



Phillip Swift  
request-1378371-  
955791b8@whatdotheyknow.com  
16 February 2026

Dear Phillip Swift

**Freedom of Information Request: FOI2025/17687**

Thank you for your email of 16 December 2025, which we have included in the Annex below. Your request has been handled as a request for information under the Freedom of Information Act 2000 (FOIA).

I am able to disclose some of the information that you have requested, as set out in the enclosed Annex.

The Home Office holds more of the information that you have requested. However, after careful consideration we have decided that certain information is exempt from disclosure under sections 23(1), 31(1)(a) and 35 of the FOIA.

Section 23(1) of the Freedom of Information Act 2000 exempts information that was supplied by or relates to bodies dealing with security matters. As Section 23 is an absolute exemption, there is no requirement to conduct a public interest test.

Section 31 applies where disclosing information would harm either your ability, or the ability of another body, to enforce the law. Section 31(1)(a) protects information where disclosure would, or would be likely to, prejudice law enforcement functions. This exemption exists to safeguard the ability of public authorities to prevent and detect crime, apprehend offenders, and maintain the administration of justice. Releasing such information could compromise operational tactics, undermine investigations, or assist individuals in evading law enforcement, ultimately reducing the effectiveness of policing and public safety measures.

Section 35 protects the integrity of the policymaking process and prevents disclosures that would undermine this process and result in less well-considered or effective policies.

The public interest falls in favour of maintaining these exemptions.

These are qualified exemptions and require consideration of the public interest test. We have therefore concluded the public interest lies in favour of withholding some of the information you have requested. The arguments we considered, both for and against disclosure, are set out in the attached Annex.

Information also has been withheld under section 40(2) of the FOIA because of the condition at section 40(3A)(a) where this concerns the personal data of third parties. The Home Office has obligations under data protection legislation and in law generally to protect personal data. This exempts personal data from release if disclosure would contravene any of the data protection principles in Article 5(1) of the UK General Data Protection Regulation and section 34(1) of the Data Protection Act 2018. We believe release would breach the first data protection principle, since it would be unlawful and unfair to disclose the information.

If you are dissatisfied with this response you may request an independent internal review of our handling of your request by submitting a complaint within two months to [foirequests@homeoffice.gov.uk](mailto:foirequests@homeoffice.gov.uk), quoting reference **FOI2025/17687**. If you ask for an internal review, it would be helpful if you could say why you are dissatisfied with the response.

As part of any internal review the Department's handling of your information request would be reassessed by staff who were not involved in providing you with this response. If you were to remain dissatisfied after an internal review, you would have a right of complaint to the Information Commissioner as established by section 50 of the FOIA.

A link to the Home Office Information Rights Privacy Notice can be found in the following link. This explains how we process your personal information: <https://www.gov.uk/government/publications/information-rights-privacy-notice>

Yours sincerely

Public Safety Group

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## Email 1 - Freedom of Information Request: FOI2025/17687

I am writing to request information held by the Home Office under section 1 of the Freedom of Information Act 2000 concerning the National Vehicle Crime Intelligence Service (NaVCIS).

This request relates to the period 1 January 2023 to the present.

Please provide any information held by the Home Office that falls within the following categories:

1. NaVCIS funding model

o Records, briefings, correspondence, submissions, or internal notes describing or referring to:

- how NaVCIS is funded;
- the identity or category of funding contributors (for example, finance and leasing companies, insurers, hauliers, or other industry bodies)\*;
- any understanding held by the Home Office as to whether NaVCIS is wholly or predominantly funded by a single industry body or sector.

\*The identity of corporate entities does not constitute personal information

2. Awareness of seizure-linked or reward-based funding

o Any records evidencing Home Office awareness, consideration, or discussion of a funding or remuneration mechanism under which NaVCIS receives:

- a fixed payment per vehicle seizure; and/or
- a percentage-based payment linked to the value of seized vehicles (including any references to "bottom book value" or similar valuation metrics).

3. Governance, accountability, and transparency considerations

o Any documents, internal assessments, correspondence, or briefing material that refer to:

- the appropriateness of an industry-funded model for a national police intelligence and enforcement function;
- governance, accountability, or transparency risks associated with such a model;
- conflicts of interest or perceived conflicts arising from seizure-linked or outcome-based funding arrangements.

4. Engagement with policing bodies

o Notes, minutes, correspondence, or briefing papers relating to discussions between the Home Office and:

- the National Police Chiefs' Council (NPCC);
- NaVCIS; and/or
- other national policing or intelligence bodies

where those discussions relate to NaVCIS funding, capacity, operational remit, or funding adequacy.

