

We do not have any statistics on the number of cars **made** in any particular year that are stolen. The 'Car Theft Index 2004' published by the Home Office in December 2004 does include some information on the number of cars **registered** in 2003 that were stolen in England, Scotland and Wales. However, this does not include all cars registered in 2003 and is therefore not representative of the full year. We do have some information of theft rates for 2002 and the table below gives the statistics for Honda cars:

Model	Average theft rate per 1,000 registered	Theft rate for those registered in 2002
Jazz	0.5	0.8
Logo	0.9	n/a
Ballade	18.2	n/a
Civic	9.4	4.3
Concerto	12.7	n/a
Accord & Aerodeck & Coupe	7.9	3.3
Integra & Quintet	12.0	n/a
Legend	16.3	n/a
Civic CRX	17.1	n/a
Integra Type R	6.4	n/a
NSX & Prelude	16.2	n/a
S2000	7.0	5.9
CR-V	1.6	1.4
HR-V	2.1	2.3
Shuttle	1.1	n/a
Stream	1.6	1.9

Security improvements, particularly the fitting of electronic immobilisers (compulsory under EU regulations for all cars sold 1998), have made it very difficult to steal cars without the keys, but not impossible. For example some determined, organised, criminals have resorted to stealing cars by lifting them on to low load trailers. To help counter this type of theft, and others such as

the theft of car keys to steal vehicles and carjackings, the Motor Insurance Repair Centre, or 'Thatcham' as it widely known has introduced the 'Thatcham Category 5 Criteria'. This is a criteria for systems that track stolen cars and then allow for their engines to be remotely prevented from being restarted when they have stopped in a safe place. Not only will this help the police catch more criminals, it will also reduce the criminal incentive to steal vehicles fitted with these systems because the vehicles will be worthless to the criminals.