



**EXPLORING CRIME PREVENTION MEASURES TO ADDRESS
MOTOR VEHICLE THEFT IN JOZINI, KWAZULU-NATAL**

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2022
DECLARATION

I, Senzo Thubalethu Mthimkhulu, declare that:

- a. The research reported in this dissertation, except where otherwise indicated is my own work.
- b. This research has not been submitted for any degree or examination at any other university.
- c. The sources have been properly referenced and acknowledged in-text and in the reference section.

Signature:



Date: 01/12/2022

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ABSTRACT

Vehicle crimes, particularly vehicle theft and hijacking, are some of the most challenging crimes in South Africa. Vehicle crimes have tremendous impact on the stability of our country as people have lost trust in the police and related government departments due to their inability to curb these crimes. The main aim of this study was to explore current vehicle theft prevention strategies and to determine what, if anything, could be instituted to deter motor vehicle theft and hijacking in the Jozini area in KwaZulu-Natal. This study utilised a qualitative research approach and data were collection by means of semi-structured interviews. An in-depth interview was used to obtain clear and meaningful data from purposively selected participants. Thematic content analysis was employed to ensure that the processed data made sense and contributed to meaningful and trustworthy findings. Three significant theories underpinned this study, namely the routine activity theory, the rational choice theory, and the crime pattern theory. The study found that a major problem that exacerbated vehicle theft and hijacking in the study area was that the government failed to protect the Jozini community against vehicle crimes. Furthermore, the study confirmed that vehicle crimes were not a new phenomenon as these crimes had been perpetrated in this area for decades. Moreover, despite some measures to proactively try to prevent vehicle theft and hijacking in the study area, the government have failed dismally as vehicles are still hijacked and stolen with impunity. The study revealed that the police are doing very little to curb vehicle crimes, particularly as they are impeded by staffing shortages. Proposed crime prevention measures such as building a new police station in Empangeni, collaborating with a mobile tracker company in the Jozini area, constructing a fence between South Africa and Mozambique, and deploying more police officers can really help to curb and eventually eradicate vehicle crimes in this region. The study will contribute towards eradicating these crimes if the proposed recommendations, particularly the employment of more police officers to ensure strong visibility and effective response, are implemented as a matter of urgency. Moreover, the permanent deployment of the SANDF on the border is a strong recommendation.

ABBREVIATIONS

CJS	Criminal Justice System
CPF	Community Policing Forum
CSC	Community Service Centre
DJCD	Department of Justice and Constitutional Development
KZN	KwaZulu-Natal
NCPS	National Crime Prevention Strategy
NGO	Non-Government Organisation
NPA	National Prosecuting Authority
SAPS	South African Police Service
SANDF	South African National Defence Force
SARS	South African Revenue Service
SCP	Social Crime Prevention
WYC	Watch Your Car

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CHAPTER ONE

1. GENERAL ORIENTATION

1.1 Introduction

This chapter outlines introduction which presents a crime rates, especially those associated with contact and violent crimes are unacceptably high in South Africa. According to the Department of Statistics of South Africa (2019), annual crime statistics have shown an increase in the hijacking of cars and trucks by 13.3% and 1.7% respectively in the Jozini area from 2010 to 2019. Numerous cases of robberies involving motor vehicles have also been reported in South African Police Service (SAPS) annual crime reports (South African Police Service, 2019). During the commission of vehicle theft and hijacking offences, violence was a common feature and many people were involved as victims of these crimes. An annual crime report revealed that targeted vehicles were mostly 4-wheel drive pick-up trucks, or 'bakkies' as they are referred to in South Africa. Such hijackings occur nationwide, but particularly in the KwaZulu-Natal province. Lehohla (2016) stated that, regardless of twenty years of democracy in South Africa, the country still faces numerous challenges related to the perpetuation and escalation of violent crimes, particularly the vehicle theft crimes. According to a South African Police Service (2019) annual report, as many as 86 579 motor vehicles were stolen in South Africa in that year. Some of these vehicles were stolen while others were hijacked while the owners were present.

The theft and smuggling of motor vehicles are not only a South African problem, as these crimes occur internationally. According to Chapman (2020), motor vehicle and motorcycle theft rose by 57% in New York City from 16 March to 14 April 2020. However, on global scale the capital city of Egypt, Cairo is rated top of all African capital cities with regards to vehicle theft and hijacking (Rall, 2022). According to (Rall, 2022), further stated that vehicle theft and hijacking is world facing problem. In South Africa, the SAPS is mandated by section 205 of the Constitution of the Republic of South Africa Act No. 108 of 1996 (South Africa, 1996), amongst other things, to prevent, investigate, and combat crime. As a police officer, the researcher has attended many crime scenes involving the theft and hijackings.

It was obvious that most researchers in the field had focused on the theft of vehicles in general, and this prompted the researcher to pay attention to the theft of 4-wheel drive motor vehicles as it is such vehicles that are predominantly targeted by thieves and hijackers in the Jozini area. One challenge associated with this focus of the study was that SAPS statistics do not distinguish between the different kinds of motor vehicles that are stolen annually in KZN or the other eight provinces of this country.

The researcher has also witnessed the trauma experienced by the owners, drivers, and passengers of targeted vehicles and has also had the opportunity to investigate perpetrators modus operandi with regards to vehicle theft and hijackings. In the context of this study, the term ‘modus operandi’ refers to the ways or methods that perpetrators use to steal or hijack a motor vehicle. For instance, an entire family would be held hostage when a car or pick-up is stolen and driven across the border so that it is impossible to immediately report the crime to the SAPS. When the hostages are released, the vehicle is long gone. The researcher has also noted that little has been done by the government to proactively deal with vehicle theft in this area in particular. As a result, the need was identified to explore current and new crime prevention measures and to determine if they are proactive and effective in curbing 4-wheel drive vehicle theft in the Jozini area.

According to Dlamini (2015), the National Crime Prevention Strategy (NCPS) was launched by the Department of Justice and Constitutional Development in 1996 to focus on ways of dealing with crime in this country. This strategy is a guideline to law enforcement agencies that investigate crimes and its main purpose is to contribute to crime prevention measures. Role-players in this initiative are the police (SAPS), an organisation known as Business against Crime, private security companies, and various non-governmental organisations (NGOs).

1.2 Problem Statement

According to an article in the *Zululand Observer* (Singh, 2020), theft, hijacking, and the smuggling of motor vehicles (particularly 4-wheel drive pick-up trucks) out of the country has become untenable. Moreover, as this crime persists and even seems to escalate, it is inevitable to deduce that current strategies to curb and prevent this crime are inadequate.

Upon closer investigation, this problem was found to exist in all the areas served by police stations in the Umkhanyakude district, which is part of the larger Jozini area.

It is an undeniable fact that people's lives are at risk when a motor vehicle is hijacked and smuggled through the Jozini area. This area is particularly vulnerable to violent crimes as it is close to the international border with Mozambique. Motor vehicles that are stolen in the Jozini are missing and not found in many cases. This problem has been addressed and solved and not much has been done to assist law enforcement agencies to curb vehicle theft and hijacking to bring the perpetrators to book.

The SAPS annual crime statistics (2019) indicates that 60 drivers were hijacked and killed in the 2018/2019 survey period. This clearly indicates that perpetrators of these crimes use deadly force when taking vehicles from the owners whether during a hijacking or a robbery. The intent in all these cases seemed to be to smuggle these motor vehicles across the Kosi Bay border post into Mozambique. The large number of motor vehicles that are annually stolen in the Jozini area, and the murder of many drivers, suggest that the police find it difficult, if not impossible, to satisfy their mandate to prevent crime in the country, which is clearly stated in section 205 of the Constitution (South Africa, 1996). This suggests that the police should no longer merely respond reactively to crime, but that they should find the means to respond proactively if crime prevention is to become a reality.

1.3 Research Aim

The main aim of the study was to suggest crime prevention strategies that will contribute towards the deterrence of motor vehicle theft and hijacking in Jozini, KwaZulu-Natal.

1.4 Research Objectives

The objectives of the study were to:

- Discover the reasons for the large number of vehicle theft and hijackings in Jozini, KwaZulu-Natal;
- Determine the specific types of vehicles are targeted in the study area and reasoning behind it.

