

<b>Contents</b>		
<b>Acknowledgements</b>		5
<b>Preface</b>		6
<b>Chapter 1</b>		
	<i>Introduction</i>	9
	<i>Structure of Book</i>	11
<b>Chapter 2</b>	<b>Fear of Crime</b>	
	<i>Introduction</i>	14
	<i>Criminological Theory – Right Realism</i>	18
	<i>Crime Prevention and Risk</i>	20
	<i>Conclusion</i>	20
<b>Chapter 3</b>	<b>Law and Order in Great Britain and the Netherlands</b>	22
	<i>The Governance of Crime in Great Britain</i>	22
	<i>The Third Way and Crime in Britain</i>	22
	<i>The Governance of Crime in the Netherlands</i>	23
	<i>Policy and Crime in the Netherlands</i>	25
	<i>Public Safety in the Netherlands</i>	25
	<i>Political Control and Accountability of the Police in the Netherlands</i>	28
	<i>Police Organisation and Structure in the Netherlands</i>	28
	<i>Community-Police Relations in the Netherlands</i>	28
	<i>The Police in Great Britain</i>	29
	<i>Managerialism</i>	30
	<i>Market and Bureaucracy</i>	31
	<i>Neo-Liberalism and Criminology</i>	34
<b>Chapter 4</b>	<b>Risk and Criminology</b>	37
	<i>Introduction</i>	37
	<i>Risk and Actuarialism</i>	38
	<i>Risk and Culture</i>	41
	<i>Morality and Actuarialism</i>	42
	<i>Conclusion</i>	43
<b>Chapter 5</b>	<b>Comparative Crime Statistics and Crime Surveys</b>	45
	<i>Introduction</i>	45
	<i>Overview of the International Crime Victim Survey 1989-2002</i>	46
	<i>Cultural Hegemony and Crime</i>	47
	<i>Comparative International Crime Statistics</i>	50
	<i>Vehicle Crime Counting Rules in Europe</i>	50
	<i>Timing of Recording Incidence</i>	51
	<i>Definition of Theft</i>	51
	<i>Misappropriation</i>	52

<b>Chapter five (cont)</b>	<i>Temporary Use</i>	52
	<i>Definition of Temporary Use</i>	52
	<i>Trends in Vehicle Theft in Great Britain</i>	53
	<i>Policy on Vehicle Theft in Great Britain</i>	53
	<i>Trends in Vehicle Theft in the Netherlands</i>	54
	<i>Policy on Vehicle Theft in the Netherlands</i>	55
	<i>Vehicle Crime Statistics in Great Britain</i>	56
	<i>The British Crime Survey (BCS)</i>	57
	<i>Survey Sample</i>	57
	<i>Methods</i>	57
	<i>Police Statistics in Great Britain</i>	59
	<i>Conclusion</i>	59
<b>Chapter 6</b>	<b>Actuarialism and Insurance</b>	61
	<i>Introduction</i>	61
	<i>Asymmetric Information and Signalling</i>	61
	<i>Screening</i>	62
	<i>Moral Hazard</i>	62
	<i>Adverse Selection</i>	63
	<i>Motor Insurance in Europe</i>	63
	<i>Legal Rules of Third Party Motor Insurance in Europe</i>	64
	<i>Motor Insurance Structure in the Netherlands</i>	65
	<i>Third Party Motor Insurance Ratings in the Netherlands</i>	65
	<i>General Insurance in Great Britain</i>	65
	<i>Motorcycle Insurance Market in Great Britain</i>	66
	<i>Motor Insurance Structure in Great Britain</i>	67
	<i>Motor Policies</i>	67
	<i>Calculations of Motorcycle Insurance Premiums</i>	68
	<i>Uninsured drivers in Great Britain</i>	69
	<i>Compulsory Third Party (CTP) Insurance in Australia</i>	71
	<i>CTP Schemes by State</i>	72
	<i>CTP in South Australia</i>	73
	<i>Insurance as a Service for the Community</i>	73
	<i>Conclusion</i>	74
<b>Chapter 7</b>	<b>The Motorcycle Action Group UK</b>	77
	<i>Introduction</i>	77
	<i>The Motorcycle Action Group (MAG UK)</i>	77
	<i>Background</i>	77
	<i>The Motorcycle Action Group and Motorcycle Theft</i>	81
	<i>Conclusion</i>	83

