

CHAPTER 12
CARGO THEFT INTERDICTION PROGRAM
REVISED JANUARY 2017
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CHAPTER 12

CARGO THEFT INTERDICTION PROGRAM

1. BACKGROUND.

a. Assembly Bill 813. Assembly Bill (AB) 813 was signed into law on October 5, 1993. The bill created the Commercial Motor Carrier Safety Enforcement Fund (CMCSEF) to be administered by the California Highway Patrol (CHP) for use by the Department and other law enforcement agencies to provide for safety and security of highway carriers and their cargo. The intent of the legislation is for the Department to coordinate cargo theft interdiction activities throughout the state. It is not the intent of the legislation for all law enforcement agencies to enact separate commercial vehicle enforcement programs. The Department conducted a study of cargo theft which revealed approximately 97 percent of the identified cargo theft problem exists in three regions: Golden Gate (San Francisco Bay region), Southern (Los Angeles, Riverside, and San Bernardino Counties), and Border (San Diego, Orange, and Imperial Counties). As a result, each of these three regions received a sergeant position.

b. Assembly Bill 1683. On January 1, 1995, federal legislation took effect which preempted the Public Utilities Commission's authority to carry out various regulatory functions including the collection of fees to be deposited into the CMCSEF. California Governor Pete Wilson signed AB 1683 on September 28, 1996, which imposed a cargo theft interdiction fee to be collected from motor carriers of property by the Department of Motor Vehicles (DMV). The DMV is responsible for ensuring this money is transferred into the Motor Carriers Safety Improvement Fund (MCSIF) which will be administered by the CHP.

2. OFFICE OF PRIMARY INTEREST RESPONSIBILITY.

a. Coordination. It is the responsibility of the CHP to coordinate cargo theft interdiction statewide and to administer the MCSIF. Field Support Section (FSS) is the Office of Primary Interest for the Cargo Theft Interdiction Program (CTIP).

b. Cargo Theft Interdiction Program Purchases. Field Support Section will be responsible for approving all CTIP expenditures under the MCSIF and will normally handle purchase requests for equipment, training, and supplies for the program.

c. Cargo Theft Interdiction Program Budget. Field Support Section will manage the CTIP budget with assistance from Fiscal Management Section (FMS).

d. Monthly Fund Reconciliation Report. The Division Investigative Services Unit (ISU) Coordinator, or designee, shall review submitted timekeeping documentation to ensure all costs associated with regular and overtime hours expended by personnel performing CTIP duties are accurately charged against CTIP funds. Field Support Section shall monitor the FMS Monthly Fund Reconciliation Report to ensure funds are being utilized efficiently and advise FMS of any discrepancies.

3. DIVISION RESPONSIBILITIES.

a. Golden Gate, Southern, and Border Division Commanders. Each of these Divisions have a sergeant position budgeted by CTIP funds to coordinate cargo theft interdiction at the Division level. Commanders of these Divisions shall develop a Standard Operating Procedure for their cargo theft interdiction efforts and are encouraged to provide additional resources, if available, to any of the following operations:

(1) Regional Operation Teams. A proactive response to the cargo theft problem that implements an investigative approach to cargo theft crimes including the recovery of stolen commercial vehicles and cargoes and the arrest of cargo theft suspects.

(2) Local Agency Assistance/Liaison. Support should be given to local law enforcement agencies through the sharing of intelligence information and assistance provided to investigative efforts. It is important all local law enforcement agencies document cargo theft separately, not just as a burglary, and share this information with the CHP.

(3) Private Industry/Law Enforcement Training - Awareness. Extensive effort should be directed toward improved liaison and increased training/awareness among law enforcement and the private sector. Through the joint effort of state agencies, local law enforcement, and private industry, enhancements will be made in the reporting procedures currently being followed when cargo thefts occur. Many large trucking companies are self-insured. This fact, when combined with past unresponsiveness by law enforcement to address the problem, has led many companies to refrain from reporting thefts. Additionally, many trucking companies and manufacturers are hesitant to report thefts which could negatively impact their client base or the value of their products.

