



# THE INSURANCE CRIME BUREAU

INTELLIGENCE THAT WORKS

Addressing Vehicle Cloning

# What's behind vehicle crime?

- 60% of stolen and hijacked vehicles remain in SA
- Estimated value of R3.5 Billion
- Market driven enterprise
  - Used in commission of other crimes e.g. CIT
  - Peddling stolen vehicles as licit in the market for used vehicles will give the biggest ROI for the enterprise
- Vehicle cloning can be defined as the copying of identifiers from a similar non-stolen onto a stolen vehicle.

# Where does NaTIS fit in?

- The National Traffic Information System (NaTIS) is a barrier in the way for vehicle crime enterprises
- Since the implementation of NaTIS it was and still is continuously improved to prevent the reregistration of stolen vehicles (e.g. Introductions)
- Tapping into the lucrative market for cloned vehicles has evolved from the classic tampering of identifiers and introducing the vehicle with false identifiers on registration systems to the sophisticated cloning of vehicles with existing records on NaTIS

# The Opportunity

- NaTIS is essentially a national register of vehicles, owners, title holders and drivers. It is the key resource of the Department of Transport to provide effective road traffic management
- Over developing NaTIS solely to prevent crime will defeat the accessibility of it to the general public and create frustration
- A fine balance is needed which unfortunately afford opportunities to misuse and benefit for criminal enterprises
- The human factor is the biggest opportunity and not the system itself

