectures to the public relating to auto theft
- conduct training sessions and lecture to recruits and in-service classes
- Investigations related to Organized Theft, Export, Re-Vins
- expert identifications on recovered stolen or salvaged vehicles

Auto Theft & Prevention Strategy

Auto Theft:
A criminal act of stealing or attempting to steal a vehicle, often without the owner being present or aware.

Carjacking:
A criminal act of robbery: stealing or attempting to steal an occupied vehicle through the use of violence to the victim.

	2023	2022	2021	2020
Auto Theft	7341 (5052)	5519	3772	3024
Recovery	3283(2221)	2513	1835	1736
% Change of Theft	33.01%	46.31%	24.74%	16.58%
% Change of Recovery	30.64%	36.95%	5.70%	10.15%
Carjacking	67	99	59	79

How the Strategy fits into Community Safety and Well Being:

Incident Response
- Commercial Auto Crime Bureau
- All PRP Divisions have an Auto Theft Unit
- Directed Uniform Patrol
- Joint Force Operations with OPP, CBSA and police services across Ontario

Risk Intervention
- Collaboration with other law enforcement agencies
- Équité Association Ltd. (formerly IBC: Insurance Bureau of Canada)
- GTA/Canada Security Roundtable

Social Development
- Early Intervention for first-time offenders
- Collaboration with insurance companies
- Collaboration with other partners in the private sector including auto manufacturers
- Collaboration with government officials to raise awareness and advise on appropriate strategies

Prevention
- Crime Prevention Audits
- Public education and awareness on means to protect against auto theft
- Social Media Strategy
- Engagement with manufacturers for measures that could decrease prevalence

33%
Increase from 2022(estimate)

646
Vehicles Stolen per month (on avg.)

Joint Force Operations
2023 Project Fairfield
2022: Project Myra
2022: Project Touchdown
2022: Project High 5
2021: Project Majestic
2020: Project Kryptonite

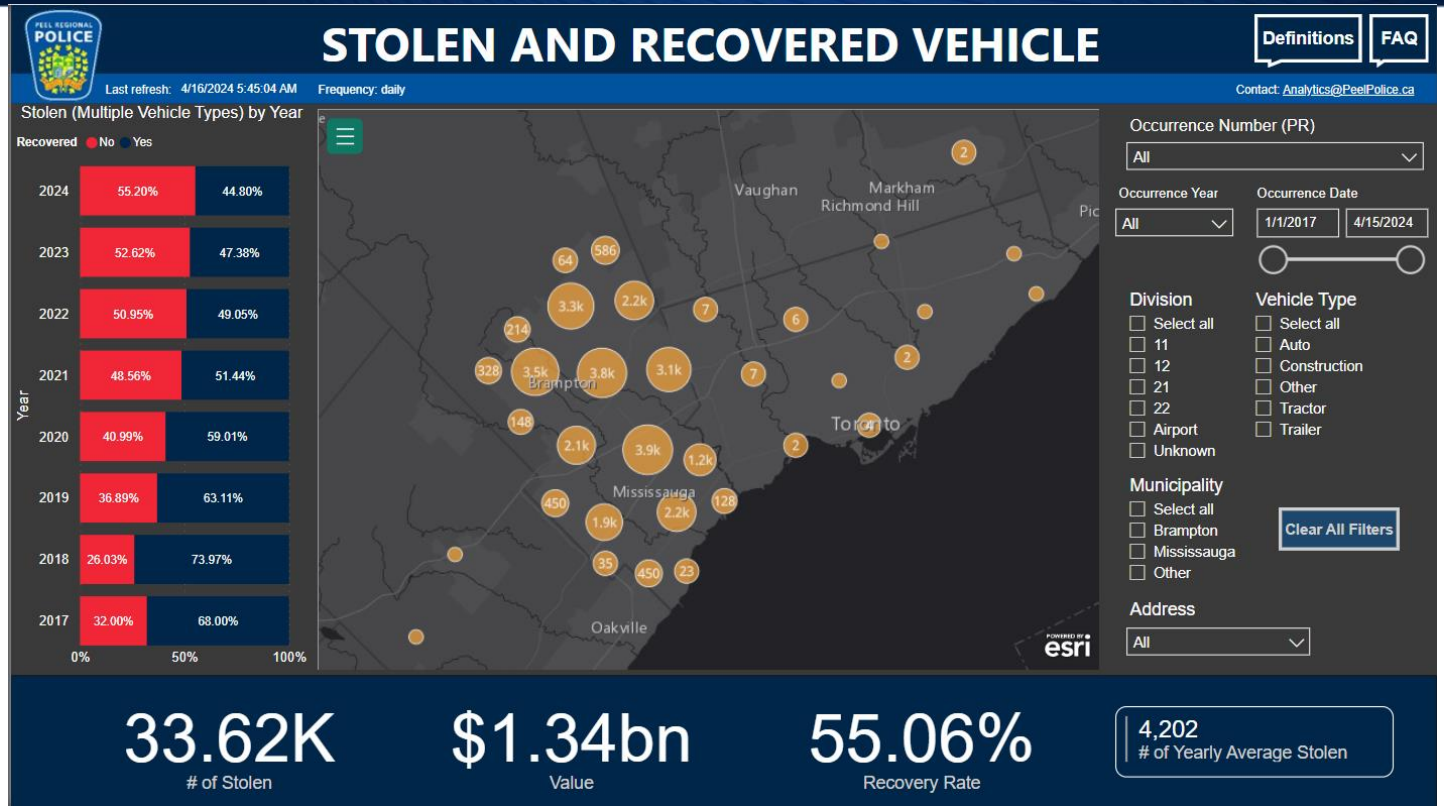
$109,366,383
Value of Vehicles Recovered

