Motor Vehicle theft in Karnataka

Arthur Mangamuri[1], Dr G. S. Venumadhava[2]

[1]Research Scholar, Dept. of Studies in Criminology and Forensic Science, Karnatak University, Dharwad.
[2]Associate Professor and Chairman, Dept. of Studies in Criminology and Forensic Science, Karnatak University, Dharwad.

Abstract

Motor vehicle is a serious problem in all developed as well as developing economies especially in metropolitan cities. The present study endeavors to identify hotspots of vehicle theft in the state of Karnataka. The study is based on secondary data collected from the NCRB and SCRB (Karnataka) the study constituted motor vehicle theft from the year 2017 to 2021. This state data brief describes the patterns of motor vehicle theft and compares them to the national trends. It examines the prevalence of motor vehicle theft over time and their characteristics. In this study the offences relating to property are discussed with reference to property stolen and recovered, percentage variation, district wise information, category-wise occurrence, and the crimes classified under the property offences and the percentage distribution of property offences during the year 2017 to 2021.

Keywords: Metropolitan, hotspots, supervision, theft, Motor Vehicle thefts, Recovery, Percentage, Offences, Property.

Introduction

Every country has some social problems and some of the problems like crime and delinquency are common to many countries. Criminals are one type of disorganized persons whose life disorganization is not in conformity with the norms and values set by the society. They violate the law and their behavior has effect on the society. Thus, the chief reason for the marked social disapproval of the criminals is that they are dangerous not only to the well-being of society, but to the individual liberty as well. Crime is not something new; in fact, criminal activities have been associated with the development of society. From the reports available, it is observed that during 2017 to 2021,1,28,309 crimes against property were committed in Karnataka. Maximum cases reported were thefts 90799, out of which 47730 are motor vehicle thefts. The variations in the volume of crime are explained with reference to prevailing socio-economic conditions. Consequently there has been an increasing interest in the study of crimes.

Crime is manifestation of myriad complex factors. The causes of criminal behavior lie in the social processes and structures. People commit crimes due to the process of socialization that does not develop strong sense of right or wrong and ever-increasing desires act as strong stimulus for taking to crime to fulfill these desires. The birth of crime can be traced to interplay of colorful social, economic, demo-graphic, and institutional factors.

The presumption that crime occurs because of the failures of police therefore exhibits a lack of mature understanding of the theories of criminal behavior. Further, these social factors along with other latent and concomitant factors vary significantly across different regions, states and societies. The difference in procedures over large geographical regions and method of functioning in-herent between organizations also creates wide variations. Hence, any comparison among States/districts/regions/social groups etc. on the basis of these published data alone will be too simplistic and is best avoided. Further, no weightage has been assigned to the graveness or

nature of the crime. All crimes have therefore been treated equal in counting the total crime for a state or megacity. Further crime registered say, in a megacity is, not an index of its being comparatively unsafe than the megacity where total crime may be less..

The modern definition of crime is the legalistic one, according to which crime is an act of violation of the law of the land and the criminal is a person who does an act in violation of the law.

Different criminologists have given different conceptions of crime and they are

(1)   Demonological,
(2)   Legal,
(3)   Sociological,
(4)   socio-legal and
(5)   psycho-socio-legal.

The modern criminal codes have kept all these considerations in view. According to Justin Miller, crime is the commission or omission of an act which the law forbids or commands under pain of punishment to be imposed by the state. In this sense, crime is an act done against the state because it's the state which has declared a particular act as a felonious act. Therefore any act which is prohibited by the criminal law is a criminal act. The cause which leads to individual disorganization are biological, environmental, loss of security and crisis in life. In the case of criminals, these causes have, been investigated by many physicians, anthropologists, psychologists, psychiatrists, criminologists', sociologists and economists and they have built up different theories on the causation of crime. There is no unanimity of opinion among them and it is difficult to state what exactly the causes of crime.