- (a) Contacts with private industry should include discussions on the timely reporting of cargo theft and measures which can be taken to reduce the occurrence of this type of theft. One common approach is to provide private industry with a theft report fax sheet (refer to Annex A). This form can be completed immediately after the thefts occur and faxed to the appropriate Division CTIP Coordinator.
- b. Golden Gate, Southern, and Border Division Investigative Services Unit Coordinators. The specified ISU Coordinators should monitor the activities of their CTIP team and coordinate any multidivisional investigation.
- c. Golden Gate, Southern, and Border Division Cargo Theft Interdiction Program Supervisors.
- (1) Responsible for managing cases.
 - (2) Approve all overtime used for CTIP investigations.
 - (3) Prepare monthly CTIP activity report for FSS.
 - (4) Ensure timely updates to the CTIP database.
- d. Beat Code 846. Beat code 846 is reserved for cargo theft interdiction.
- (1) Cargo Theft Interdiction Program personnel funded by the MCSIF shall use beat code 846 for all CHP A415, Automated Daily Field Record, activity reporting.
 - (2) Personnel assigned to CTIP operations that are not funded by the MCSIF shall use beat code 846 for regular time worked.
- e. Special Project Code 93.
- (1) Special project code 93 is reserved for overtime involving cargo theft interdiction. The following procedures apply:
 - (a) In conjunction with using beat code 846, special project code 93 shall be used for all CHP A415.
 - (b) Personnel assigned to CTIP operations that are not funded by the MCSIF which accrue overtime shall report on a supplemental CHP A415 using special project code 93, and must have approval by the CTIP supervisor.

4. REPORTING PROCEDURES.

a. Cargo Theft Interdiction Program Monthly Investigation Summary. Each CTIP supervisor shall submit a monthly report of activity completed by CHP CTIP personnel to FSS. This report is due by the 15th of the month following the end of the reporting period. The report should include the following data:

(1) Number of Investigations. Indicate the number of cargo theft investigations that were initiated, closed, and ongoing during the reporting month and year to date (refer to Annex B).

(2) Number of Assists. Indicate the number of investigation assists provided during the reporting period and year to date.

(3) Number of Vehicles Recovered. Indicate the number of vehicles recovered for the reporting month and year to date. Report separately between tractors, trailers, and other vehicle types.

(4) Number of Cargoes Recovered. Indicate the number of cargoes recovered (whether partial or complete recovery) for the reporting month and year to date.

(5) Number of Arrests. Indicate the number of arrests made for cargo theft for the reporting month and year to date.

(6) Value of Recovered Cargoes. Indicate the value of recovered cargoes for the reporting month and year to date.

(7) Value of Recovered Vehicles. Indicate the value of all recovered vehicles (e.g., tractors, trailers, other) for the reporting month and year to date.

(8) Total Value of Recovered Vehicles and Cargo. Indicate the total value of all recovered vehicles and cargo for the reporting month and year to date.

(9) Case Summaries. Case summaries shall be a brief description of all cargo theft cases closed in the reporting month. A case number shall be listed at the beginning of each summary in the format designated by General Order (GO) 100.38, Assignment of Case Numbers (see Annex B).

b. Confidential Funds. Refer to Chapter 7, Information Management and Confidential Funds, paragraph 5.d.(5), of this manual for reimbursement of confidential funds utilized in CTIP cases. A CHP 262, Travel Expense Claim, will

be submitted to the FSS CTIP Coordinator for approval, who in turn will submit the claim (indicating the CTIP expenditure) to FMS.

c. Case File Management. The CTIP supervisor shall maintain the CTIP case file control log numbers in accordance with policy established in GO 100.38. However, because GO 100.38 does not provide a method to differentiate a CTIP case number from an ISU case number, a method has been developed to differentiate a CTIP case from other felony cases. Example: All identifying numbers are written as directed in GO 100.38 and logged in the Division log. Those numbers will then be followed by a "C" to identify CTIP cases. This numbering method would only show on the Division log to easily identify cases for audit purposes. Additionally, it would allow the Department to readily identify CTIP cases to obtain statistical and financial information that is necessary for budgetary purposes and management control.