- Suggest and possible new crime prevention measures that may prevent motor vehicle theft and hijackings in Jozini, KwaZulu-Natal.
- Determine and suggest the new and proactive crime prevention measures can be used to prevent motor vehicle theft and hijacking in the area?

1.5 Research Questions

- What are the reasons for the persistent theft and hijacking of vehicles in the Jozini area in KwaZulu-Natal?
- What type of vehicles that are specifically targeted in the study area, and why?
- Which crime prevention measures are currently used to prevent motor vehicle theft and hijackings in the study area? and
- Which new and proactive crime prevention measures can be used to prevent motor vehicle theft and hijacking in the area?

1.6 Significance of the Study

The significance of the proposed study will be its ability to guide security forces to proactively curb the crime of vehicle theft and hijackings in the study area and, more specifically, to quell hijackings and the smuggling of 4-wheel drive motor vehicles across the Kosi Bay border post into Mozambique. It is expected that the study will provide new information that may inform crime prevention policies and strategies to assist the police, and also private security companies, to combat hijackings and motor vehicle theft, particularly in the study area.

1.7 Conceptualisation of Terms

1.7.1 Violence

Brussow (2022) stated that the violence is a common feature for hijackings. According to the Oxford English Dictionary (2009:700), violence is “a behaviour that is intended to hurt other people physically”. This notion is supported by reports issued in Gauteng and KwaZulu-Natal that indicate that most incidents of hijacking occurred when the perpetrators were armed and

threatened the victims with violence (Brussow 2022). South Africa is notorious for the influx and use of illegal firearms that are used to commit various crimes at an escalating rate. Brussow (2022) stated that firearms such as revolvers and pistols are habitually used in the commission of hijackings, whereas knives, high calibre rifles, and shotguns may also be used. In cases of vehicle theft, firearms are generally not used as such incidences occur in the lack of a 'capable guardian', as proposed by theoretical framework that elucidates crime. However, the use of violence during hijackings is common, as stated by Dlamini (2015, cited in Stewart, 2002), who argues that hijackers commit this crime only when they are armed.

1.7.2 Motor vehicle theft

Longman Dictionary of Contemporary English (2003:1717) defined theft as an act of stealing something. It is also explained as the unauthorised act of taking the property of another person or persons with the intent of depriving that/those person/s of it permanently (Schornock, 2019). The theft of a motor vehicle occurs when its owner is not inside or near the vehicle. For example, this often occurs when the owner is inside a mall and the vehicle is in the parking lot. When the owner returns, the vehicle is gone, but the owner has not been threatened in any way. In comparison, during a hijacking the victim and even passengers are threatened with violence and some were shot and even killed during hijackings. One recent incident was reported in the South Coast Sun newspaper when an elderly man was accosted, shot, and killed, and the perpetrators escaped in his vehicle (Harry, 2018)

1.7.3 Car hijacking

According to Dlamini (2019), car hijacking (or carjacking, as it is also known) is the illegal and deliberate act of depriving another person of an automobile by force or threat of force. This act to rob an owner of a motor vehicle occurs when he or she is close or in the vehicle and may be escorted by a passenger or passengers.

1.8 Study Setting

The research was conducted in Umkhanyakude District in the Jozini area of KZN. Jozini is a small town in the Umkhanyakude District. Singh, (2020) stated that the literature indicates that there is a marked increase in the amount of stolen and hijacked motor vehicles that are

smuggled from South Africa across the border into Mozambique, with the majority of these being 4-wheel drive vehicles. The most targeted channel is reportedly the Kosi Bay border control post, which is situated in the northern part of KwaZulu-Natal on the R22 road (Singh, 2020),

1.9 Knowledge Dissemination

The researcher organised, and will continue to organise, meetings and workshops to present the findings of the study to local interest groups in the Jozini area as well as academics who may wish to conduct similar studies in other affected areas in South Africa.

1.10 Intellectual Property

Authors' copyright on books, articles, and journals are adequately protected by referencing and acknowledging their work in this study report.

1.11 Structure of the Research Dissertation

Chapter One: This chapter outlines introduction to the study and orientates the reader to better understand the topic under investigation. The terminologies that are used in this report are adequately conceptualised. The research aim, objectives, and research questions are addressed, while a breakdown of chapters is also presented.

Chapter Two: The literature that was reviewed is discussed and various related definitions and concepts are expounded. The discourse offers information regarding similar research projects to enhance the context within which the current research was conducted. Various gaps in earlier research, which this study aimed to fill, are also highlighted. Moreover, relevant legislations, policies, strategies, processes, and procedures are examined as their applicability was crucial to this study.

Chapter Three: This chapter focuses on an exposition of the theoretical framework in which the study was entrenched. These theories were linked to the aim and objectives of the study and were utilised to illuminate the findings.

Chapter Four: The research methodology is addressed in this chapter. The study design and the sampling, data collection, and data analysis processes are discussed in detail.

Chapter Five: This chapter presents and analyse and the findings that emerged from these processes that are presented

Chapter Six

This chapter concludes the study report by summarising and evaluating the main findings. Recommendations and suggestions for future research are offered.

CHAPTER TWO

2. LITERATURE REVIEW

2.1 Introduction

This chapter explores previous research studies that were applicable to the aim and objectives of the current investigation. The basic reasons for and strategies employed in vehicle theft and hijacking are discussed with reference to earlier national and international studies that dealt with the same topic. According to the Institute for Academic Development (2021), a literature review is a piece of academic writing that finds academic knowledge and considerate of the specific phenomenon under study. The literature also includes critical evaluations of material (also referred to as data) that was gathered to support the investigation. The aim of this study was to uncover crime prevention strategies which will deter motor vehicle theft and hijacking in Jozini, KwaZulu-Natal, this chapter illuminates and evaluates earlier scholars' published or otherwise recorded ideas and information regarding these crime phenomena, as well as possible measures to curb such events.

2.2 History of Vehicle Theft and Hijacking in South Africa

According to Maluleke and Dlamini (2019), vehicle thefts and hijackings in South Africa are crimes of major concern. In 2016/2017 alone, 17 incidences of vehicle hijacking occurred (South African Police Service, 2019), but Maluleke and Dlamini (2019) assert that carjacking increased noticeably from 2017 to 2019. The latter authors assert that hijackers normally compel the victim to surrender his or her keys by force or threat of force and those hijackers rarely commit this crime unless they are armed. They mention that vehicle hijackings are likely to occur for the following reasons: (i) on order by a syndicate; (ii) for the cross-border export of vehicles that are in demand; (iii) to resell a vehicle by means of re-registration; and (iv) to escape from the scene of a crime such as an armed robbery (Maluleke & Dlamini, 2019).

According to Davis (2003), South Africa has one of the countries with the highest rates of vehicle hijackings in the world. They assert that a vehicle is hijacked in South Africa nearly every 40 to 45 minutes (Ibid). According to Maluleke and Dlamini (2019), the literature suggests a strong relationship exists between the theft and smuggling of 4-wheel drive motor vehicles. According to the latter authors, 50% of hijacked motor vehicles in South Africa is smuggled outside our borders to neighbouring countries.

The studies by both Davis (2003a & b) and Maluleke and Dlamini (2019) focused on vehicle theft and hijacking in general, but the latter authors also focused on the victimisation of the victims of after vehicle has been stolen and or hijacked. Maluleke and Dlamini (2019) urge programmes to ensure victim empowerment and to support victims whose vehicles were hijacked. On the other hand, Davis (2003b) focused on the relationship between theft and the cross-border smuggling of motor vehicles, and asserts that many vehicles are stolen and hijacked to be smuggled across borders to neighbouring countries.

According to a study by Irish (2005), criminals use different tactics to steal motor vehicles to smuggle them across South Africa's borders. Vehicles seem to be easily stolen and driven across the borders without authorisation and without the theft being reported. A worrying challenge that this practice exposes is that border security personnel are not vigilant enough and therefore make the smuggling of vehicles easy. This form of crime also involves bank and insurance companies as the owners of stolen vehicles claim insurance for the stolen or hijacked vehicle, and this in turn results in rising insurance costs for law-abiding citizens. Although different types of motor vehicles are smuggled across the border, the current study focused on the theft of 4-wheel drive vehicles as such vehicles are predominantly targeted in the study area.