Incidents of motor vehicle theft are influenced by a variety of socio-economic and demographic factors including the factors of seasonality, geographic location, composition of the population, particular day of a week and unemployment rates. Majority of vehicles stolen are due to their vulnerable door and ignition point which can be easily operated (Mc Cormick, Plecas, Cohen2007 and Fujita, 2010). It has been observed that lighter punishments and penalties for the youth is another factor which has failed to deter them to indulge in repeated motor vehicle thefts. Law enforcement agencies need to recognize the factors that contribute to vehicle theft in a given set up and take remedial measures which discourage the offenders in committing repeated crimes associated with motor vehicle theft. Two theories namely Routine Activity and Social Disorganization have explained vehicle theft in their own ways. Routine activity theory established that motor vehicle theft is preventable. Providing capable guardianship in the form of electronic locks or alarms and taking precautions for their vehicle to be suitable target by decreasing the availability or ease to the offenders by parking the vehicle in garage and paid parking can check the incidents of motor vehicle thefts. While the social disorganization theory differs from routine activity theory as it places the source of crime on characteristics of neighborhood rather than concentrating on the factors as to why an individual commits a crime. Social disorganization theory also explains why rates of motor vehicle are motor vehicle thefts are consistent in an area the Routine activity's explaination of fluctuation in incidents of such thefts. Social disorganization theory explains breakdown of social control in city centre from where people migrate to suburb area and only poor people are left in the city centre. Social disorganization theory supports the finding that an area's poverty rate positively correlates with the area's motor vehicle thefts rate (Adger, 2007 and Tran, 2010).

Methodology Adopted

a)   **Principal Offence Rule:** As per the International Standard, the Bureau follows 'Principal Offence Rule' for counting of crime. In other words Principal Offence Rule refers to the system of recording each criminal incident as one crime. If many offences are registered in a single FIR case, only the most heinous crime i.e. the one that attracts maximum punishment will be considered as counting unit.

b)   **Terms used for registered FIRs:** The terms in the report namely 'Cases Registered', 'Cases Reported', 'Number of Cases', 'Number of Crimes', 'Number of incidences', 'Incidences' are interchangeably used to indicate the number of registered FIRs.

In this paper, an attempt has been made to analyze crime situation in Karnataka with particular reference to motor vehicle theft. The statistics are being collected from the NCRB (National Crime Record Bureau) and SCRB (State Crime Record Bureau) Karnataka, 2017 to 2021 are the only basis and they have been made use of in this study. The offences relating to property are discussed with reference to:

1.   Property stolen and recovered
2.   Percentage variation
3.   Unit wise information
4.   Category of offences

Crimes classified under following heads are grouped as they involve property:

1.   Dacoity
2.   Robbery
3.   Burglary
4.   Theft
5.   Other kinds of property offences

Observations

Table 1.1: Showing the cases registered under property offences

Type of Property Crime	Dacoity	Burglary	Theft	Robbery	Other Robbery	Other Kind of Property	Total
2017	329	5987	20687	1271	886	315	**29475**
2018	304	6237	21211	2152		170	**30074**
2019	246	5565	19737	2024		248	**27820**
2020	226	5157	19040	1865	37	193	**26281**
2021	188	4818	17140	1618		138	**23902**
2017-2021	**1293**	**27764**	**97815**	**8930**	**923**	**1064**	**137552**