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ANNEX A

CARGO THEFT INTERDICTION PROGRAM THEFT REPORT FAX SHEET



Cargo Theft Interdiction Program (CTIP) Task Force
P.O Box 151
San Pedro, CA 90733-0151

CARGO THEFT REPORT FAX SHEET

Please fax or email information regarding any cargo theft loss to, California Highway Patrol, Cargo Theft Interdiction Program (CTIP). The information will be forwarded to law enforcement personnel in an attempt to recover the stolen vehicle and/or load. *This information is for official law enforcement use only.* Include as much of the following information as possible:

SOUTHERN CTIP FAX: (310) 513-7801 Page of Pages
SOUTHERN CTIP PHONE: (310) 513-7800
CTIP EMAIL: SOCTIP@CHP.CA.GOV

TO: Cargo Theft Interdiction Program Task Force
FROM: _____ **PHONE:** _____

Date & Time of Theft: _____ Location of Theft: _____

Law Enforcement Agency Reported to: _____ Case Number: _____

Cargo Recovered? Recovered by: Location Recovered & Date:
 Yes No

Carrier Warehouse or Company in Possession of Cargo at Time of Theft: _____ Value of Stolen Cargo: _____

Type of Product(s) Stolen: _____ Brand(s): _____ Model(s): _____

Quantity: _____ Serial Number(s): _____ Additional Information: _____

Insurance Company: _____ Phone Number: _____ Adjuster: _____

Trailer/Chassis Make, Model & Year: _____ Trailer License Number: _____ License State: _____

Tractor Make, Model & Year: _____ Tractor License Number/State: _____ Value of Vehicle Stolen: _____

How did theft occur?

Was vehicle hijacked? Yes No

Suspect Description: _____ Suspect Vehicle Description: _____

Were weapons used? Yes No

If yes, type(s) of weapon(s) used: _____


Vehicle Recovered? Recovered by: Location Recovered and Date:
 Yes No

Additional Comments (surveillance videos, photos, witnesses, etc.):

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ANNEX B

CARGO THEFT INTERDICTION PROGRAM MONTHLY INVESTIGATION SUMMARY

State of California	Transportation Agency	
Memorandum		
Date:		
To:	Field Support Section	
From:	DEPARTMENT OF CALIFORNIA HIGHWAY PATROL Southern Division Investigative Services Unit	
File No.:	501.11000.A12345	
Subject:	SOUTHERN DIVISION CTIP REPORT – DECEMBER 2015	
	<u>DEC 2015</u>	<u>Year-to-Date</u>
Number of Investigations		
Open	#	#
Closed	#	#
Ongoing	#	#
Number of Assists	#	#
Number of Vehicles Recovered (total)	#	#
Tractors	#	#
Trailers	#	#
Other	#	#
Number of Cargoes Recovered		
Complete	#	#
Partial	#	#
Number of Arrests	#	#
Value of Recovered Cargoes	\$	\$
Value of Recovered Vehicles (total)	\$	\$
Tractors	\$	\$
Trailers	\$	\$
Other	\$	\$
TOTAL VALUE RECOVERED VEHICLES AND CARGO	\$	\$
		
<i>Safety, Service, and Security</i> <small>CHP 51 (REV. 08/2013) 0 P1076</small>		<i>An Internationally Accredited Agency</i>

ANNEX B

CARGO THEFT INTERDICTION PROGRAM MONTHLY INVESTIGATION SUMMARY
(continued)

Field Support Section
Page 2

CASE SUMMARY:

F002-312-15C: Conducted a business inspection in Paramount which resulted in recovery of 90,000 units of stolen Power Rangers toys, valued at approximately \$700,000.

J. SMITH, Lieutenant
Investigative Services Unit Coordinator