2221
Number of Vehicles Recovered

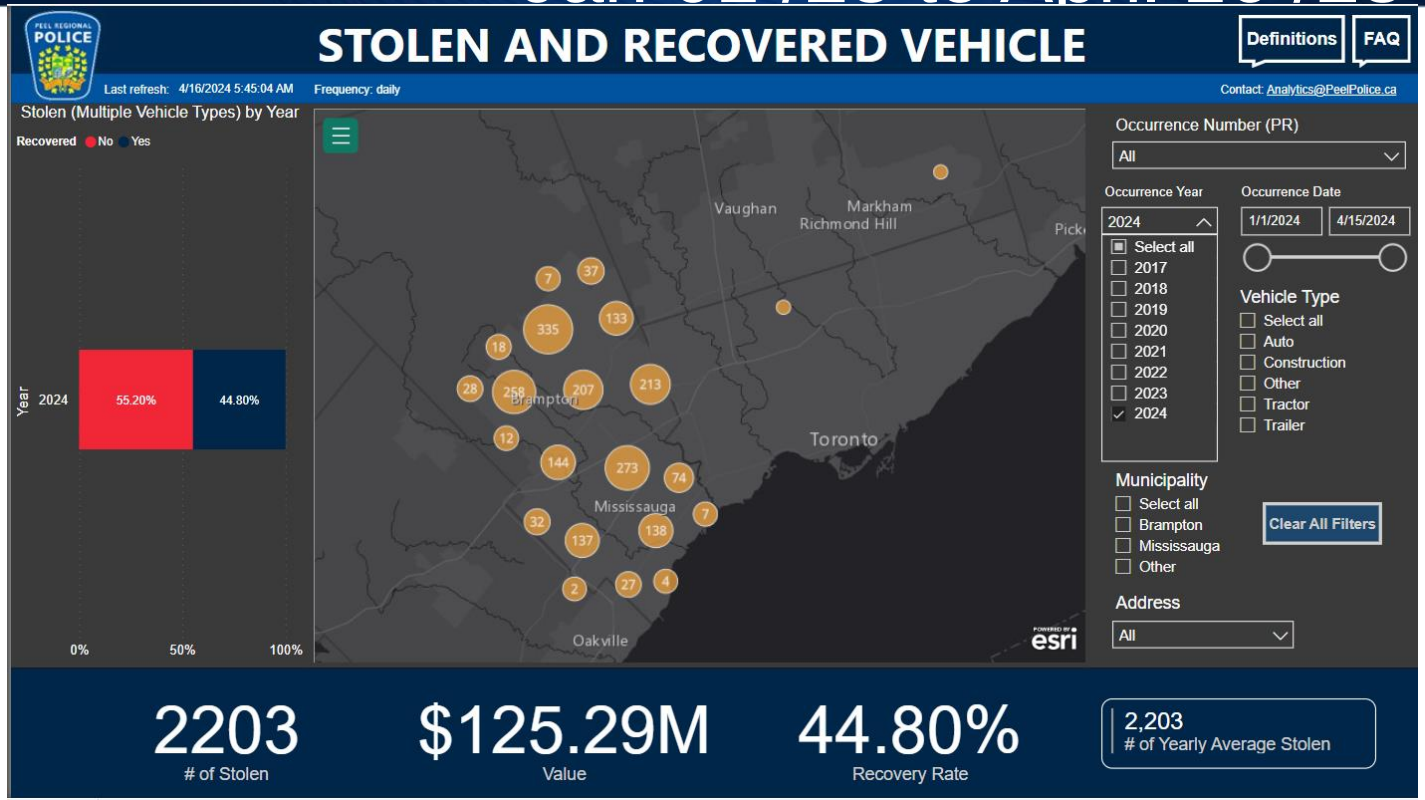
2023

PeelPolice.ca

Analytics Dashboard 8 year – Region



2024 Thefts / Recovery
Jan 01 /23 to April 16 /23



Airport / GTAA - Vehicle Data

Stolen and Recovered Vehicle Dashboard - From January 1, 2017 to YTD

Definitions | FAQ

Last refresh: 4/16/2024 5:45:04 AM Frequency: daily

Contact: Analytics@PeelPolice.ca

Year	# of Vehicle	% Change	Stolen Value	# of Rec Vehicle	Recovered Value	Recovery Rate	Rec Value Rate
2017	2856		$60,316,780.53	1806	$41,999,179.79	68%	70%
2018	3400	28%	$88,830,038.95	2515	$65,826,478.91	74%	74%
2019	3177	-7%	$88,633,397.20	2005	$53,135,909.87	63%	60%
2020	3528	11%	$102,253,742.33	2082	$57,359,648.94	59%	56%
2021	4242	20%	$146,969,841.50	2182	$68,776,823.73	51%	47%
2022	6237	47%	$280,212,793.01	3059	$130,106,203.94	49%	46%
2023	8173	31%	$448,838,754.81	3872	$203,145,782.52	47%	45%
2024	2203	-73%	$125,287,344.60	987	$55,187,994.83	44%	44%
Total	**33616**	**311%**	**$1,341,342,692.93**	**18508**	**$675,538,022.53**	**55%**	**50%**

Year: All

Date: 1/1/2017 – 4/15/2024

Vehicle Type: Select all; Auto; Construction; Other; Tractor; Trailer

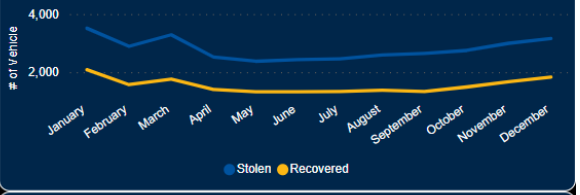
Municipality: Select all; Brampton; Mississauga; Other

Division: Select all; 11; 12; 21; 22; Airport; Unknown