During 2017 to 2021 a total of 137552 cases were registered under offences against property i.e. 22.12% total IPC Crimes occurred during 2017 to 2021. Maximum cases registered against property crimes were theft that having a share of 71.70 Percent of total property crimes.
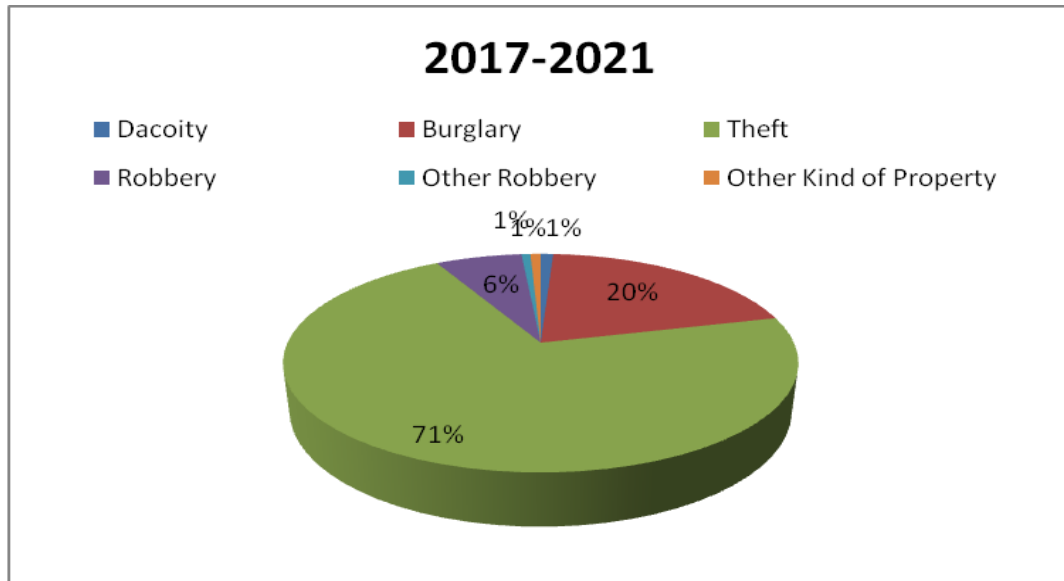
Graph 1.1: Percentage distribution of property Offences in Karnataka during the year 2017 to 2021

Table1.2: Value of Property Stolen, Recovered and Percentage Recovery 2017-2021 in Crore

Sl No	State/UT	2017			2018			2019			2020			2021		
		VOP		P	VOP		P	VOP		P	VOP		P	VOP		P
		S	R		S	R		S	R		S	R		S	R	
	STATES:															
1	Andhra Pradesh	127	56.3	44.3	112.3	49.8	44.4	130.6	62.2	47.6	115.9	62.2	53.7	144.7	77	53.2
2	Arunachal Pradesh	20.4	2	9.8	11.4	2.2	19.7	25.2	2.6	10.4	12.8	2.1	16.5	13.8	3	21.8
3	Assam	108.3	14.9	13.7	119.4	24.3	20.3	106.2	25.6	24.1	78.5	19.5	24.8	90.9	21.6	23.8
4	Bihar	158.4	44.4	28	119.2	22.2	18.6	175.5	40.2	22.9	166.4	23.1	13.9	158.5	32.1	20.3
5	Chhattisgarh	50.3	15.3	30.5	53	17.7	33.4	55.1	18.2	33	58.2	29.2	50.2	60.6	22.4	37
6	Goa	11	1.6	14.5	8.6	2.9	33.8	10.3	5.2	50.4	6.9	2.4	34.7	8.7	3.3	38.4
7	Gujarat	245.6	51.5	21	311.7	80.6	25.9	202.6	56.3	27.8	212.5	57.5	27	175.1	67.3	38.4
8	Haryana	213.4	64	30	230.1	65.9	28.6	232.5	66.1	28.4	195.1	68	34.9	225	84	37.3
9	Himachal Pradesh	18	8.5	47.2	17.9	7	38.9	12.8	7.2	56.4	9	4.8	52.9	13.1	7.2	55
10	Jammu Kashmir	29.6	10.4	35	33.4	11.1	33.3	30	10.8	35.9	30.3	12.7	41.9	37.3	15	40.2
11	Jharkha	34.	3.2	9.2	37	3.4	9.1	42.	6.1	14.	40.	11.	28.	36.	6	16.