<b>Chapter 8</b>	<b>Vehicle Security and Crime Reduction</b>	84
	<i>Introduction</i>	84
	<i>Motorcycle Crime Reduction Group (MCRG)</i>	84
	<i>A Policeman's Perspective</i>	85
	<i>Crime Reduction Strategies and Security</i>	86
	<i>Survey of Owners of Stolen Motorcycles and Control Group</i>	87
	<i>Security</i>	92
	<i>Conclusion</i>	96
<b>Chapter 9</b>	<b>Riders in Great Britain and in the Netherlands</b>	98
	<i>Introduction</i>	98
	<i>A Survey of Dutch and British Riders</i>	98
	<i>Conclusion</i>	107
<b>Chapter 10</b>	<b>Conclusion</b>	110
	<i>Introduction</i>	110
	<i>Crime Control</i>	110
	<i>Governance</i>	112
	<i>Insurance</i>	113
	<i>Governance and Regulation</i>	114
<b>References</b>		118
<b>Abbreviations</b>		130
<b>Appendix</b>	<b>Insurance</b>	131
	<i>Motor Insurance in Great Britain – Type of Insurance</i>	131
	<i>Location and Claims</i>	132
	<i>CTP car insurance in Australia (av. Cost)</i>	132
	<i>CTP motorcycle insurance in Australia</i>	133
<b>Figures and Tables</b>		
<b>Table 5.1</b>	<i>Comparisons with Motor Vehicle Theft in Comparable Developed Nations</i>	47
<b>Figure 5.2</b>	<i>Vehicle Theft in Europe – Input and Output Statistics</i>	51
<b>Figure 5.3</b>	<i>Trends in Vehicle Theft in Great Britain 1972-2000</i>	53
<b>Figure 5.4</b>	<i>Total Vehicles Stolen in the Netherlands 1990-2001 and percentage of Vehicle Theft to car parc</i>	54
<b>Figure 5.5</b>	<i>Vehicle Theft by Category in the Netherlands 1995-2003</i>	55
<b>Table 6.1</b>	<i>Third Party Only Motorcycle Insurance</i>	69
<b>Table 6.2</b>	<i>Australian CTP Scheme Types</i>	72
<b>Table 6.3</b>	<i>Motorcycle Insurance in Europe</i>	75
<b>Table 6.4</b>	<i>Third Party Fire and Theft Motorcycle Insurance in Great Britain</i>	76
<b>Table 8.1</b>	<i>Total PTW Parc in Great Britain in 2000</i>	87
<b>Table 8.2</b>	<i>Home Office Findings on PTW Theft 2000</i>	88
<b>Table 8.3</b>	<i>Engine Sizes and Motorcycle Theft</i>	88

<b>Table 8.4</b>	<i>Theft of all PTWs in Great Britain in 2000</i>	89
<b>Table 8.5</b>	<i>Motorcycles by Age from MAG UK Survey</i>	89
<b>Table 8.6 (a)</b>	<i>Age of Bike and Type of Insurance – Stolen Bike Group</i>	90
<b>Table 8.6 (b)</b>	<i>Age of Bike and Type of Insurance – Control Group</i>	90
<b>Table 8.7 (a)</b>	<i>Age of Bike and Cost of Insurance – Stolen Bike Group</i>	91
<b>Table 8.7 (b)</b>	<i>Age of Bike and Cost of Insurance – Control Group</i>	91
<b>Table 8.8 (a)</b>	<i>Engine Size of Bike and Garage Ownership – Stolen Bike Group</i>	92
<b>Table 8.8 (b)</b>	<i>Engine Size of Bike and Garage Ownership – Control Group</i>	93
<b>Table 8.9 (a)</b>	<i>Security by engine size used by Stolen Bike Group</i>	93
<b>Table 8.9 (b)</b>	<i>Security by engine size used by Control Group</i>	94
<b>Table 8.10 (a)</b>	<i>Age of bike and reasons for using security Stolen Bike Group</i>	94
<b>Table 8.10 (b)</b>	<i>Age of bike and reasons for using security Control Group</i>	94
<b>Table 8.11</b>	<i>Concerns about Motorcycle Theft</i>	95
<b>Table 8.12 (a)</b>	<i>Age of bike and Technology used for the Stolen Bike Group</i>	96
<b>Table 8.12 (b)</b>	<i>Age of bike and Technology used for the Control Group</i>	96
<b>Table 9.1</b>	<i>Profile of Dutch and British Riders</i>	99
<b>Table 9.2</b>	<i>Engine size of Motorcycles</i>	99
<b>Table 9.3</b>	<i>Age of Motorcycles</i>	99
<b>Table 9.4</b>	<i>Type of Insurance for Dutch and British Riders</i>	100
<b>Table 9.5 (a)</b>	<i>Age of British Riders and Type of Insurance</i>	100
<b>Table 9.5 (b)</b>	<i>Age of Dutch Riders and Type of insurance</i>	100
<b>Table 9.6 (a)</b>	<i>The value of the Bike and type of insurance for Dutch Riders</i>	101
<b>Table 9.6 (b)</b>	<i>The value of the Bike and type of insurance for British Riders</i>	101
<b>Table 9.7</b>	<i>Period of No Claims Discount</i>	102
<b>Table 9.8</b>	<i>Cost of Insurance for Dutch and British Riders</i>	103
<b>Table 9.9 (a)</b>	<i>Dutch Riders - garage owners and Type of Insurance</i>	103
<b>Table 9.9 (b)</b>	<i>British Riders - garage owners and Type of Insurance</i>	104
<b>Table 9.10</b>	<i>Security used by Dutch and British Riders</i>	104
<b>Table 9.11</b>	<i>Reasons for using security by Dutch and British Riders</i>	105
<b>Table 9.12</b>	<i>Riders were asked to agree or disagree with the statement. “I am worried about Theft”</i>	105
<b>Table 9.13</b>	<i>Riders were asked to agree or disagree with the statement “Theft is a bigger problem in this country than in other European Countries”.</i>	106
<b>Table 9.14</b>	<i>Disclosure of claims made between 2000 and 2003</i>	107
<b>Table 9.15</b>	<i>Theft of Motorcycles in Great Britain in 2000 for engine sizes between 401cc and 1500cc</i>	108
<b>Table 9.16</b>	<i>Theft of Motorcycles in the Netherlands 2000 - 2003</i>	109