Two South African provinces are most prone to vehicle hijacking and theft, namely KwaZulu-Natal, whose statistics show an increase of 16% to 19% in 2019 survey period, and the Western Cape, which has also experienced an increase from 6% to 9% in 2020 survey period. These crimes are also highly prevalent in Gauteng. In all three provinces mentioned above, vehicle owners are more likely to get hijacked than having their vehicles stolen in their absence (Govender 2021). This is due to 'opportunistic tactics', as Duma Ngcobo, a tracker company's Chief Operating Officer, revealed (Business Insider SA, 2021). For instance, in 2021 vehicle crime activities, or hijackings, rose from 40 % in

1999 to 54% in 2022, while car theft decreased from 50% in year 1999 to 46% in year 2022. Previously higher than in 1999, when it had increased to 52%, overtaking theft at 48% (Business Insider SA, 2021). Therefore, according to both Govender (2021) and Business Insider SA (2021), incidents of vehicle theft and hijacking have started to occur more frequently in KwaZulu-Natal and the Western Cape compared to the other provinces.

Govender (2021, 10) is concerned that vehicle hijacking has become a major problem in KZN. He refers to one incident as follows:

“Three brothers, allegedly linked to several motor vehicle thefts in KwaZulu-Natal, were arrested by police after they tried to escape in a stolen car. Police spokesperson Brig. Jay Naicker said the police, together with security companies in Maphumulo in northern KwaZulu-Natal, worked together to arrest the trio at the Mvozane Reserve.”

During this operation, the police recovered seven stolen vehicles, include four ‘bakkies’. Upon the preliminary investigation, it was discovered that these vehicles were stolen from different areas in KZN.

Dlamini and Maluleke (2019) argue that the biggest increase in car theft is associated with crimes of aggravating circumstances, particularly as 10 082 such crimes has been reported in the year of 2015. There was also an increase by 8.5% from 118 963 recorded cases in 2012 to 129 045.

2.3 Victims of Vehicle Theft and Hijacking

According to Blignaut and Da Cruz (2018), some victims complained that they had also been robbed at their homes of their personal possessions during motor vehicle hijackings. Publishing their story in the *Zululand Observer*, Blignaut and Da Cruz (2018) revealed that not only vehicles had been stolen when domestic residences were targeted, but also household items such televisions, cell phones, laptops, and other valuables.

Both community members and business people have stated that the situation regarding vehicle theft has become untenable and many have issued various pleas to the government for intervention (Blignaut and Da Cruz 2018). Moreover, the high rector3ed and reported crimes

of vehicle theft and hijacking in the Jozini area have prompted South African car-tracking companies to intensify their presence in this area and in Mozambique. These companies have stationed mobile units in the Jozini area in an effort to discourage vehicle theft and hijacking. However, this proactive initiative has resulted in offenders adapting their strategy by changing from driving stolen or hijacked vehicles to loading them onto large trucks with false identification so that the police and car-tracking companies would not become suspicious and search these trucks (Blignaut and Da Cruz 2018).

Irish (2005) mentioned that perpetrators steal or hijack motor vehicles for financial gain. This exerts strain on motor vehicle owners and the insurance industry as most owners take out expensive insurance that covers the theft or hijacking of their vehicles. Some car insurance companies do not cover the vehicle if it is stolen or hijacked unless the vehicle has been fitted with a tracker. He further mentions that insurance companies make a lot of money out of vehicle theft as most vehicle owners feel compelled to take out insurance in case their cars are stolen or hijacked.

Davis (2003b) states that many researchers have focused on vehicle hijacking but that little has been done to support the victims of vehicle hijacking worldwide. This scholar argues that attention must focus on the costs and consequences of this crime for victims. According to Davis (2003b), the victims of vehicle theft and hijackings suffer severe consequences that may be both physical and financial. Therefore, when a vehicle is hijacked or stolen, it is a dire setback for victims as the recompense they receive never carries the full cost of replacement. Moreover, many citizens cannot afford full insurance and may thus never be recompensed for the loss of a vehicle.

In all cases of vehicle theft and hijacking the victim experiences trauma. In the case of a hijacking, it is also likely that the victim's family is traumatised. Secondary victimisation may also occur when victims are blamed or when heavy financial loss is experienced. Victims also experience trauma due to self-blame, self-doubt, a sense of isolation, regressive behaviour, and emotional or post-traumatic stress. When victims experience a hijacking, life becomes very difficult because he or she has to seek social support such as counselling, which is expensive and time consuming (Davis, 2003b).

2.4 Locations targeted by Perpetrators of vehicle theft

Weisel et al. (2006) argue that non-urban areas are not hot spots for vehicle theft, but that such spots usually exist in urban areas. They argue that vehicle theft usually occurs in areas where people rent housing and in areas with developed land. Business premises have also been identified as vehicle theft hot spots, such as vehicle dealerships, shopping malls, and repair shops. Research has shown that vehicle crimes are lower in rural than in urban areas, as vehicle owners in rural areas tend to be more vigilant about protecting their vehicles from being stolen. Moreover, perpetrators are much more visible in less densely populated rural areas than in cities. Weisel et al. (2006) further state that a lot of vehicle thefts occur on rental properties, as vehicles are parked in public streets as well as in available parking lots. Vehicle theft rates are also higher in industrial areas due to their availability at predictable times. Moreover, vehicles that are parked in long-term parking lots are also more susceptible to theft and those vehicles in big parking lots at factories where guardianship is limited, and this makes them easy targets for motivated offenders. Mngadi (2021) agrees with Weisel et al. (2006) that vehicle theft tends to be more limited in rural areas compared to urban areas, arguing that crime rates in general are less in rural than in urban areas.

2.5 Reasons for the Theft and Hijacking of Vehicles

According to Weisel et al. (2006), motivated offenders commit vehicle theft based on three driving factors. The first is profit-motivated theft when the stolen vehicles are exported to and sold in other countries. The second is when vehicles are stripped for spare parts that are sold, while the third is to acquire a vehicle that is used for transportation when other crimes are committed. Short-term transportation and acquiring a vehicle to commit other crimes are regarded as the most common reasons for motor vehicle theft in the world (Weisel et al., 2006). In Jozini areas motor vehicle theft and hijacking mostly focused on exporting these vehicles to Mozambique.

2.6 Types of Vehicles Targeted

The vehicles that are most commonly stolen are automobiles, or cars. According to Weisel et al. (2006, 191), stated that there are two important dimensions of vehicles relate to vehicle theft such as the types of vehicle stolen, and descriptive details of vehicle stolen. In addition to the theft of automobiles or cars, trucks, buses, and other vehicles such as motorcycles and

self-propelled motorised vehicles are also stolen. While automobiles which are the most common type of vehicle stolen, the ratio of vehicle types differs considerably across this country, depending on the need for and the task of that particular vehicle at that time. For example, if the offender wants to rob a bank, a powerful, fast vehicle such as a Mercedes Benz or BMW is required.

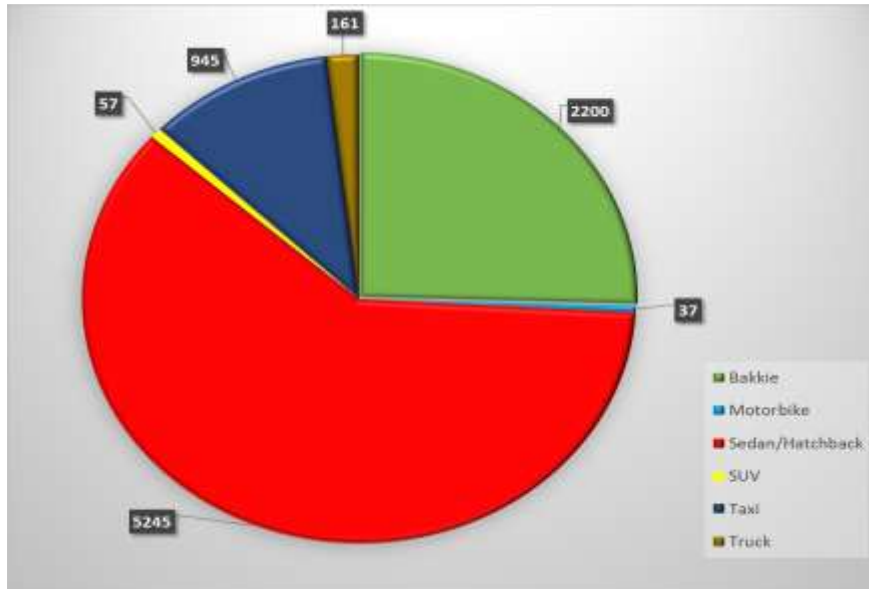


Figure 2.1: Different types of vehicles that are commonly hijacked

Source: South African Police Service, 2019/2020

According to Writer (2021) stated that vehicles that are most targeted are SUVs and Bakkies were the second most in the list of most vehicles susceptible to hijacking with 2,200 reported cases occurred in April 2019 and to March 2020. He further indicated that the best recent data indicated that in about 1,000 bakkies and or panel vans that have been carjacked in the first quarter of 2021 alone. Writer, (2021) further mentioned following vehicles that are most regarded as high-risk and also recommended that these vehicles must have the tracking unit installed where possible. Those vehicles are VW Polo sedan, VW Polo hatchback, Toyota Fortuner, 4x4 Toyota Etios, Toyota Yaris, 4x4 Toyota Hilux, 4x4 Ford Ranger