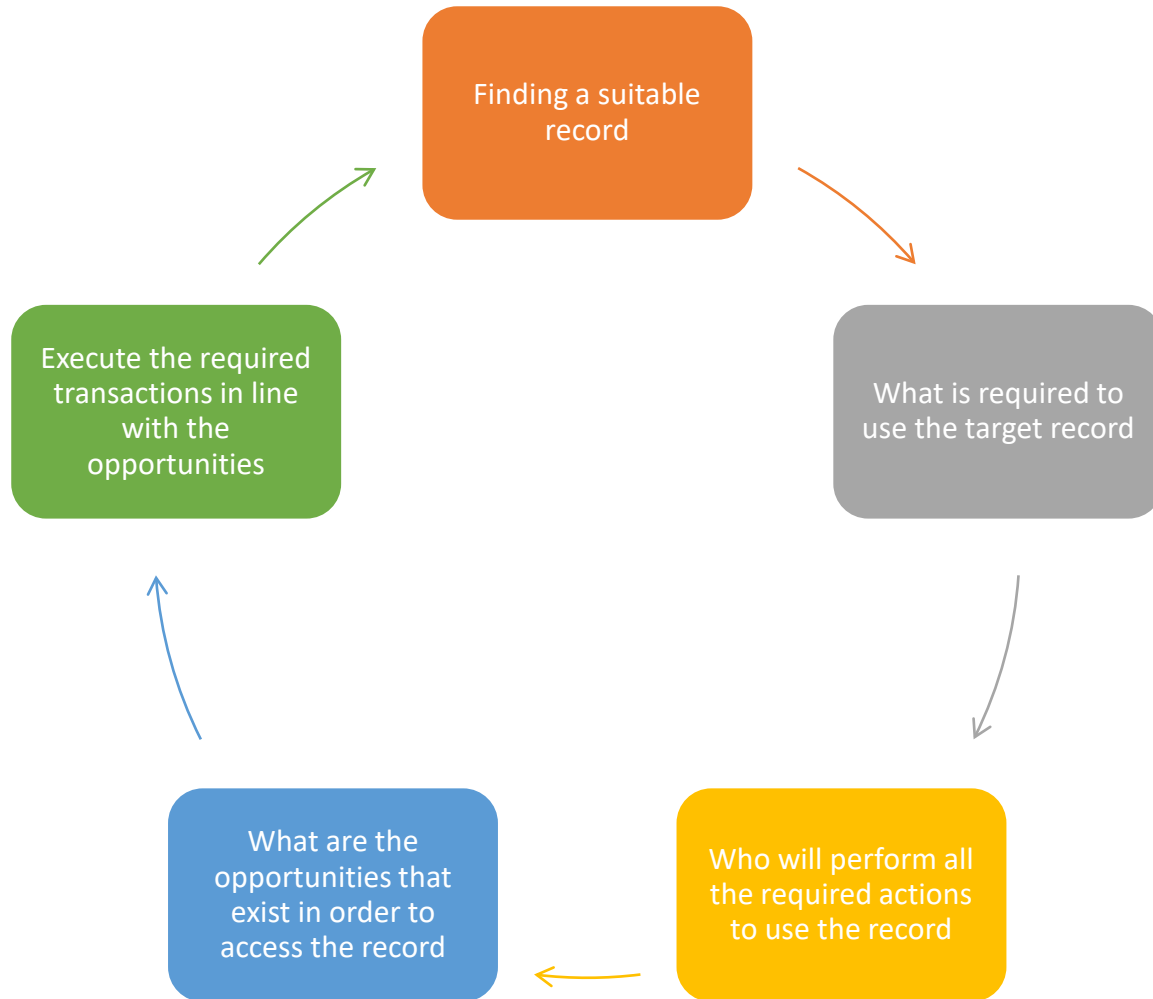
# Corruption and Complacency

- Corruption is at the centre of vehicle cloning
  - Ordinary as well as critical transactions implemented to render service delivery to the public are used by corrupting the users entrusted to render service.
    - Services are rendered at public level at institutions such as Municipalities
    - Little or no screening of personnel take place
    - Supervisors are deployed according to affiliations and little no due diligence exist in some institutions (Who supervise the supervisors)
    - SLA's are not adhered to and are not enforced
- In its focus on profit the private sector are complacent in the bigger scheme of cloning
  - How do we deal with Salvage?
    - Insurance Industry?
    - Banks?
    - Vehicle fleets and Rental Companies?
    - Are we as industry counter productive to initiatives?

It takes just one to initiate complacency...



# How to start:



# Role Players:





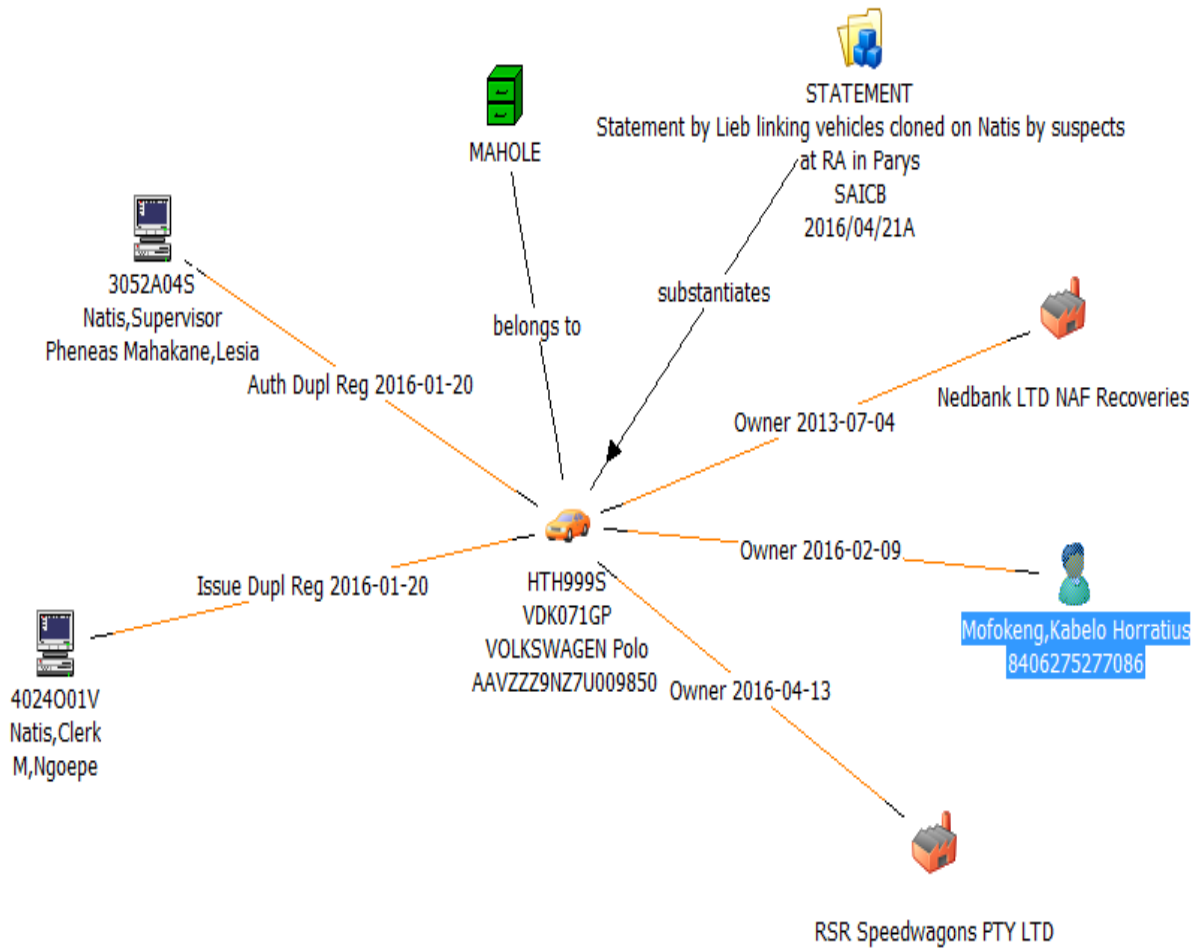
# Addressing organised cloning

- Public and Private Partnerships
- Optimal use of available data both from Private and Public Sector
- Combining expertise and resources towards a common goal
- The role played by The Insurance Crime Bureau
  - Identify and profile
    - Vehicles
    - Individuals
    - Companies
    - Institutions
    - System Users
  - Trace and ensure recovery and identification in line with PPP strategy
    - ANPR, LPR, Mohawk and any other available investigative aid
    - Administration marks
    - Clone Operations
    - Ad Hoc confiscations