5. Parliamentary briefings

o Any briefing material, submissions, or internal advice prepared for Ministers or officials in connection with Parliamentary Questions or correspondence concerning NaVCIS funding or its industry-funded model.

- I am not seeking personal data.
- I am not seeking operational intelligence or live investigative material.
- Where information is withheld, please specify the statutory exemption relied upon and explain why it applies.
- If any part of this request is considered to exceed the cost limit, please provide advice and assistance under section 16 to allow the request to be refined.

## Email 2 - Email of 24 October 2025 from NaVCIS to Home Office

**From:** <Redacted>@navcis.police.uk>

**Sent:** 24 October 2025 12:15

**To:** <Redacted>@homeoffice.gov.uk>

**Subject:** RE: Urgent questions

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Hi <Redacted>

<Redacted>

<Redacted>

- NaVCIS is the ONLY national police unit to be 100% industry funded- all other national units are fully financed by police/central government or a blended funding formula with industry

<Redacted>

Anything else you need please let me know.

<Redacted>

Br,

<Redacted>

<Redacted>

College of Policing

1, Leamington Road, Hopkins Building, CV8 3EN

<Redacted>

<https://navcis.police.uk/>

# Document 1 - Relevant Excerpt from Vehicle Theft Oversight Document Nov 2025

## **The National Vehicle Crime Intelligence Service (NaVCIS)**

NaVCIS is a national police unit, hosted by Hampshire & Isle of Wight Constabulary and operates independently, under the direction of the vehicle crime lead for the National Police Chief Council.

NaVCIS is entirely funded by the Finance Leasing Association under the provisions of the Police Act 1996 and spends funds specifically on the designated areas and therefore makes no profit.

Their mission is to co-ordinate the strategic and frontline response to vehicle finance crime across the UK by:

- Investigating reports of vehicle finance crime and providing specialist operational analysis, advice and support to UK police forces;
- Developing strategic intelligence and analysis that supports UK police forces in tackling vehicle finance crime and associated criminality;
- Developing and promoting crime prevention tactics and advice for the finance industry and wider communities.

The NaVCIS Intelligence team includes and supports diverse subject matter experts and uses a wealth of national and international contacts in industry and law enforcement to support longer term and strategic objectives, such as:

- identifying and frustrating the routes used for disposing of stolen vehicles assisting proactive operations;
- disseminating intelligence;
- building partnerships with industry;
- work involves proactive operations at UK ports; supporting national initiatives and police operations, as well as monitoring the movement of stolen vehicles with an ability to intercept and recover;
- The Intelligence team supports the Investigations team by creating and disseminating actionable intelligence packages to police forces to prompt prosecutions and enforcement.

## Email 3 - Extract of email of 1 March 2024 re Ports Meeting

**From:** <Redacted>

**Sent:** Friday, March 1, 2024 11:39 AM

**To:** <Redacted>

**Cc:** <Redacted>

**Subject:** Ports meeting

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<Redacted>

<Redacted>

<Redacted>

<Redacted>

### NaVCIS

<Redacted> has various reports he will pull together which will outline options for future staffing and the funding model for <Redacted> This is based on the insurance and finance companies contributing to the initiative based on recovered vehicles and is more of a sustainable model than a one off payment from uplift. –

There will also be some data around cost v benefit, showing that a police presence at the ports is worthwhile. This would probably help springboard any further academic work if you wanted to do that. –

<Redacted>

Regards

<Redacted>

## Email 4 - Car Crime - Jaguar Land Rover / Home Office catch up

Hi <Redacted>

The meeting took place yesterday – attended by ACC Sims, Opal, Border Force, <Redacted>, British Ports Association, PCC Roger Hirst (Essex) and representatives from: Essex, Met police, WMP, GMP, West Yorks and South Yorks.

- Home Office is providing £250k additional new funding <Redacted>
  - NPCC will be restructuring and refocusing NaVCIS and Opal to ensure more effective national co-ordination and intelligence-led operations.
  - The agencies listed above will be collaborating in regular intensification exercises. The Minister will maintain oversight of this, and ACC Sims will report progress to him.
- <Redacted>

I hope that's helpful,  
<Redacted>

<Redacted>

Neighbourhood Crime Unit  
Crime Reduction Directorate  
Home Office  
5th Floor Fry Building, 2 Marsham Street, London, SW1P 4DF

## Email 5 - Funding for vehicle crime FY 24/25

Hi <Redacted>

Many thanks for the confirmation and for all your help and support to get to this place.