2.7 Smuggling Routes for Stolen and Hijacked Vehicles

Mngadi (2021), who cites Bethuel Mthethwa, Chairperson of the Community Safety Committee in the KZN Legislature, argued in a Sunday Tribute article in (2021) stated that the South Africa and Mozambique border post in the north of KwaZulu-Natal near Jozini has remained a popular escape route for vehicle smugglers notwithstanding the efforts of the

government to deal with vehicle theft in the area. According to this report, at least 24 vehicles had been reported stolen in one week, which created considerable fear among people in the Jozini community. Mngadi (2021) also reported that Mr Sbusiso Mpontshane, who resided in the Jozini area, was hijacked by five unknown armed men when opening a gate to his home on 5 March 2021. The offenders drove off with him to a forest close the border of Mozambique, where they released him and drove away in his vehicle. According to Mngadi (2021), the South African National Defence Force (SANDF) deployed members to the border area, including the Kosi Bay-Mozambique border near Jozini, following urgent requests for law enforcement support. However, the persistent hijacking and theft of motor vehicles in the Jozini area is testament to the fact that this support has been ineffective.

In 2016, the Department of Transport, in conjunction with the Department of Public Works and Infrastructure, commenced the construction of a R85.7 million Jersey barrier concrete wall in the Jozini area to upgrade and increase border control vigilance. However, this project apparently moving in a very slow pace although people were continually being victimised by incidences of vehicle theft and hijacking (Mngadi, 2021). COVID-19 restrictions also slowed down the process.

Business Insider SA (2021) reports that Gauteng province is the country's hijacking centre, but that more hijackings are now also executed in KwaZulu-Natal and the Western Cape than before. A vehicle tracking company, which has been tracking vehicle hijackings and collecting vehicle theft data for 25 years, revealed that the Gauteng province had a 64% increase in vehicle crimes over a (Business Insider SA (2021). However, recently (2020) Gauteng has had fewer incidents of vehicle crimes as the rate dropped to 56% (Business Insider SA, 2021)

According to Cronje (2021), most vehicle crimes occur in Gauteng (65%), followed by KwaZulu-Natal (19%) and Western Cape (9%). A presentation to parliament revealed that stolen and hijacked vehicles leave the country either to Mozambique, Swaziland, Zimbabwe, and Botswana (Cronje, 2021). Tracker companies also believe that stolen vehicles rarely leave the country by means of predictable methods. This means that stolen and hijacked vehicles may be transported on trucks or by other methods to conceal them, and they are thus carried rather than driven through various border posts and by secret routes to neighbouring countries.

2.8 Male Domination in the Theft and Hijacking of Vehicles

According to Mullins (2011), motor vehicle crimes, just like most serious street crimes, are male dominated. However, it has been found that women also become involved in the occurrence of this crime. In cases in which women were involved their role is to lure vehicle owners with their femininity, or even with sexual overtures. For example, women used the hitchhiking technique to stop victims, and they and their male partners then hijacked the targeted car (Mullins, 2011).

Mullins (2011) conducted a study in St. Louis, Missouri, to explore the gendered nature of motor vehicle theft. Qualitative data were obtained from 35 juveniles as well as adult men and women who had been involved in vehicle thefts, and it was concluded that vehicle theft is dominated by male perpetrators, although some indicators revealed key likenesses in the methods used by men and women.

McCaghy (2006) argues that young vehicle thieves tend to be teenage males from lower socio-economic settings. Some researchers have applied typologies when unfolding the involvement of young vehicle thieves and enlightening their motivations. For instance, according to McCaghy (2006), vehicle theft and hijacking may be perpetrated by young males for entertainment, fun, power, status, recognition, masculinity, sex, and gang challenges. They also commit this crime to obtain short- or long-term transportation for personal use or the commission of another crime, and to sell the vehicles to make a profit. In the latter case the cars are stripped and the parts are sold, or the car is kept intact and sold. Some youths also engage in vehicle theft and hijacking due to peer pressure and gang-related challenges (McCaghy, 2006).

According to Lyons and Teigen (2008), unplanned car theft for joyriding by juveniles still occurs, but it contributes to only a small percentage of the vehicle theft problem. The latter authors also indicate that vehicle theft and hijacking occur to commit fraud, for vehicle identification duplication, and for stripping cars for parts. According to Lyons and Teigen (2008), vehicle theft perpetrators purposively defraud insurance companies by falsifying documents about cars that do not exist or that they do not own. They then report these cars stolen and lodge a claim. Expensive, luxury vehicles are often used in these schemes because

they provide huge insurance settlements. Many stolen and hijacked cars are stripped for parts that are sold to either corrupt or innocent repair shop owners or parts dealers. According to Lyons and Teigen (2008), it is likely that at least 10% of vehicle thefts is based on false reports to fake an insurance claim. Some of these cars are simply abandoned or sold to criminals while claims are purposefully lodged (Lyons & Teigen, 2008).

The local and global black market for stolen vehicles and parts is a gainful industry. Moreover, vehicle identification duplication simplifies the crime of dealing in stolen vehicles. In the latter case, offenders lift normal copies of vehicle identification numbers (VINs) from lawfully acquired vehicles and use that information to create fake VIN tags for comparable vehicles. When a vehicle's VIN is cleverly duplicated, it is very difficult to detect that it is illegally owned, and if such a vehicle's data are circulated by the police, the results are normally negative.

Studies conducted by Mullins (2011), McCaghy (2006), and Lyons and Teigen, (2008) all focused on the impact that gender has on vehicle theft and hijackings. Mullins (2011) is of the opinion that motor vehicle theft and hijackings are male dominated. However, the involvement of women can also not be ruled out because they also steal and hijack vehicles, usually with their male counterparts.

2.9 Vehicle Theft and Hijacking during the COVID-19 Lockdown Period

Business Insider SA (2021) reported that the COVID-19 lockdown period had a declining effect on vehicle hijackings as more vehicle thefts than hijackings occurred during this period. When compared to the year of 2019, vehicle theft in South Africa decreased by 21% in the second half of 2021, whereas hijackings accounted for only 5% of vehicle crimes in the same period. In total, vehicle crimes dropped by 13% when South Africans were confined due to lockdown restrictions.

According to Business Insider SA (2021), the pandemic did not have much impact as far as crime was concerned. Gauteng was still the region where cars were most likely to be stolen or hijacked, followed by KwaZulu-Natal and the Western Cape.

2.10 Rates of Vehicle Theft and Hijacking

Vehicles in South Africa are normally hijacked than stolen, according to data of 1.1 million vehicles installed with tracker units (Writer 2021). This is probably because hijacking is an opportunistic crime. There has also been an increase in the hijacking of vehicles that are targeted for the loads they carry, while drivers that are known to carry large amounts of cash are also targeted (Writer 2021).

According to Cronje (2021), hijackings are predominant in Johannesburg while car theft is predominant in Tshwane. Also, car theft is more probable to occur in central Cape Town while hijackings are more likely to occur in Mitchells Plain. Hijackings and car theft are less probable to occur on Sundays, Mondays, and Tuesdays than on Wednesdays, Thursdays, and Fridays. Vehicle theft normally occurs between 11h00 and 15h00 from Wednesdays to Saturdays, while hijackings normally occur on Wednesdays, Thursdays, and Fridays between 16h00 and 20h00 Cronje (2021). Moreover, Cronje argues that most vehicle hijackings occur between 18h00 and 23h00 in Gauteng and KwaZulu-Natal, and between 00h00 and 05h59 in the Western Cape Cronje (2021).