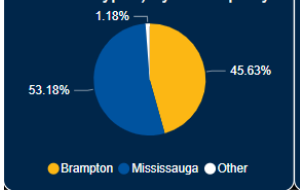
Clear All Filters

Peel Region Stolen and Recovered (Multiple Vehicle Types) by Year

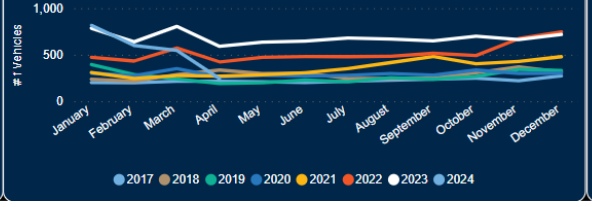
Stolen and Recovered (Multiple Vehicle Types) for (Multiple Years)



(Multiple Years) Stolen (Multiple Vehicle Types) by Municipality



Comparison of Stolen (Multiple Vehicle Types) for 2017-2023



(Multiple Division) Division - Stolen and Recovered by Year

Auto Theft & Prevention Strategy

Current Strategies in place

1. Continuous communication between partner agencies culminating in JFO's with high success rates - Project Majestic, Project MYRA, Project High 5, Project Touchdown, project Fairfield.
2. Flagging of containers originating at known locations used to load and transport stolen vehicles.
3. Collaborations with Auto Manufacturers to provide input regarding enhanced security features of newer model vehicles

Gaps/Challenges contributing to the rise

1. The lack of inter-provincial cooperation between law enforcement agencies. Conversation
2. Fractured approach - too many agencies working independently of each other on a common issue. (building relationships)
3. Slow reaction by Auto Manufacturers to develop reliable theft deterrent systems on their vehicles due to cost.