	nd	7						8		3	2	4	4	7		4
12	Karnataka	295.3	125.3	42.4	244.8	97.3	39.7	285.8	114.1	39.9	234.2	98.4	42	311.3	143.9	46.2
13	Kerala	57.5	20.4	35.5	66.5	23.4	35.2	67.6	25.5	37.7	53	22.2	41.9	68.8	27.5	39.9
14	Madhya Pradesh	163.8	65.5	40	171.5	63.2	36.8	180.2	71.9	39.9	159.7	79.4	49.7	209	110.4	52.8
15	Maharashtra	1521.3	207.7	13.7	1403.4	754.2	53.7	977.2	280.9	28.7	688.4	178.7	26	771.8	252.5	32.7
16	Manipur	7.2	1.4	19.9	12	1.1	9.1	9.2	1	10.9	8.7	1.2	13.3	16.3	1	6
17	Meghalaya	8.8	1.2	14	12.4	1.4	11.2	11.1	0.9	8.5	16.8	1.2	7.4	9.1	1	11.4
18	Mizoram	6.2	0.5	7.3	3.6	1.8	51.3	17.7	5.3	30.1	5.1	2.1	40.9	6.6	2.2	32.7
19	Nagaland	4.9	1.2	24.8	7.4	1.6	21.4	4.9	1	19.8	5.5	0.9	16.4	7.2	1.1	15.3
20	Odisha	133.1	39.4	29.6	119.3	34.4	28.8	129.7	40.5	31.2	137.3	40.3	29.3	847.5	43.1	5.1
21	Punjab	92.3	32.7	35.4	102.5	31.1	30.4	120.8	37.5	31.1	106	34.2	32.2	128.5	40.3	31.3
22	Rajasthan	237.4	125.1	52.7	247.2	119.5	48.3	326.3	151	46.3	253.8	124.2	48.9	345.8	160.6	46.5
23	Sikkim	1.5	0.4	23.7	1.3	0.3	22.5	1.5	0.4	30.4	1.4	0.4	24.7	0.5	0.1	16.1
24	Tamil Nadu	151.7	118	77.8	144.2	96.6	67	172.7	118.6	68.7	113.1	70.3	62.1	177.9	115.3	64.8
25	Telangana	120.4	62.3	51.7	160.6	113.4	70.6	128.3	71	55.3	104.3	58.7	56.3	126.1	64.7	51.3
26	Tripura	4.4	1.1	25.7	5.4	1	18.1	4.7	0.8	16.4	4.5	1	23.2	5.5	1.5	26.6
27	Uttar Pradesh	293.3	100.1	34.1	324.4	94.1	29	279.9	100	35.7	192.1	80.4	41.8	353.6	129.4	36.6
28	UttarKhand	15.5	8.2	52.7	18.2	11.5	63.2	17.1	10.7	62.7	13.7	7.9	57.4	22.5	15.4	68.7
29	West Bengal	100.7	29.8	29.6	72.7	25.2	34.7	72.7	25.2	34.7	74.2	29.2	39.3	60.3	24.4	40.5
	TOTAL STATE(S)	**4232**	**1212.4**	**30.79**	**4171.4**	**1758.2**	**33.68**	**3831**	**1356.8**	**33.76**	**3097.6**	**1123.6**	**35.57**	**4432.7**	**1473.3**	**34.7**
	Union Territories:															
30	A&N Islands	1.2	0.5	45	1.1	0.6	54	0.9	0.5	53.4	0.4	0.2	57.9	0.4	0.2	40.7
31	Chandigarh	8.2	2.7	33.2	9.9	3.5	35.5	7.6	3	39.4	6.9	1.9	26.8	7.2	1.7	23.5
32	D&N Haveli	1.4	0.7	54.2	5.8	1.8	30.6	1.3	0.4	30.9	1.7	0.3	19.1	4.6	3.3	70.4
33	Daman	0.8	0.1	11.	0.9	0.2	25.	1.2	0.5	44.						

