

National Metal Theft Taskforce Programme



Pol-PRIMETT II Expert User Group Meeting

BT Tower, London

Wednesday 12th February 2014

T/D/Supt Alison Evans
British Transport Police

ACPO Metal Theft Working Group Objectives



- **Increase the effort required to steal metal** by improving the security of metal through better practice on the part of industry by reducing vulnerability.
- **To increase the risk of offenders** by ensuring that the theft of metal is no longer seen to be low risk to the criminal by supporting the use of targeted enforcement activity.
- **To reduce the ease and reward to offenders of selling stolen metal** – To provide dealers with the tools to identify stolen metals and discourage the thieves from stealing metal by reducing the cash benefits and increasing the risk.
- **Increasing the risk to dealers handling stolen metals** – place a greater responsibility on scrap metal dealers to take all reasonable steps to ensure that are not unintentionally supporting criminal activity.

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National Metal Theft Task Force Programme 2011 - 2013



- National Infrastructure Plan £5m
- ACPO Regional Networks Franchise Model
- Bids Panel – 202 bids received
- £3.5m committed to operational bids

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Budgets 2013/2014



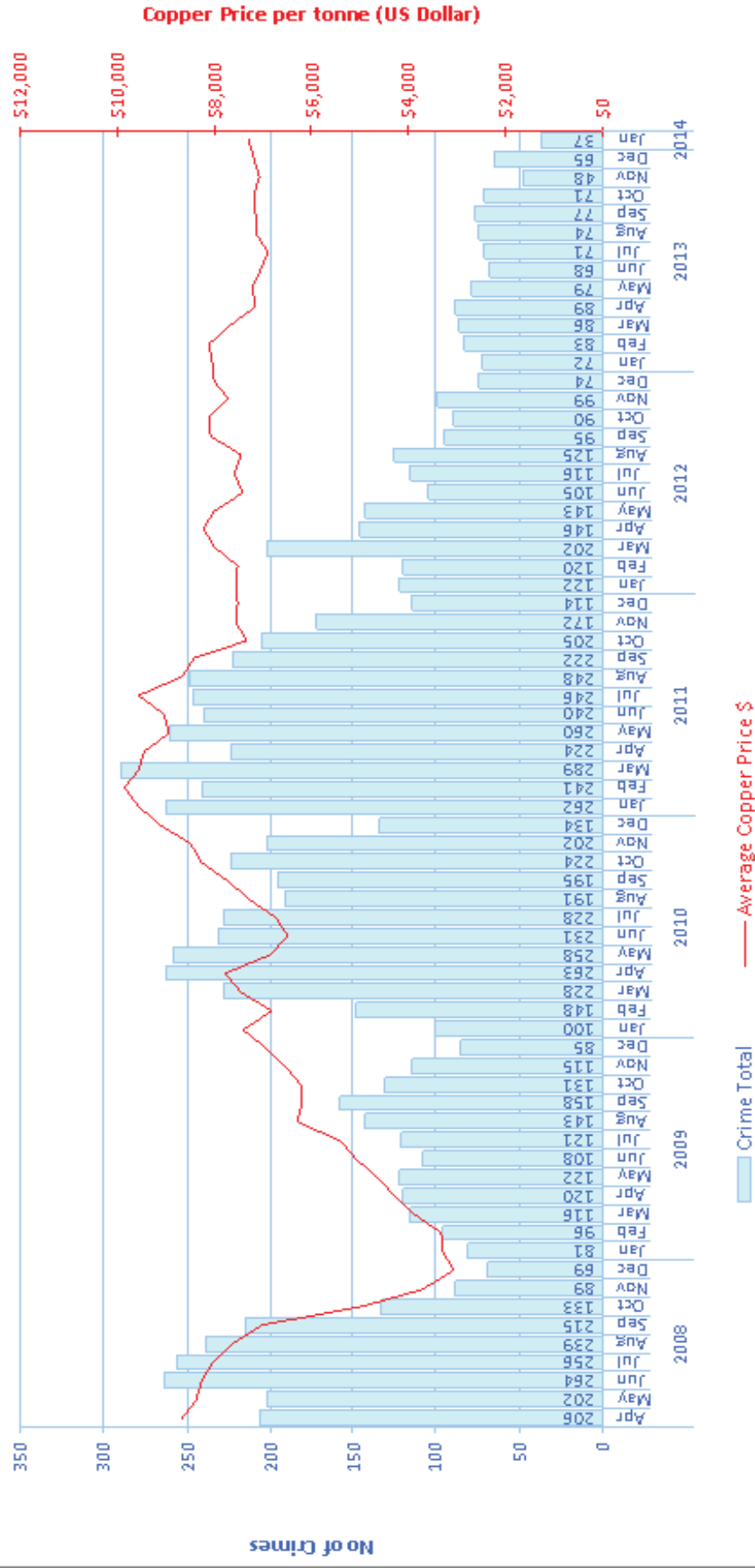
- Network Rail 2011 – 2014 ongoing
- £529k – Home Office Funding Match Funded
- Maintain regional operational lead network
- Maintain Fusion Unit
- Rationalise central function
- Maximise operational activity funding

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Metal Theft c/w Copper Prices