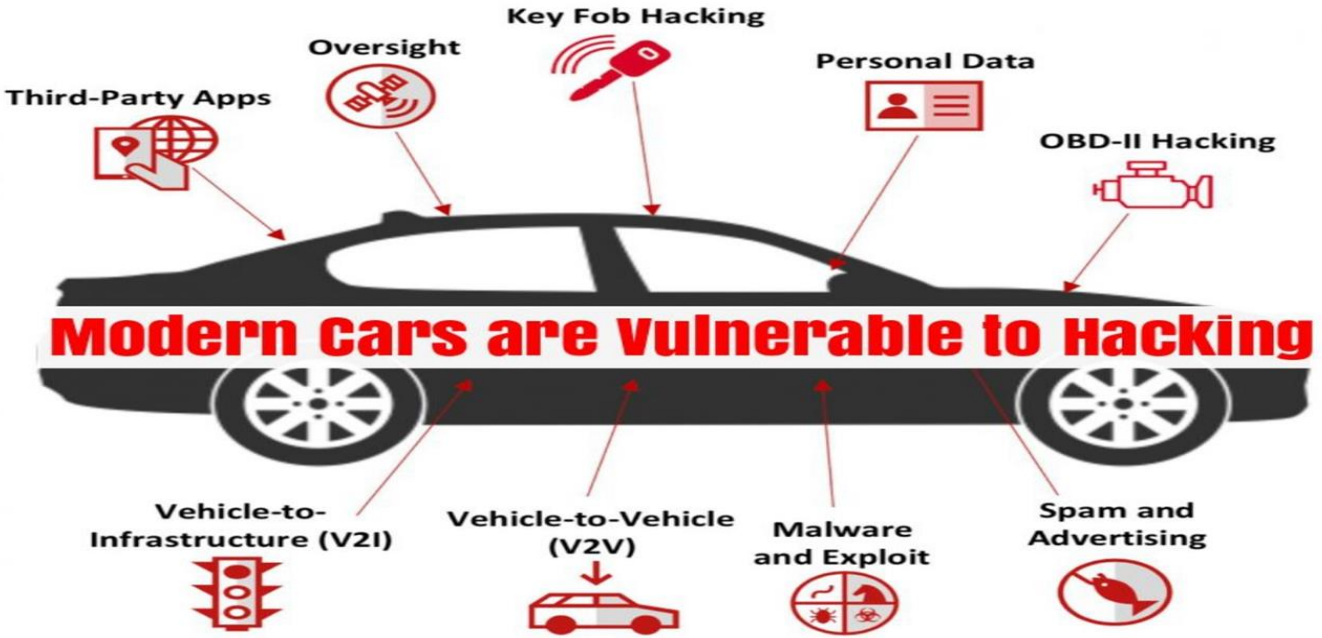
Potential Solutions /Strategies

1. A centralized approach incorporating a multijurisdictional JFO that has the ability to operate province wide while collaborating with Quebec Agencies. (Ongoing working towards)
2. Introduction of dedicated auto crime Crown Attorney(s) that are trained and knowledgeable on current auto crime trends.
3. Insurance companies and manufacturers to offer discounts or incentives for consumers for after market security systems

Any other Points of Value

1. Auto theft has become as prevalent as drug related offenses and there is no one measure that can be employed to stem the issue
2. There must be a multi-faceted approach that includes all levels of Law Enforcement, Government and Private Sector partners.
3. Increase communication with front line officers. Educated front line officers of current trends occurring.

Vehicle Vulnerability



Theft Methods

OBD Exploitation

Vehicles in North America are legally required to have an Onboard Diagnostic (OBD) port. The OBD is a computer that monitors various vehicle components, such as emissions and diagnostics. As the vehicle industry shifted from physical keys to keyless or remote keys, criminal elements began exploiting the OBD port by utilizing software to reprogram the vehicle to recognize a new key (otherwise known as cloning or emulating a new key).