	& Diu			4			3			5						
34	Delhi UT	752.7	77.6	10.3	1017.7	61.8	6.1	865.2	88.3	10.2	568.5	58.2	10.2	722.4	80.4	11.1
35	Lakshadweep	0	0	2.5	0	0	0	0.1	0	0	0	0	26.3	0	0	31.3
36	Puducherry	6.1	2.1	34.9	4.9	1.7	35.5	11.9	2.1	17.7	2.5	0.9	33.8	4.7	2.1	44.1
	TOTAL UT(S)	**770.4**	**83.7**	**27.35**	**1040.3**	**69.6**	**26.71**	**888.2**	**94.8**	**28.04**	**580**	**61.5**	**24.87**	**739.3**	**87.7**	**31.57**
	TOTAL (ALL INDIA)	**5002.5**	**1296.1**	**25.9**	**5211.9**	**1827.7**	**35.1**	**4719.2**	**1451.6**	**30.8**	**3678.1**	**1185**	**32.2**	**5173.2**	**1561**	**30.2**

VOP-Value of Property, S- Stolen, P- Percentage of recovery, UT- Union Territories

During 2017 to 2021 properties worth Rs. 16,160,141,064 were stolen and properties worth Rs. 5,011,822,625 were recovered accounting for 41.96% of stolen properties. It can be seen from the table that in the past five years (i.e. from 2017 to 2021) property stolen was highest in the year 2018 (Rs 5211.9 Crore) and lowest in the year 2020 (3678.1). likewise when the recovery percentage is compared, it is highest in the year 2018 (Rs 1827.7 Crore/35.1%) and lowest in the year 2017 (Rs 1296.1 crore/25.9%). Similarly there is a decrease in the recovery percentage in 2021 (30.2 %) compared to the previous year 2020 (32.2 %).

When the percentage recovery is compared, the highest recovery was made in the state Tamil Nadu with average 68.8% followed by Uttarkhand with 60.94%, Telangana with 57.04%, Himachal Pradesh with 50.08%, Andra Pradesh with 48.64%, Rajasthan 48.54% and Karnataka with 46.2% (7th Place in the highest recovery percentage in all the states).

Table 1.3: Cases of Motor Vehicle thefts in Karnataka 2017-2021

Year	Stolen	Recovered	Percentage
2017	10672	3072	28.78561
2018	9896	2923	29.53719
2019	8334	2583	30.99352
2020	8032	2546	31.69821
2021	9959	3318	33.316
Total	**46929**	**14442**	**30.84222**

During 2017 to 2021 a total of 137552 cases were registered under offences against property i.e. 22.12% total IPC Crimes occurred during 2017 to 2021. Maximum cases registered against property crimes were theft that having a share of 71.70 Percent of total property crimes. A Total of 97,815 theft cases, motor vehicle thefts are 46929 cases (i.e. 47.97 %). Of which 14442 were detected and recovered aggregating to 30.77 % recovery. When the recovery percentage is compared highest recovery was made in the year 2021.
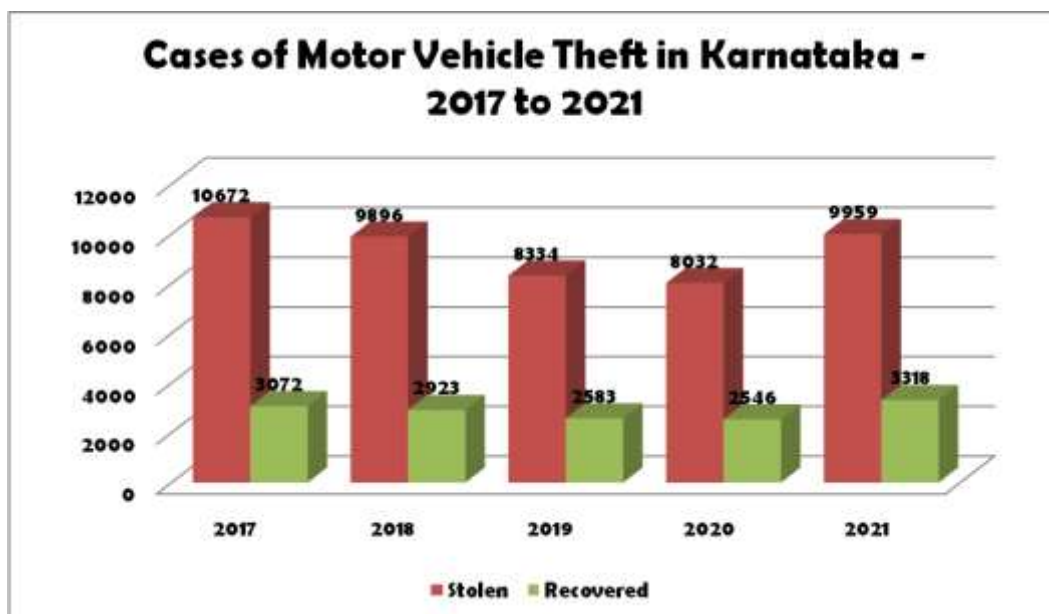
Graph 1.2: Cases of Motor Vehicle Thefts in Karnataka 2017 to 2021