Image 2.2 provides comparable data of vehicle theft and hijacking per month from July to December in 2019 and 2020 respectively.

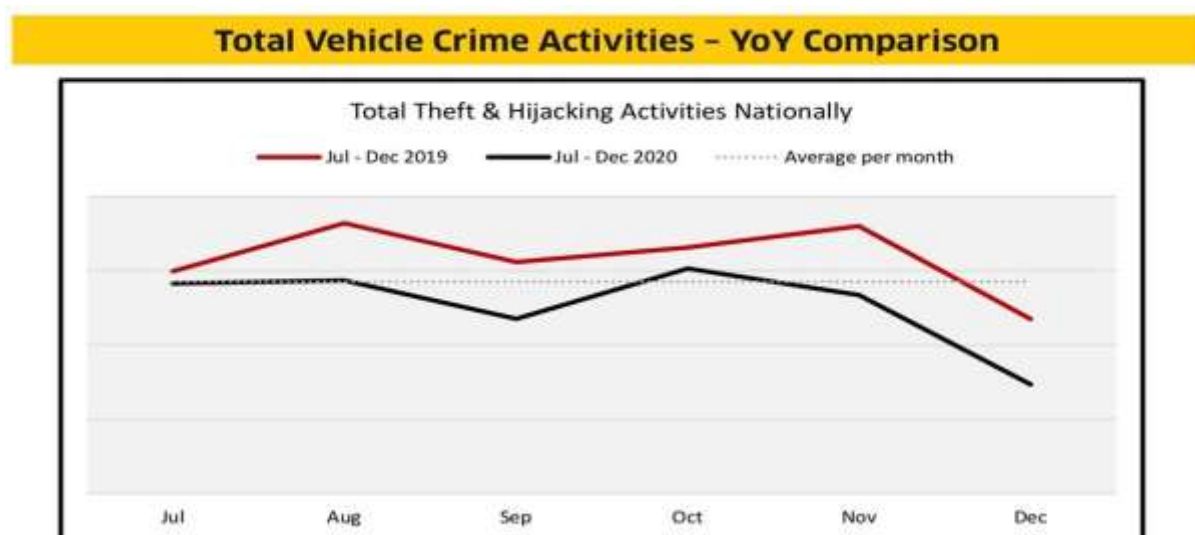


Figure 2.2: National monthly rates of vehicle theft and hijacking from July to December 2019 and 2020 respectively.

Source: Tracker Company mentioned by Cronje (2021).

Most tracker companies have raised concerns about the persistent theft and hijacking of vehicles in South Africa. According to Cronje (2021), vehicle tracker companies have shown interest to engage in partnership with the SANDF to patrol South African borders with the purpose of recovering stolen and hijacked vehicles. He argues that the permanent deployment of the SANDF on South African borders will be a huge relief as it will help to curb cross-border crimes. Tracker companies believe that when public-private partnerships are forged with the SAPS and SANDF, it will help to address various crimes. Guarding South African's borders and protecting its territorial integrity are part and parcel of the mandate of the SANDF and the SAPS.

Moreover, Cronje (2021) also emphasises that tracker companies have worked with the SAPS for about 24 years, and this has resulted in the recovery of about 108 000 vehicles and has assisted with about 19 000 arrests. Tracker companies operate privately and they have extended experience in locating vehicles and helping the SAPS to apprehend and arrest suspects. Therefore, if tracker companies can expand their partnership with the SANDF to deal with crime, particularly with vehicle and cross-border crimes, they will help ensure that vehicle criminals are brought to justice.

2.11 Areas Affected by Vehicle Theft and Hijacking

Ngcobo (2021) argues that South Africans generally hold the view that this country is plagued by higher crime levels than other countries, but he states that this view is erroneous as some countries have higher rates of vehicle crimes than South Africa per 100 000 population. However, the Numbeo.com Crime Index by City (2021) survey revealed that four of South Africa's big cities are among the top twenty amongst the dangerous countries in the world. This is because various crimes, and also vehicle theft and hijackings, occur in these cities on a daily basis. The most dangerous cities are Johannesburg, Pretoria, Durban, and Johannesburg whose large populations make it difficult for law enforcers to effectively curb crime, particularly vehicle theft and hijacking.

Ngcobo (2021) argues that various reporting criteria across countries, such as their reporting capacity, the trustworthiness of their data, the number of vehicles stolen, and population size help to determine the success of law enforcement performance. South Africa have a lower

vehicle theft rate than other countries, and this rate has declined by 13% since 2015, whereas countries like England and Wales have experienced an increasing rate in vehicle theft (more than 26%) since five years ago (Ngcobo, 2021). This suggests that South Africa is fighting the curse of vehicle theft and hijacking with some success.

However, the fact that some statistics have declined does not mean that we must become complacent, as any declining trend could swiftly change. Therefore, South Africans are urged to remain vigilant of suspicious practices involving vehicles, particularly when driving alone or parking their vehicles. This could contribute to even more rapidly declining vehicle theft and hijacking crime statistics (Ngcobo 2021). Some criminal practices are noticeable if people are vigilant. For instance, they must be observant of a vehicle with male occupants inside that has been parked for a while in a parking lot.

Curtin et al. (2005) state that, because of high levels of vehicle crimes worldwide, countries have begun to initiate programmes to address this threat. Some countries have even changed legislation to fight against vehicle crimes. Curtin et al. (2005) also point out that some anti-car theft projects and hijacking prevention establishments have been launched to prevent vehicle theft and hijacking, such as the Watch Your Car program (WYC) which is supported by the Bureau of Justice Assistance (BJA) in the USA. The WYC project is united by the owners of vehicles who are willingly to place stickers in the windshields of their cars that give the police permission to stop their car and search it at certain hours of the night and in certain places. This project aims to involve and safeguard people who are vulnerable to vehicle crimes. The project is expected to achieve two goals: to ascertain styles and best practices prevention of theft of motor vehicles in general and inside the WYC platform in particular; and (ii) to assess the cost of the effectiveness of WYC programmes (Curtin et al, 2005).

According to Mathebula (2014), in the South African context vehicle theft does not only occur in residential settings, but in highly protected areas as well. For instance, many SANDF vehicles have been stolen from military bases and other SANDF premises. The SANDF initiated a project to install a tracking system in all its vehicles to prevent them from being stolen and to track them if they are. This strategy seems to have curbed the theft of SANDF vehicles. However, installing anti-theft trackers is very costly and thus only some vehicles had been fitted with it at the time of Mathebula's (2014) study. According to Mathebula

(2014), the SAPS is also vulnerable to vehicle theft as the SAPS Annual Report for 2006/2007 revealed that 29 military vehicles had been stolen while one had been subjected to robbery South African Police Service. Mathebula (2014) further argues that motor vehicle theft declined at one stage, as in the 2009/2010 period 71 776 where stolen vehicles were 64 507 compared those vehicles that were stolen in the 2010/2011 financial year (Mathebula 2014).

Dlamini and Maluleke 2019 state that organised cross-border crimes have become a quick way of getting lots of money, and this is why perpetrators have become so creative. Organised crime groups therefore engage in complex operations that often involve international syndicates that engage in vehicle hijacking and theft as well as stock theft. These threats occur worldwide and many law-abiding citizens have fallen victim to organised crime. However, the criminal economy is also sustained by much unsophisticated criminal connections and relationships that threaten law-abiding citizens.

The studies by Mathebula (2014) and Dlamini and Maluleke (2019) differed as Mathebula's study was conducted in Gauteng province while Dlamini and Maluleke explored vehicle crimes across South Africa. Dlamini and Maluleke also focused on both vehicle and stock theft due to various types of violence or the threat of violence associated with these crimes. They argue that vehicle and stock theft are linked as a suitable vehicle is stolen for the transportation of stolen stock such as cattle, sheep, and goats. In some cases, the vehicle in which stock is transported as well as the animals is hijacked.

