

## **Notes From Peel Auto Summit – March, 2024**

### **Our Executive Summary:**

Much more focused approach (than the Federal Auto Theft Summit in Ottawa) to auto theft with all levels of government and industry working together. More collaboration and sharing of data.

Clear understanding that this is a national issue with violence now elevated to new levels with residents experiencing car jackings and home invasions. A “National Safety Crisis”. Auto theft used to be viewed as a property crime (low on severity ranking) – this is no longer the case. Due to the increase in car-jackings and home invasions, severity has risen dramatically.

Enhanced CBSA technology and resources at the Ports is desperately needed to tackle this head on. Current work by municipal police forces is helping but not enough to make a break through. Ports are a key issue in resolving this.

Police are not built with a surge capacity – meaning when things like this happen – Officers need to stop doing other things and work on this. Need to think about what future of Policing looks like.

### **Our takeaway:**

We need someone at the Federal level that will the lead and co-ordinate the overall charge on this issue due to the multi-jurisdictions and more importantly the Federally controlled Ports.

### **Notes:**

Purpose of Summit - a shared commitment to tackle auto theft head on.

Strong attendance by all levels of Government – including Federal Government - Ministers of Attorney General - Federal and Provincial. Clear understanding that everyone needs to be working together. Also in attendance were manufacturers, Distribution, Insurance.

The auto thefts we are seeing are a result of organized crime rings in Canada and is becoming increasingly dangerous. Canada is considered a “source country” for stolen vehicles and is in the top three revenue generators for organized crime.

It has now reached a level where it is compromising people’s safety – home invasions, car-jackings. Criminals are highly sophisticated, well trained, and show no signs of slowing down. They are putting officers at risk by ramming Police cars, evading Officers using dangerous ways to evade capture. **Police have never seen the level of violence we are**

seeing today and despite collaboratively working across jurisdictions, they have seen limited effects in curbing the issue.

To effectively address this, the Federal Government needs to play an important role. This issue is one of the most serious public safety issues affecting Canadians (Ontario in particular). Preventing auto theft must be a strategic priority for Minister of Public Safety and Transport Canada. We need Federal investments in CBSA export assessment. Believe this is a vital step in addressing issue. **Current projection of 3 years to install scanners is TOO LONG!**

### What is in auto theft for the organized crime rings?

The chart below illustrates the players in the organized crime rings as well as the money received based on their role in an auto theft.



- Flow of organized crime – high reward, low risk criminal endeavour. Profit is lucrative.
- Increase in resale value of used vehicles – they sell parts, export or fit with new VINs and sell to unsuspecting customers locally. Some have been found in car rental companies.
- 80% of vehicles are being exported.

### **What has been done to date!**

Additional funds from Federal and Provincial governments for resources and technology.

Many operational task forces at Municipal level and Provincial level. Examples:

- Ontario - \$160 million to get repeat and violent offenders off streets – dashboard developed to track offenders who have violated bail conditions.
- Peel has largest dedicated auto theft unit in the Province – doubled in size.
- Partnerships with local dealers to install after-market tracking devices (Halton)
- Sharing of intelligence (all jurisdictions)
- Tracking cars that have been re-vinned – traced to east and west coasts (Durham)
- Officer training - intelligence lead policing – deploying officers to areas of highest incidents. Installing license plate readers in patrol cars to identify stolen vehicles. (Toronto)
- Sharing of data with Interpol – integration of data in Interpol- international component so stolen vehicle data are shared.
- Provincial car-jacking joint task force – aimed at disrupting networks responsible. Co-lead by TPS and OPP.
- Project Vector – CBSA/Montreal Police/ Equite, Quebec Police, RCMP and all GTA police forces working together.
- Thousands of arrests and charges and high vehicle recovery rate – approximately 40-45%.
- Community awareness. Encouraging community prevention techniques (store car in garage, boxing in higher end cars in driveway, etc.).

### **Additional steps needed to combat the auto theft issue: (Federal/Prov/Municipal)**

- Ability to inspect shipping containers - urgent issue. (Federal Government).
- Need to ensure increased ability to take custody of vehicles detained by CBSA. (Federal Government)
- Criminal Code of Canada needs to be strengthened to better fight it. (Federal Government).
- Look at what US has done and learn from it.
- Collaboration between CBSA and rail companies to intercept product going to ports.

- Vehicle registration – having a national or provincial program that administers registration of vehicles.
- Investment needed in CBSA by Federal government – direction by most senior level of CBSA – right now Port of Montreal is the problem but it will be displaced and issue will move to Halifax and Vancouver.
- Prevention is required to be a success.

### **Auto Industry Panel**

Our observation is that there were very disappointing responses from the manufacturing panel members. Essentially suggested residents needed to practice prevention techniques. They did understand they played a role in the solution, but believe all areas require action.

Talked about 2003 surge in auto theft – took about 5 years to address.

Promoting after-market installations – warranty issues were pointed out by audience.