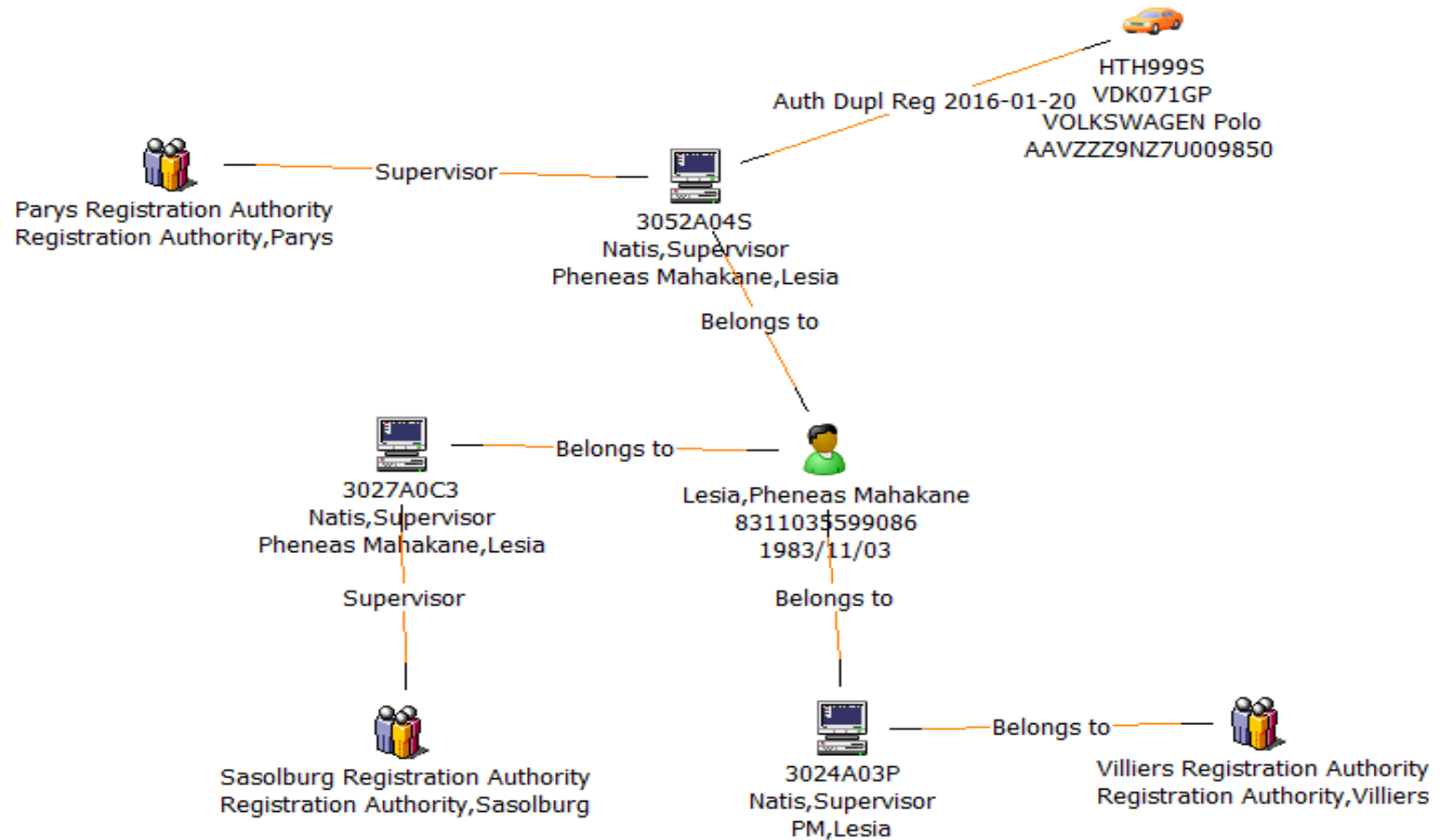
# Addressing organised cloning

- Based on proper analysis of all contributing factors, networks are identified by The Insurance Crime Bureau. This are used for:
  - Identifying kingpins
  - Target driven investigations in order to arrest and prosecute criminals
  - Disruptive operations
  - Identifying key transactions and loopholes within systems and having it addressed (e.g. Code 4 misuse)
  - Bringing the right people to the table in order to address an identified network
    - RTMC – Anti Corruption
    - SAPS
      - Vehicle Crime Investigation Unit (VCIU)
      - Cross Border Crime
      - International Vehicle Crime Investigation (IVCI)
      - National Investigation Unit (NINU)
      - Directorate for Priority Crime Investigations (DPCI)

# Entity Linkages: Vehicle



# Entity Linkage: System User



# Entity Linkage: System User