This method requires thieves to physically gain access to the interior of the car and plug a device into the OBD port (typically located on the driver side, near the steering wheel). In response, the general public has been encouraged to purchase OBD port locks which prevent physical access to the OBD port. Information suggests this is the most common MVT tactic used today.

Most Thefts Occur During 11pm – 5am in residential Neighborhoods' with multiple persons involved acting as look-outs, get away drivers, and scouts looking for vehicles. Some shopping centers will be targeted during daylight hours.

CAN Exploitation

Vehicles contain a Control Area Network (CAN) to help the various vehicle computer systems communicate with each other. The CAN (also referred to as CAN Bus) is responsible for ensuring that the vehicle's electronic control units (ECUs) can work together to execute various vehicle functions. ECUs control a vehicle's electrical systems (such as the engine and locking mechanisms) and have increased in quantity as vehicle technology has proliferated.

In early 2023, reporting indicated that criminal elements in Ontario were exploiting the CAN system of vehicles to replicate a vehicle's key. This method is more intrusive as it requires physical access to the CAN, which is located behind body panels of a vehicle (such as headlights and bumpers). Once access is obtained, thieves utilize firmware to exploit the CAN system into recognizing a vehicle's key, allowing them to disable immobilizers, and then unlock and start the vehicle.

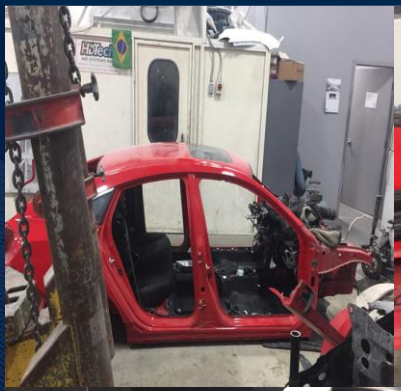
Relay Attack

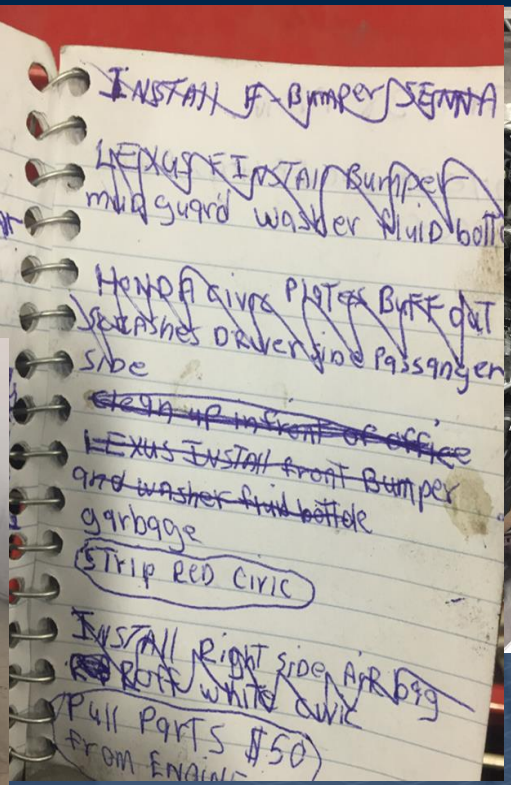
Relay attacks exploit keyless entry and start by amplifying the signal from the original vehicle key via software and antennas, simulating proximity of the key to the vehicle. This allows the perpetrators to unlock and start the vehicle. Relay attacks are the least intrusive of the attack measures described here but require thieves to be within a certain distance of the vehicle.

Open-source information indicates relay attacks were likely the first technological exploitation tool implemented by thieves, and may have been in use as early as, or even prior to, 2014. However, these attacks are seldomly used today.