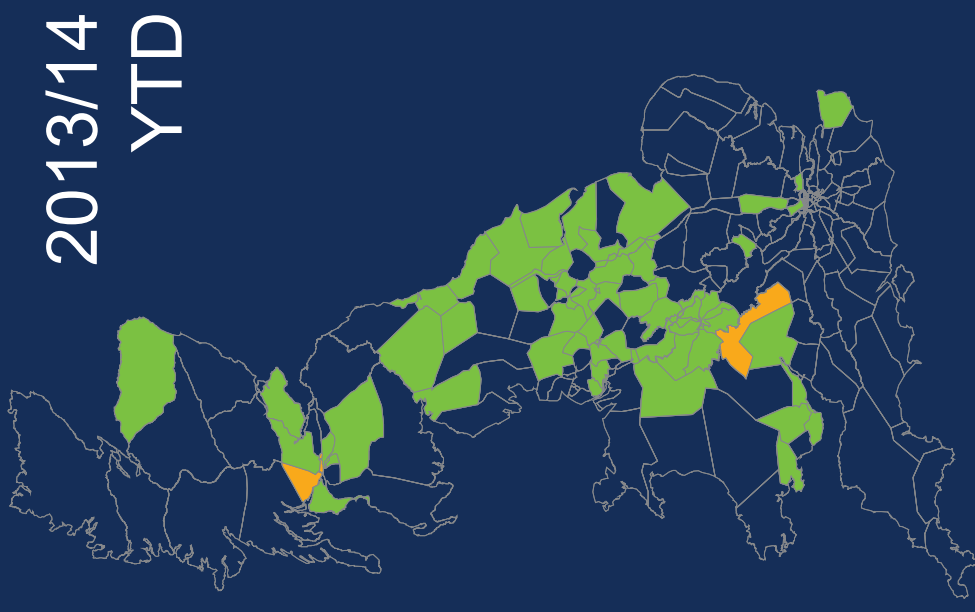
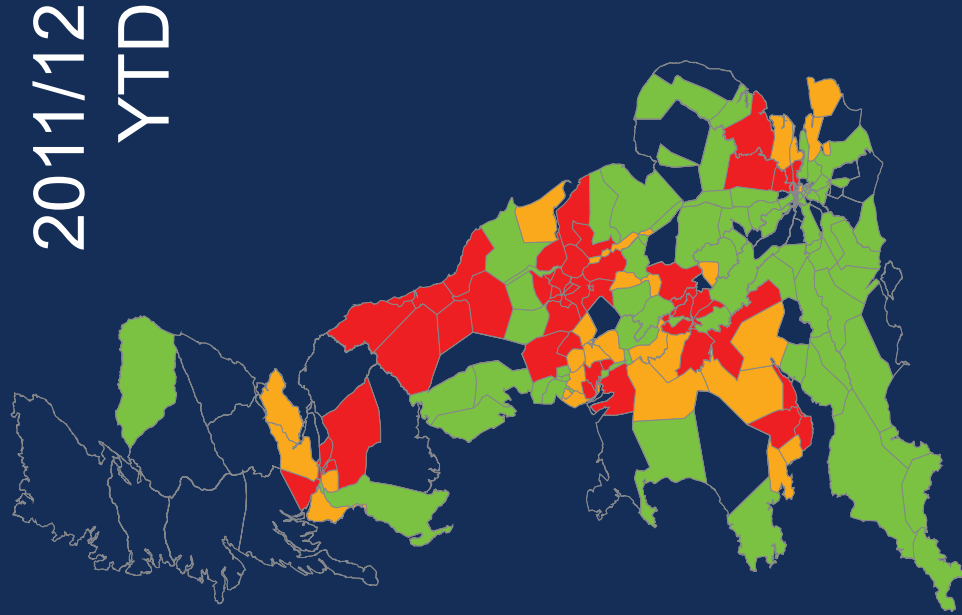
Cable / Copper Theft Comparison with Trade Market Trends (01/04/2008 to date)

(Source: London Metal Exchange)



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Cable Theft Impact Hotspots



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Programme - Challenges



- Economic Impact Assessment
 - £770m (ACPO)
 - £220 - £260m (Deloitte)
- Home Office Impact Assessment
 - £1 billion
- Network Rail
 - 3.8 millions journeys delayed
 - £16.5m compensation
- Ecclesiastical Insurance
 - £4.5 million
- Local Government Associations
 - 70% Local Authorities affected by metal theft

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Programme - Achievements



- 44% reduction - £3339m / £97-114m savings to National Infrastructure
- Highways Agency – 60% reduction in incidents savings £3m
- Church of England – reduction from 2500 claims costing £4.5m in 2011 to 930 costing £1.8m in 2013 – saving £2.7m
- Network Rail – incidents reduced from 995 in 2010/11 to 285 in 2012/13 – saving £3.6m
- Energy Networks Association – 45% reduction in offences saving £25m

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How?

- Partnership Engagement
- Fusion Unit
- Operation Tornado
- Days of Action
- Over 300 funded short, medium and long term overt and covert initiatives
- Operation Baltic

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Initiatives – Operational Activity

- Cradle to grave approach
- Target hardening & crime reduction
- Tackling metal thieves
- Illegal processing of stolen metal
- Direct export

Legislation

- Scrap Metal Dealers Act 1964 – out of date & ineffective
- Limited self regulation
- Increase in crime 2009 onwards
- Voluntary agreements (Tornado) have limited sustainable effect
- LASPO Act 2012 removed scrap metal for cash
- Tornado acted as a test bed for the provisions of the Scrap Metal Dealers Act 2013

Scrap Metal Dealers Act 2013



- Implemented on 1st October
 - cashless provision
 - powers of entry and search
 - inclusion of mobile collectors & motor salvage operators
- Enforcement provisions commence 1 December
- New legislation will:
 - Increase the risk to offenders
 - Improve traceability
 - Increase punishment
 - Focus on unlicensed sites

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Focus on the Future

- International economic demand
- Organised crime - links to serious criminality
- Crime displacement – catalytic converter theft
- Embedding metal theft knowledge in BAU
- Maintain relationships - partnership working brings results
- Enforcing legislative change
- Maintain the ‘whole picture’ momentum

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