2.12 The Role of the Community in Vehicle Theft and Hijacking

A report in a local Zululand newspaper (2017) states that the community of Jozini took a drastic step to deal with vehicle theft and hijacking when they called upon a former KwaZulu-Natal MEC for Economic Development, Tourism and Environment Affairs, Mr Sihle Zikalala, to address them and answer questions regarding this crime in the area. They wanted to know what the Government was doing to prevent vehicle theft, hijacking and smuggling across the Mozambique border. Mr Zikalala was informed by the Police Station Commander that drastic action had been implemented to prevent stolen vehicles from being smuggled across the border to Mozambique, and that some measures were bearing fruit as the smuggling of stolen vehicles to the latter country had been curbed to some extent. This was

done, according to the Commander, through the deployment of a special anti-vehicle smuggling police unit that included officers from various police stations in the country. This unit reportedly employed special measures and assisted the local police to fight car hijacking syndicates in the Jozini area (Zincume, 2017).

However, the community was not satisfied with this statement as, according to them, the problem of vehicle theft and hijacking was worse than ever. Conversely, Mr Sihle Zikalala saluted the initiative and praised the police for their hard work. He further mentioned that these police efforts improved the tourism industry and supported communities that had previously been severely affected by vehicle theft and hijacking. He said: “We are extremely happy our law agencies have managed to curb car hijacking syndicates from smuggling cars into Mozambique”. However, the community insisted that police efforts were meaningless as vehicle crimes that had been on-going for quite a long time in the area, persisted and caused people to lose their lives (Zincume, 2017)

According to Zincume (2017), the visit by Mr Sihle Zikalala followed a visit by former South African President, Mr J.G. Zuma. According to Zincume (2017), the former President had also been requested by the community to heed their complaints of vehicle theft, hijacking, and smuggling across the Mozambique border. One of the key points that had been discussed with Mr Zuma was that the community was tired of being victimised by perpetrators every day. Apparently, Mr Zuma had promised that the government would leave no stone unturned to ensure that syndicates who stole motor vehicles were stopped. However, at the time of the current study, there was no evidence that any measures had been employed successfully to honour this promise.

One result must be mentioned, however. The community complained that the Emanguzi police station, which is close to the Kosi Bay border with Mozambique, was small and not well maintained. As a result, the construction of a new Emanguzi police commenced in 2018 at the cost of R13 965 527. Due to various challenges, such as suspected corruption and the COVID-19 pandemic, this project has not been completed to date (Zincume, 2017).

Zincume (2021) also reported that the Izinduna from uMhlabuyalingana had organised an urgent meeting with their Mozambican colleagues because of the huge increase of cross-border crimes such as hijacking and the theft of motor vehicles near the border between the

two countries. The purpose was to agree on and plan some crime prevention measures to curb the problem. The meeting was attended by, amongst others, five Izinduna from uMhlabuyalingana and five Izinduna from Mozambique, plus SANDF personnel deployed at the border in Emanguzi. The delegates agreed that they had lost hope in the law enforcement agencies deployed by the government. The community leaders discussed how they could end organised crime in the Jozini area as a community as it affected both countries. Mr Michael Lungu a Mozambican Induna from KwaShobane, which is close to the border, stated that his community in Mozambique still hoped that the police and the army could collaboratively deal with cross-border crime.

According to Zincume (2021), reports verified that thousands of vehicles that had been stolen and hijacked from different parts of South Africa were smuggled across the Mozambican border. The Chairperson of uMhlabuyalingana Safety Committee, Mr Khulekani Khumalo, stated that criminals targeted big vehicles such as 4-wheel drive 'bakkies' because Mozambique is characterised by sandy areas where such vehicles can be driven with ease. The Mozambicans felt that continued theft and hijackings of vehicles might result in a poor relationship between the two countries. Another issue raised by the Izinduna was that most Mozambicans who come into South Africa pretend to seek assistance, but they are in fact criminals who steal and hijack vehicles. The meeting by the Izinduna followed several failed attempts by the government to address vehicle crimes in the Jozini area, and this had been troubling the community for a long time.

Mngadi (2021) article in the *Sunday Tribute* also claims that the South Africa-Mozambique border in the Jozini area has remained a vehicle smuggling route despite efforts by the government to eradicate vehicle theft in the area. Almost all local and national newspapers have reported on this issue, and even tourists seem to be aware of this threat (Mngadi 2021).

In a report by Abrahams (2019) in the *Zululand Observer*, it was stated that the Empangeni Community Policing Forum (CPF) had counselled the community and the motorists after a hijacking and a narrow escape after an attempted hijacking at the traffic circle in Dunn Road, Empangeni. According to CPF Chairperson, Zonita Grobbelaar, an unknown man had been hit behind the head in the attempted hijacking, while a woman had been forced out of her car at the same traffic circle. These incidences confirm that vehicle theft and hijacking cannot be regarded as a mere game in the area (Abrahams, 2019).

Abrahams's (2019) report confirms that vehicle hijacking is everywhere. Macgregor (2002) also states that vehicle hijackings have reached alarming proportions and affected numerous people in South Africa. Abrahams (2019) mentions that some victims were seriously injured during hijackings while some even lost their lives. These incidences happened during the day and it took less than a minute for the offenders to hijack their targeted vehicles. In all these incidences a firearm or firearms was/were used to threaten the car owners. In some cases, particularly in the Jozini area, the offenders drove away in the hijacked vehicle with the owner still inside. It has been argued that this is done to prevent the owner from immediately reporting the matter to the police.

Marriah-Maharaj (2021) argues that a motorist's life is always at risk as hijackers are everywhere and it is very difficult to spot or identify them. She refers to an incident in June 2021 when a Durban woman was on her way to fetch her child. She was hijacked in broad daylight at gunpoint by two men and her vehicle was taken. Even though the vehicle was recovered, the community was terrified that such crimes might become prevalent in the area. Her report indicated that most of the times the violence or threat is used when vehicles are hijacked.

2.13 The Use of Weapons during Vehicle Hijackings

According to Stewart (2002) Dlamini (2015) mentions that South African hijackers rarely commit this crime without using a firearm. Dlamini (2015) argues that a key feature of a vehicle hijacking is that the force is used during hijacking towards the driver. Force is pivotal when hijackers threaten victims and they are therefore always armed and ready to use violence.

Goba (2022) states that the police in the Umkhanyakude District, which is close to the Mozambique border, are regularly confronted with the crime of vehicles being smuggled across state lines. According to the KwaZulu-Natal Premier, Mr Sihle Zikalala, who embarked on a journey to monitor police stations in the KwaZulu-Natal Province, admitted that he had received numerous complaints about stolen and hijacked vehicles being smuggled across the border near Jozini and weapons being used during these incidences (Goba, 2022). According to Goba (2022), the Premier reported that there was collusion between armed

criminals from Mozambique and armed members of car smuggling syndicates operating from South Africa. Sihle Zikalala stated: “It is operated as a syndicate type of operation that needs serious attention”. It was argued that finishing the new police stations at Emanguzi and Mbazwana was very important as the construction period delayed the thorough deployment of sufficient police officers to engage in operations on the ground (Goba, 2022).

2.14 The Modus Operandi of Motor Vehicle Thieves

The modus operandi of perpetrators who steal motor vehicles in urban areas differ from those of criminals who steal them in rural areas. In rural areas criminals may steal a vehicle as part of a house robbery, or they wait at the gate and hijack the victims. However, in urban areas they hijack the victim at traffic lights, traffic circles, petrol stations, and even in parking lots at malls (Abrahams, 2019).

According to Corrales, (2019) a ‘modus operandi’ is any behaviour or pattern that criminals use to commit a crime. For instance, the way in which a crime is committed in the Jozini area may be the same as the way in which it is executed in any other part of the country, but vehicles are usually stolen using different methods and modus operandi. Perpetrators may use one method in the same area as long as that method is not spotted and identified by the police. Hijackings can take place anywhere in an area, and perpetrators identify a spot where there is every opportunity to hijack or steal vehicles. These spots are normally places that compel drivers to slow down or stop, and perpetrators take that opportunity to hijack the vehicle. Brussow (2022) mentions five types of hijacking modus operandi: (i) freingy hijackings; (ii) transport hijackings; (iii) showmanship hijackings; (iv) operational hijackings; and (v) syndicate hijackings.