Thanks for linking in with <Redacted>  
, as discussed the funding will come into Opal and <Redacted>  
will work out how to get the funding for the NaVCIS IDO over to <Redacted>

Kind regards,

Jenny

**Jennifer Sims (She/Her)**

ACC People Services

NPCC Lead for Vehicle Crime



Merseyside Police Headquarters | 15 Cazneau Street | Liverpool L3 3AN  
Direct Line Tel: <Redacted>

Mobile Tel: <Redacted>

Email: <Redacted>

Website: [www.merseyside.police.uk](http://www.merseyside.police.uk)



For more information about the use and disclosure of personal data, see our [privacy notice](#)

**From:** <Redacted>

**Sent:** Friday, May 24, 2024 2:16 PM

**To:** Sims Jennifer

**Cc:** <Redacted>

**Subject:** Funding for vehicle crime FY 24/25

Hi <Redacted>

This is to put in writing our conversation this afternoon about the funding for vehicle crime.

The Policing Minister agreed to £250k for work on vehicle crime at the border, for FY 24/25 only.  
This commitment will be honoured despite the general election being called.

Any future funding is subject to a Spending Review, and set against potentially new Government priorities.

I'll liaise with **<Redacted>**

about the details of what the funding will be spent on, and getting the grant agreement set up.

It may take us a little while to get the grant agreement in place, so in the meantime please take this email as confirmation of the funding.

Many thanks,

**<Redacted>**

**<Redacted>**

Neighbourhood Crime Unit  
Crime Reduction Directorate  
Home Office  
5th Floor Fry Building, 2 Marsham Street, London, SW1P 4DF

**<Redacted>**

## Email 6 - NaVCIS Funding – Weekly Comms Check in

**From:** <Redacted>

**Sent:** Wednesday, September 18, 2024 3:13 PM

**To:** <Redacted>

**Cc:** <Redacted>

**Subject:** RE: ASB/Shoplifting/Neighbourhood Crime Policy-Comms Weekly Check in

Hi <Redacted>

Thank you, so ports policing is not done by local forces (because that would be far too easy), it's done by NaVCIS. Some background below:

- NaVCIS is a national policing unit funded by industry, including finance and leasing companies, insurers and hauliers, to provide dedicated specialist intelligence and enforcement.
- The Home Office does not provide funding for NaVCIS directly.
- NaVCIS operates independently, under the direction of the National Police Chief Councils' vehicle crime lead ACC Jenny Sims
- NaVCIS undertakes intelligence-led enforcement action at ports to tackle vehicle crime.
- NaVCIS ports officers are trained vehicle examiners and are on-the-ground intelligence gatherers by <Redacted>

<Redacted>

<Redacted>

Many thanks,

<Redacted>

<Redacted>

**Neighbourhood Crime Unit**  
**Home Office, 5<sup>th</sup> Floor Fry Building**  
**2 Marsham Street, London SW1P 4DF**  
**Telephone:** <Redacted>

## Email 7 - Extract of email re Port Visit

Good morning all,

Wanted to share with you a readout of my visit. I attended the Police's intensification exercise on stolen vehicles at the Ports this week. This is being done via multi-agency so NPCC, Opal and NaVCIS – but NaVCIS were leading on the ground.

Apologies, as was hard to make notes while looking but happy to chat 😊

**Attendees:**

<Redacted>

<Redacted>

Overall, it was a truly fascinating day. I learnt so much. A few things that came up that I think for us to think about are:

Lack of funding for NaVCIS – can we help encourage industry to pay? NaVCIS raised working month to month

<Redacted>

Many thanks,

<Redacted>

Neighbourhood Crime Unit  
Home Office, 5<sup>th</sup> Floor Fry Building  
2 Marsham Street, London SW1P 4DF

Telephone: <Redacted>

## Email 8 – Extract from chain pertaining to Vehicle Theft Meeting Summary

**From:** <Redacted>

**Sent:** 07 May 2025 22:51

**To:** <Redacted>

**Cc:** <Redacted>

**Subject:** Re: Vehicle Theft meeting summary

<Redacted>

The insurers already pay for NaVCIS. That is a big operation but what they do is provide intelligence that helps to recover vehicles, not deal with the criminals behind the operations. <Redacted>

## Email 9 - Extract from chain pertaining to Industry-Funded Police Units

Hi <Redacted>

<Redacted>

<Redacted>

<Redacted>

Relatedly, I recently met with <Redacted> from NaVCIS. They've an interesting history where the unit was originally HO funded before austerity cuts in 2015 led to industry stepping forward to keep the unit operational – quite a clear rationale for the change of funding model but I don't know what the HO view of industry funding was at the time.

<Redacted>

Many thanks,  
<Redacted>

**From:** <Redacted>

**Sent:** 06 May 2025 10:39

**To:** <Redacted>

**Cc:** <Redacted>

**Subject:** Industry-funded police units

You don't often get email from <Redacted>

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Hi <Redacted>

I've been passed your contact details by <Redacted> at City of London Police. For a while, I've been looking for a contact at Home Office who might be able to advise on government policy around police funding but with little luck so far – I'm hoping you can change that!