Similarly there is an increase in the recovery percentage in 2021 (33.31) compared to the previous year 2020 (31.69 %).

Table 1.4: Motor vehicle stolen and percentage recovered in the districts of Karnataka during 2017- 2019

Sl	Districts	2017			2018			2019			2017-2019		
		S	R	P	S	R	P	S	R	P	S	R	P
1	Bagalkot	63	24	38.09	54	33	61.11	94	50	53.19	211	107	50.79
2	Bengaluru City	6155	1741	28.28	5057	1511	22.76	4772	1490	31.22	15984	4742	27.42
3	Bengaluru district	552	322	58.33	238	88	36.97	596	730	122.4	1386	1140	72.56
4	Belagavi District	203	34	16.74	169	66	39.05	152	26	17.1	524	126	24.29
5	Ballari	143	49	34.26	121	39	32.23	146	36	24.65	410	124	30.38
6	Bidar	88	35	39.77	114	34	29.82	119	48	40.33	321	117	36.64
7	Vijayapura	130	69	53.07	126	74	58.73	110	118	107.2	366	261	73
8	Chikkaballapura	73	33	45.2	68	20	29.41	72	11	15.2	213	64	29.93
9	Chamarajanagara	50	25	50	71	42	59.15	73	28	38.35	194	95	49.16
10	Chikkamagaluru	60	24	40	36	19	52.77	55	24	43.63	151	67	45.46
1	Chitradurga	73	51	69.8	70	14	20	113	35	30.9	256	100	40.2

1 1				6					7			7
1 2	Dakshina Kannada	45	27	60	17	7	41.17	26	8	30.76	88	42	43.97
1 3	Davangere	196	50	25.51	197	72	36.54	198	51	25.75	591	173	29.26
1 4	Dharwad	31	12	38.7	21	7	33.33	8	3	37.5	60	22	36.51
1 5	Gadag	40	18	45	38	15	39.47	42	16	38.09	120	49	40.85
1 6	Kalaburgi	146	33	22.6	164	36	21.95	40	15	37.5	350	84	27.35
1 7	Hassan	152	0	0	160	97	60.62	150	114	76	462	211	45.54
1 8	Haveri	60	24	40	79	32	40.5	106	25	23.58	245	81	34.69
1 9	Hubbali Dharwad	257	152	59.14	167	75	44.91	133	56	42.1	557	283	48.71
2 0	KGF	15	4	26.66	18	6	33.33	58	24	41.37	91	34	33.78
2 1	Kodagu	37	23	62.16	27	8	29.62	20	7	35	84	38	42.26
2 2	Kolar	104	40	38.46	69	16	23.18	126	52	41.26	299	108	34.3
2 3	Koppal	74	10	13.51	56	27	48.21	56	46	82.14	186	83	47.95
2 4	Mandya	283	52	12.3	287	33	11.4	258	107	41.47	828	192	38.66
2 5	Mangaluru City	122	33	27.04	122	60	49.18	93	37	39.78	337	130	38.66
2 6	Mysuru	319	103	32.28	262	135	51.52	292	120	41.09	873	358	41.63
2 7	Mysuru District	169	52	30.76	158	16	10.12	140	64	45.71	467	132	28.86
2 8	Raichur	84	56	66.66	62	20	32.25	80	71	88.75	226	147	62.55
2 9	K Railways	28	0	0	26	0	0	23	10	43.47	77	10	14.49
3 0	Ramanagara	240	48	20	182	40	21.97	173	48	27.74	595	136	51.21
3 1	Shimoga	202	25	12.37	163	72	44.17	170	93	54.7	535	190	37.08
3 2	Tumakuru	211	78	36.96	181	74	40.88	207	88	42.51	599	240	40.11