In some instances, the perpetrator waits for the owner of the vehicle by the gate and hijacks him/her as they arrive. This normally happens when it might be difficult to hijack the vehicle on the road or to steal the vehicle in a parking lot. Most perpetrators change their targeted location timeously to avoid capture. Many perpetrators also use a jamming device to jam the vehicle’s doors when the owner uses an immobiliser to remotely lock the doors. According to Booysen (2019, 65) mentioned that remote jamming or car-jamming is a practice where criminals use a device called signal-jamming to unable a car’s central locking and alarm systems from being activated placing a vehicle in vulnerable position of being stolen and

hijacked. According to a report by the State of Urban Safety in South Africa (Booyesen, 2019), using jamming devices contributes to the increase in vehicle theft and hijacking.

Mabeba (2016) refers to other methods of vehicle hijacking. For instance, criminals throw eggs on the targeted vehicle's windscreen (called 'windshielding') to obstruct the driver's view, which is a method that has been used particularly in KwaZulu-Natal and Limpopo. When the driver then uses the wipers to remove the splashed egg, it is insufficient and the driver has to stop the vehicle to remove it thoroughly. The criminal then hijacks the vehicle while the driver is trying to remove the filth from the windshield. This new modus operandus has a tremendous impact on the driver, particular on females, because when the eggs hit the windscreen they panic and stop the vehicle. Female drivers normally accept any kind of help, and this makes them more susceptible to this crime than male drivers. Zuckerberg (2019) confirms that 'windshielding' is also used on Limpopo roads. However, in some cases this modus operandus is not used when the criminals cannot see how many people are in the vehicle. If there are many passengers, it is difficult for criminals to hijack such a vehicle because they can be overpowered or even killed by the passengers, and Zuckerberg (2019) argues that reports of such incidences are then a hoax. A key feature of this modus operandi is that it occurs during the night as it gives the criminals a better chance of hijacking the vehicle while the driver is confused and distracted (Zuckerberg, 2019).

Mngadi (2021) stated that criminals in the Umkhanyakude District have now got on a new modus operandus to convey stolen vehicles. This was revealed by Jozini police officers who were on duty and doing crime prevention operations in the area. The police noticed a truck in the Jozini CBD and stopped it in order to search it. The driver alighted the truck and ran away on foot abandoning the truck on the scene. When the police opened the back doors of the truck, they discovered a white Toyota Hilux D4D inside. The investigation revealed that the vehicle had been stolen from a parking lot on Waterkant Road in Durban North on the same day. This was an indication that criminals had changed their modus operandi to smuggle stolen vehicles across the border.



Figure 2.3: Photo of a stolen Toyota Hilux D4D inside a truck in 2021

Source: SAPS photographer (anonymous)

Another new modus operandi in the Jozini area is described by Singh (2020b). In this new approach, the criminal calls a business and asks for an on-site quotation. The businessman or his representative is thus lured to areas such as Esicabazini, Tembe Elephant Park, Phelandaba, and Ingwavuma in the Jozini area. When the businessman arrives, he is kidnapped and his vehicle is stolen. Some are even held hostage for a ransom while their vehicles are taken across the border to Mozambique (Singh, 2020b). According to Singh (2020b), the KwaZulu-Natal police are completely ineffective in dealing with and bringing hijackers in KZN to book.

In the South Africa context, criminal linkages that relate to organised crime have been traced to drug trafficking organizations, gangs on the Cape Flats, cash-in-transit heists, poaching syndicates, hijackings, and stock theft (Dlamini and Maluleke 2019). However, Dlamini and Maluleke (2019) mention that many petty criminal groups also operate for financial gain such as housebreaking gangs and cell phone and cable thieves. All these groupings contribute towards a thriving criminal economy. It is noteworthy that there is also a ‘pecking order’ in the criminal hierarchy. For instance, vehicle theft syndicates have a higher status than cell phone and cable thieves. The notoriety of gang leaders and syndicates also contributes to the fearsomeness of criminal leaders and their henchman in a particular area.

2.15 The Impact of Vehicle Theft and Hijacking on the Community

According to Macgregor (2002), vehicle theft and hijacking have reached alarming proportions and have affected thousands of law-abiding South African citizens. These crimes more particularly affect the victims who are vulnerable and cannot defend themselves against armed hijackers. In many cases, people were injured and many had to be taken to hospital for treatment. Some also needed counselling, which is costly (Macgregor, 2002). Moreover, a hijacking experience leads to psychological issues such as memory loss, post-traumatic stress, and other long-term abnormalities. The community of Jozini has been affected by vehicle theft and hijacking for a long time and many have been victims of this crime. The impact of vehicle theft and hijacking on the community has become unbearable for some and, as a result, they have engaged in strikes and blocking roads in the hope that their voices will be heard.

Hijacking causes severe trauma as firearms are used and the situations seems (and often is) life threatening. Carjacking in South Africa is commonly known as one of the ‘trio crimes’. Dlamini (2015) describes trio crimes as incidences of organised crime that are carried out using force and violence. The trio crimes are: (i) vehicle hijackings; (ii) house robberies; and (iii) business robberies. Any person can be a victim of these traumatic crimes as they are normally committed using violence that often results in murder, attempted murder, rape, and assault with grievous body harm.

Incidences of vehicle hijacking have been escalating worldwide, and Davis (2003a) argues that vehicle hijacking is undeniably an urgency crime in South Africa as it has a tremendous impact on victims who are either drivers or passenger/s, as well as on victims’ families. Hijacking victimisation has serious implications as it results in physical, emotional, financial, and social consequences and also elicits negative local and international response. Macgregor (2002) stated that being a victim of these crimes is costly as it involves medical bills, mental health bills, and a counselling bill. As mentioned above, a hijacking experience contributes to psychological issues such as memory loss and post-traumatic stress.

2.16 Chapter Conclusion

The objectives of this study were to determine crime prevention measures that may prevent motor vehicle theft and hijackings in Jozini, KwaZulu-Natal. Therefore, it was essential to

point out the impact that vehicle theft and hijacking has on victims. It is argued that the victims of hijacking and theft in the Jozini area are social-economically underprivileged as they reside in a rural area where information about remedies for trauma are not known. Moreover, awareness programmes that focus on strong partnerships among crime affected communities to enrich themselves with information are not happening in the area. This means that victims of hijackings are not likely to receive any assistance through counselling or other health remedies that should be available for victims of crime. A strong indicator of the communities' state of mind caused by the extent of the trauma they constantly face is the strike action they engaged in when they felt that 'enough was enough'. The community took to the streets and blocked roads with stones and burning tyres. Their intention was to use every avenue, even violence, to get the government's attention, and particularly that of the Minister of Police, Mr B.H. Cele.

CHAPTER THREE

3. THEORETICAL FRAMEWORK

3.1 Introduction

This chapter of the study presents the theoretical framework that framed this study with a focus on three different theories. Theories that were used on this study were discussed in details on this chapter. Three theories were selected because they explain the theft and hijacking of motor vehicles from a theoretical perspective and thus enhance scholarly understanding of criminals' mind-set, behaviour, and actions when they commit vehicle theft or hijack a car. Applying these theories to the findings thus enhanced the researcher's explanations of the relationship between theory and actual criminal behaviour. This study employed three theories: the routine activity theory, the rational choice theory, and the crime pattern theory (Imenda 2014).

3.2 The Routine Activity Theory

Wikipedia (2022) provides that routine activity theory is a sub-field of crime opportunity theory that focuses on situations of crimes. It was first proposed by Marcus Felson and Lawrence E. Cohen in their explanation of crime rate changes in the United States between 1947 and 1974. Furthermore, the theory has been extensively applied and has become one of the most cited theories in criminology. The routine activity theory provides that, for a crime to occur there are three elements must exist and work together: (i) a motivated offender, (ii) a suitable target, and (iii) the absence of a guardian. In this study the presence of all three these elements explained how and why vehicle theft and hijacking occur.

First, there must be an offender who is willing and ready to steal or hijack a vehicle. Such a perpetrator could be anyone who is motivated, usually by the allure of financial gain, to steal or hijack a motor vehicle. Cowdrey (2006) confirms that, for a crime to take place there must be a motivated offender who is driven by desire, need, greed, and opportunity to commit the crime. Furthermore, motivated offenders identify the perfect target and wait for the right opportunity to commit the crime (Cowdrey, 2006).