Re-Vin / Clone Cars

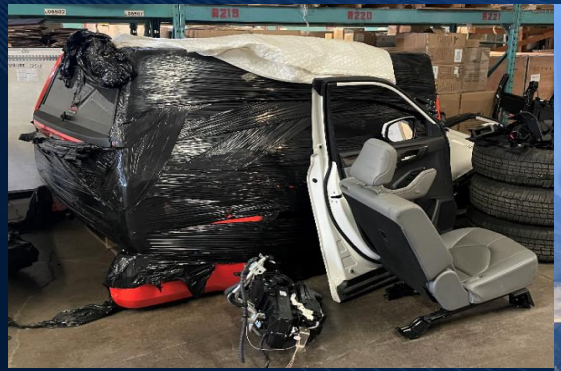
Grounds for Seizure – Chop Shops –

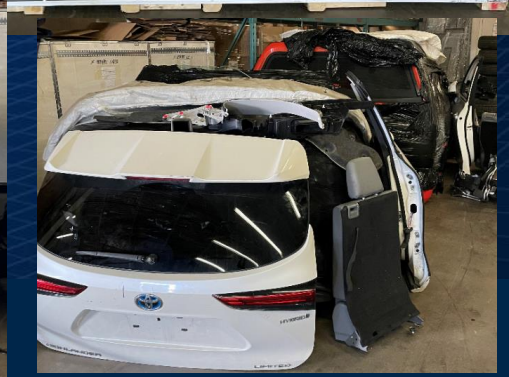




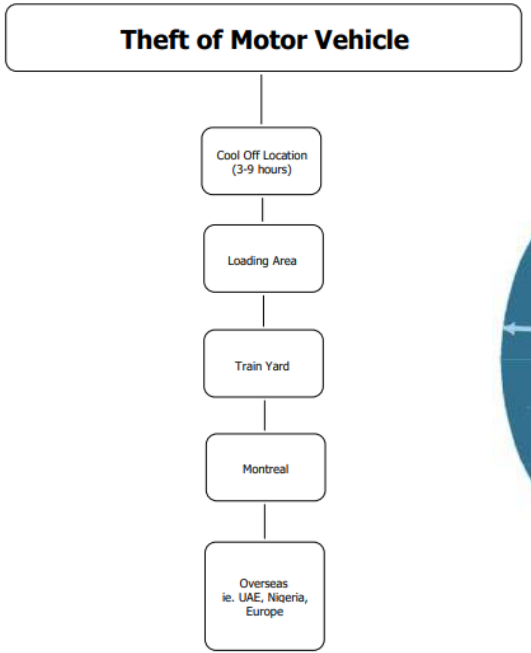
EXPORT

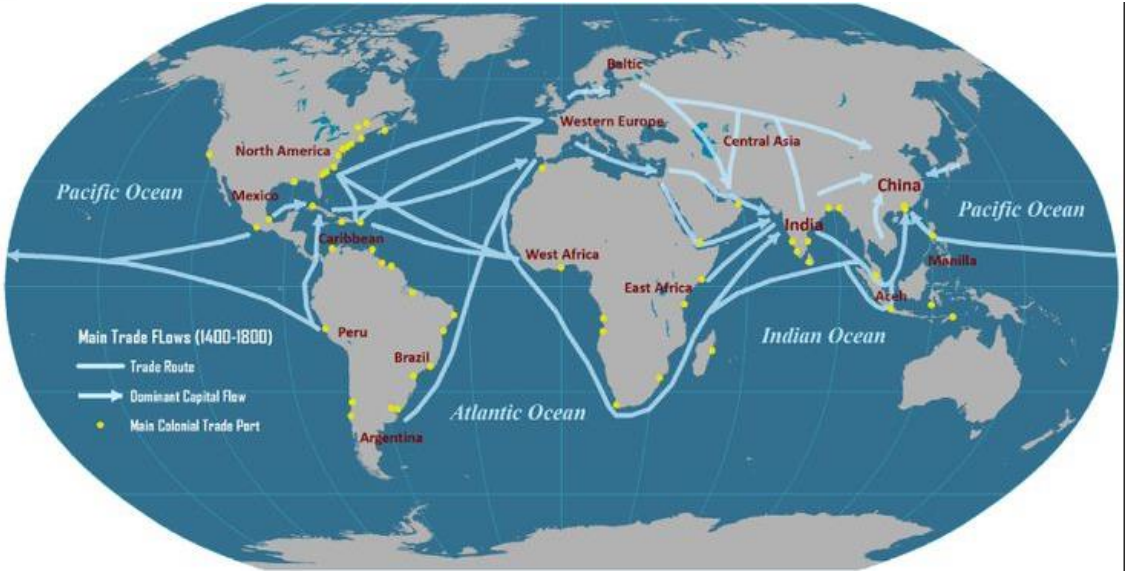
Export - / Chop Shop





Where does the Vehicle End Up ?





Commercial Auto Crime Bureau

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