<Redacted>

There are other industry-funded police units both within the CoLP and other forces (e.g. Op Opal, NaVCIS) so the concept is not unprecedented. We are also exploring opportunities to diversify the government's share to make the funding more sustainable and resilient in the years ahead.

<Redacted>  
Many thanks,  
<Redacted>

**<Redacted>**

**Intelligence & Law Enforcement**

Intellectual Property Office | Concept House | Cardiff Road | Newport | South Wales | NP10 8QQ

# Email 10 - Email pertaining to Meeting with Road Freight Crime

**From:** <Redacted>

**Sent:** 25 June 2025 09:59

**To:** <Redacted>

**Cc:** <Redacted>

**Subject:** RE: Meeting with Road Freight Crime - 1st July

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Hi <Redacted>

I have been led to believe that it is still going ahead but may be in parliament now due to the Welfare Bill.

In that case can I check a couple of things –

Are you able to confirm attendees and the formal agenda for the meeting (just so I can add to the notes im adding)

Also are you able to confirm the following lines are correct for a Q & A? –

## **Will you provide more funding to NaVCIS?**

- The National Vehicle Intelligence Service (NaVCIS) is a national policing unit funded by industry, including finance and leasing companies, insurers and hauliers, to provide dedicated specialist intelligence and enforcement. There are currently no plans for DfT to fund NAVCIS activities, however.
- Home Office are providing £250,000 funding to policing, including NaVCIS, this financial year to help support enforcement <Redacted>

Many Thanks

<Redacted>

<Redacted>

Stakeholder Engagement Manager, , Department for Transport

<Redacted>

# Public Interest Test

The exemptions in the FoI Act, referred to as 'qualified exemptions', are subject to a public interest test (PIT). This test is used to balance the public interest in disclosure against the public interest in favour of withholding the information, or the considerations for and against the requirement to say whether the information requested is held or not. We must carry out a PIT where we are considering using any of the qualified exemptions in response to a request for information.

The 'public interest' is not the same as what interests the public. In carrying out a PIT we consider the greater good or benefit to the community as a whole if the information is released or not. The 'right to know' must be balanced against the need to enable effective government and to serve the best interests of the public.

The FoI Act is 'applicant blind'. This means that we cannot, and do not, ask about the motives of anyone who asks for information. In providing a response to one person, we are expressing a willingness to provide the same response to anyone, including those who might represent a threat to the UK.

## Section 31(1)(a)

Section 31(1)(a) allows us to withhold information if its disclosure under the Act would, or would be likely to, prejudice the prevention or detection of crime. This exemption exists to protect law enforcement capabilities and operational processes, ensuring that disclosure does not compromise policing tactics, investigative methods, or the ability to prevent criminal activity.

Section 31(1)(a) is a qualified exemption and as such, is subject to a public interest test.

### **In favour of disclosing information:**

There is a public interest in promoting transparency and accountability in how law enforcement resources are allocated and managed. Disclosure can help maintain public confidence in policing and ensure that decisions are subject to scrutiny.

### **In favour of withholding information:**

Disclosure of operational details or funding arrangements could assist individuals in identifying law enforcement priorities and vulnerabilities, thereby undermining the effectiveness of crime prevention strategies. Revealing this information could enable offenders to adapt their behaviour to avoid detection or exploit gaps in enforcement.

There is a strong public interest in ensuring that law enforcement agencies can operate effectively and securely. Compromising operational processes would weaken the ability to prevent and detect crime, which could have serious consequences for public safety.

## Section 35 (Policy Development)

Section 35 allows us to withhold information if its disclosure under the Act would, or would be likely to, prejudice the policymaking process by preventing disclosures that would undermine this process and result in less well-considered or effective policies.

Section 35 is a qualified exemption and as such, is subject to a public interest test.

### **In favour of disclosing information:**

There is a need for the Home Office to be accountable, transparent and open in its decision-making and when responding to a public consultation.

### **In favour of withholding information:**

Disclosure of some of the internal and external communications concerning the consultation and decision to extend the off-sales regulatory easement would inhibit the policymaking process at this time due to the public interest in maintaining a “safe space” in which to allow the development of policy.

There is a strong public interest in Government being able to explore ideas internally and with external third parties to gauge the attitude and reaction to a proposed policy idea. Disclosure of this information would weaken the Government’s ability to ascertain the genuine views of such third parties. The removal of this safe space could lead to a “chilling effect” where both the Department and third parties are less willing to engage in exploration or pilots of new policy ideas where there is a risk of adverse public reaction should such proposals not be implemented.