		S	R	P	S	R	P	S	R	P	S	R	P
3 3	Udupi	37	12	32.43	28	18	64.28	30	14	46.66	95	44	47.79
3 4	Uttara Kannada	55	21	38.18	52	28	53.84	36	26	72.22	143	75	54.74
3 5	Yadgir	35	14	40	26	14	53.84	25	8	32	86	36	41.94
3 6	Belagavi City	147	13	8.8	150	23	15.33	155	44	28.38	452	80	17.5
	Total	**10676**	**3307**	**30.97**	**8839**	**2871**	**32.48**	**9131**	**3803**	**41.64**	**28646**	**9981**	**34.84**

S- Stolen, R-Recovered, P- Percentage

A Unit-wise statistics of motor vehicle cases stolen and recovered in Karnataka state in the year 2017 to 2019 is given in table 1.4 . A total of 28646 cases were registered during the period of which 9981 cases were recovered with percentage recovery of 34.84 %. It can be seen from the table that in the period (2017 – 2019) motor vehicles stolen was highest in the year 2017 (i.e. 10676) and lowest in the year 2018(i.e. 8839) like-wise when the recovery percentage is compared it is highest in the year 2019(i.e. 41.64 %). Similarly there is an increase in the number of motor vehicle theft in 2019 (9131) from the previous year 2018 (8839). Like-wise there is also an increase in the percentage of recovery.

On analysis, it is found that the theft of Motor Vehicle is highest in Bangalore City, i.e. 15984 cases out of which 4742 with the percentage recovery of 27.42. When the percentage recovery is compared, the highest recovery was made in Vijayapura (i.e. 261 out of 366) with average recovery rate 73 % followed by Bengaluru district with 72.56 % (i.e. 1140 out of 1386).

From the above table it is also observed that Karnataka railways stands at the least Percentage of recovery 14.49 %. where as in 2017 28 cases were reported and 0 were recovered, in 2018 26 cases were reported and 0 were recovered in the year where as in 2019 23 cases were reported and only 10 were recovered.

Belagavi city stands as the second lowest in recovery with percentage recovery of 17.50 % i.e. 80 were recovered out of 452.

Motivation for Motor Vehicle Theft

Research suggests there are four common reasons why people steal motor vehicles:

(1)   Transportation,
(2)   Joyriding and other "cheap thrills" for juveniles,
(3)   Commercial theft and resale, and
(4)   Theft for commission of other criminal acts.

These reasons involve both expressive and instrumental motives (Miethe, 2010). Instrumental motives are especially present when vehicles are taken for the desire to benefit financially from the theft. Joy riders are generally youthful, non-age that are driven by a desire to impress peers of co-offenders, generally taking advantage of physical occasion for theft (i.e., cars that have keys left in the ignition) due to their lack of technical skill. Frequently these joyriders temporarily use vehicles for transportation before abandoning them (Miethe, 2010). In contrast, financially motivated offenders use car theft as a means for financial benefit (either through selling parts or

insurance fraud) or during the commission or another criminal act, such as a robbery or carjacking (Miethe, 2010). Factors associated with "target selection" also play an important role in motor vehicle thefts.

Motor vehicle thieves generally take three things into consideration when opting a vehicle:

(1)   Convenience and familiarity (e.g. readily available vehicles and targeting particular vehicles),

(2)   Signs of residency and custodianship (vehicles that have someone in them and are securely defended are less seductive targets), and

(3)   Anticipated yield and attractiveness (the greater the financial return anticipated, the greater the risk of its theft (Miethe, 2010)).

Approaches to Reduce the Occurrence of Motor Vehicle Theft

There are many criticisms of the criminal justice system's response to auto thieves. These criticisms are typically based on the arguments that the criminal justice sanction does not fit the seriousness of the offence and does little to deter most offenders. According to Ayers and Levitt (1998), if a small number of individuals are responsible for a disproportionate amount of crime, incapacitating these offenders in prison should reduce the amount of motor vehicle theft. Others have argued that it is incumbent on the owners of motor vehicles to "target harden", or increase the security of their vehicle to more effectively deter theft. Target hardening may involve the use of car alarms, immobilizers, or steering wheel locks. Immobilizers prevent the car from starting by turning off a car's electrical parts (e.g. the starter or fuel system). The only way to bypass this system is with the use of a special key (www.icbc.com). In 1998, immobilizers were made mandatory on all new cars produced in the United Kingdom (Brown and Thomas, 2003). However, as new cars are equipped with this security feature, there is some concern that this could result in the displacement of motor vehicle theft to older models that are less secure. Another approach to motor vehicle theft is target hardening. Bromley and Thomas (1997) compared motor vehicle theft rates in two Welsh cities to assess the environmental effects of enhanced security measures in car parks. Specifically, they examined several multi-storey and open air car parks. Open air car parks were identified as conducive to motor vehicle theft because they allowed for easier escape from the scene, they did not tend to have roving patrols, and they lacked Closed Circuit TV (CCTV). Their analysis suggested that rates of motor vehicle theft could be reduced by a variety of simple measures, such as controlled exits, restricted pedestrian access, increased lighting, and painting the walls lighter colours. Although the authors found that the use of CCTV decreased motor vehicle theft, this measure was not as effective when not combined with the additional aforementioned security measures.

Data Sources and Limitations

Data for this report were obtained from three sources: the National Crime Records Bureau 2017 to 2021 and State Crime Record Bureau, Karnataka 2017 to 2021. Although these sources provide comprehensive data on motor vehicle thefts known to the police, they have limitations. First, motor vehicle thefts that are not reported to the police are excluded from these data sources. Second, jurisdictional differences in how motor vehicle thefts are recorded and reported affect the validity and reliability of these data as accurate measures of the nature and prevalence of motor vehicle theft. Third, given that only a small proportion of motor vehicle thefts are cleared by an arrest, the profile of those arrested is probably not an accurate portrayal of the

characteristics of all motor vehicle thieves. Due to these limitations, some caution should be exercised in interpreting estimates of the nature and prevalence of motor vehicle theft and its characteristics that are provided in this study.

References

1.   Amanda V MC Cormick, Darryl Plecass, Irwin M. Cohen, November 2007, Motor Vehicle Theft: An Analysis of Recovered Vehicles in the Fraser Valley, School of Criminology and Criminal Justice, University College of the Fraser Valley.
2.   Danielle Shields, Terance D. Miethe, Ph.D., and Timothy C. Hart, Ph.D, Auto Theft in Nevada, 1994-2008, September 2010. College of Urban Affairs Department of Criminal Justice, Center for the Analysis of Crime Statistics State Data Brief.
3.   Sandeep Kumar Sharma, Pawan Kumar Sharma, Dr. Ravinder kaur, October-December 2017, Motor Vehicle Theft in Ludhiana City: A Spatial Analysis, The Indian Police Journal, BPRD, Volume 64 No.4, ISSN 0537-2429.
4.   Crime in India 2017 - 2021, statistics Volume 3, National Crime Records Bureau, Ministry of Home Affairs, Government of India
5.   Crime in Karnataka 2017 - 2021, Police Computer wing and state crime records bureau, Bengaluru, Government of Karnataka.