The victim is always at the centre of vehicle theft and hijacking, but the offender regards his or her plight and trauma as irrelevant. According to Kitteringham and Fennelly (2020), victims are normally targeted due to their availability, vulnerability, and the location where they can be targeted. Availability means the victim's exposure to the offender/s, whereas vulnerability refers to the offender's perception of how easily the targeted victim can be attacked and rendered harmless. Location is where both the victim and target are present at a particular moment in time and the offender perceives that the target is vulnerable. Location was a particular focus in this study, as it was based on information about areas where vehicles had regularly been stolen and hijacked to be smuggled across the border in a very short time. The Jozini area, which is situated about 55 km from the Kosi Bay border, was thus found to be particularly vulnerable to hijackings.

A second factor that drives vehicle theft and hijacking is that vehicles are suitable targets as drivers are usually unwary and unarmed and therefore vulnerable when confronted with armed perpetrators. Therefore, for the purpose of this study the victims of vehicle theft and hijacking were deemed suitable targets. These targets were women drivers, men and women who unsuspectingly parked their cars in vulnerable and accessible areas, those who drove alone at night, and those who were vulnerable when their vehicle had broken down. Various persons can be a suitable target for vehicle theft and hijacking regardless of their age, race, and gender. Targeting can also be exacerbated by the type of motor vehicle the victim is driving, particularly if such vehicles are in high demand on the black market. For example, if the victim is driving a vehicle in the Jozini area such as a Toyota D4D or a Ford Ranger 4-wheel drive 'bakkie', the likelihood of a hijacking escalates.

The third element takes place if there is an absence of a capable guardian. Vehicle thieves and hijackers perceive such victims as unarmed drivers of both genders, owners of vehicles parked in parking areas, drivers arriving home and opening a gate, and even businessmen who are lured to particular locations under a false pretext.

If the police take cognisance of this theory, it will assist them to be more proactive in their efforts to curb vehicle crimes. For instance, police intelligence should be used to determine hotspots (or even potential hotspot areas) that are targeted by criminals, and they should diligently patrol these locations as well as access routes to and from them. Police presence

will then assure that criminals will abandon their planned operation and this will result in successful crime prevention. According to Kitteringham and Fennelly (2020), capable guardians are individuals that are always available in the targeted area and who make it difficult for offenders to commit a crime. It can be a person or persons such as police officers, private security members, family members, or ordinary citizens. The absence of a capable guardian could occur when a victim lives or drives alone, or it could be a lack of human presence in a thinly populated area that is far from a police station. Whatever the case, offenders thoroughly scout their targets to check if the victim is in possession of a firearm or not, has security surveillance, or is in the presence of guardians who may thwart the attack.

The routine activity theory was applicable to this study as it explains that motor vehicle theft and hijacking are motivated by all three elements of this theory. In the Jozini area, motivated offenders are criminals who steal and hijack vehicles for financial gain, particularly as they can smuggle these vehicles across the border to Mozambique, often with the assistance of corrupt border patrol staff.¹ These criminals are highly motivated as they feel invincible because they carry weapons and can intimidate drivers who are unguarded in accessible locations where they are unlikely to be apprehended.

The vehicles that are normally targeted in the Jozini area are 4-wheel drive vehicles that are taken to Mozambique through the Kosi Bay border post. Many people use 4-wheel drive vehicles because the Jozini area is rural and criss-crossed by dirt roads. Criminals thus target powerful vehicles to avoid being stuck in the soil. These vehicles are also quite fast which makes it difficult for the police pursue them.

The objective of this study is to explore the reasons for the persistent theft and hijacking of vehicles in the Jozini area. This was prompted by the fact that numerous failed attempts had been made in the area to deal with vehicle theft and hijackings, while newspaper articles emphasised the persistence of the problem. Clearly, the absence of guardians to protect citizens against vehicle theft and hijackings has exacerbated this problem. The criminals use this to their advantage while the police fail to effectively deal with and eradicate vehicle theft and hijacking in Jozini area. Vehicle theft and Hijacking across South Africa is seemingly persistent as government has tried but failed to deal with the matter in a decisive manner.

Sadly, attempts by the government to deal with theft and hijackings of vehicles and being smuggling into Mozambique across the border have been fruitless, as the problem clearly persists.

3.3 The Rational Choice Theory

Wikipedia (2022) provides that rational choice theory refers to a set of guidelines that help understand economic and social behaviour. The theory originated in the eighteenth century and can be traced back to political economist and philosopher, Adam Smith. The theory postulates that an individual will perform a cost-benefit analysis to determine whether an option is right for them. It further suggests that an individual's self-driven rational actions will help better the overall economy. The rational choice theory provides that people are rational thinkers and are thus able to choose to commit or not to commit a crime. This means that people are responsible and accountable for their actions (Siegel & McCormick, 2006). The rational choice theory was useful for this study as it describes the perpetrators of car theft and hijacking as rational thinkers who make a choice as they choose between the benefits and consequences of stealing or hijacking motor vehicles. The potential perpetrator will thus first weigh the risks by, for example, reconnoitring all possible routes and choosing the ones that are normally not patrolled by the police. In the context of this study, perpetrators thus weighed the gains that smuggling a motor vehicle would incur against the risk of being caught for hijacking or stealing a motor vehicle.

Vehicle thieves and hijackers normally perceive the profits of their actions as high and worth the risk as the preparation of documents and the actual theft of a vehicle may be limited compared to the profit of selling the motor vehicle for cash – or ‘fast cash’, as it is commonly referred to. Perpetrators thus normally prioritise the gain more than the risk when they plan to steal or hijack motor vehicles. As the Jozini area borders on Mozambique, it is easy to get a motor vehicle to the border without being apprehended by the police. A factor that exacerbates vehicle theft is that people watch films on television that make hijacking and theft look easy and lucrative. Potential perpetrators, who weigh the costs, rationalise that being armed gives them the upper hand, and they thus perceive that their chances of being apprehended in difficult terrain are also virtually nil. Moreover, police and border patrol officials can be bribed, which limits apprehension and being thrown into jail (Siegel & McCormick, 2006).

In cases where a stolen vehicle is identified and followed by the police, offenders often simply abandon the vehicle and run away. This means that offenders rationalise that being caught in possession of a stolen or hijacked vehicle will result in a harsh penalty, and they thus choose escape as a safe option. This means that if offenders weigh the costs of selling a stolen vehicle to be too high and the act too risky, or the payoff too small, they will choose to abandon the act or escape in time (Siegel & McCormick, 2006).

By rationalising the risks, gains, and their most effective modus operandi, criminals use different strategies to steal and smuggle vehicles to Mozambique. They thus devise various strategies to get the stolen vehicles past the police and have their own intelligence system to warn them of potential danger. For instance, a 'spotter vehicle' will drive in front of the stolen one and the front driver will notify the one following if there is police or SANDF presence up front. Some stolen vehicles were found abandoned in the Jozini area, probably because their intelligence system had warned them that they would be followed by the police as the vehicle was fitted with a tracker (Siegel & McCormick, 2006). How this information becomes known was beyond the scope of the study, and it may thus only be surmised that informants who are closely associated with the police, or even a tracker company, may be involved in such incidences.

3.4 The Crime Pattern Theory

Wikipedia (2022) provides that crime pattern theory was developed by Brantingham and Brantingham (Reference Brantingham and Brantingham1984), who propose that offenders conduct their criminal activities at the intersection of their awareness space and target space. According to Johnson and Summers (2015), the crime pattern theory clarifies the existence of patterns in crime. It also explains temporal crime patterns by acknowledging that target attractiveness can change from time to time. This means that offenders normally choose the location where they want to commit the crime. For example, when they plan to hijack a vehicle, they will choose a specific road or intersection where they know a victim will be forced to stop, and for the fact that this targeted place is accessible at a specific time (Johnson & Summers, 2015). Such a spot might be attractive for hijacking during the day but not at night. In the Jozini area, vehicles are reportedly mostly hijacked at night because the police normally patrol suitable areas along main roads and at garages during the day. Moreover, few policemen are available in deep rural areas because the vehicles they drive are not suitable to

negotiate the rough terrain. In fact, 85% of the Jozini area is very sandy, which makes it very difficult to drive a 2-wheel drive motor vehicle there.

One modus operandi of criminals is to wait for the victim at the gate of his or her home and, when they stop to open the gate or the garage, they get hijacked. These hijackings normally take place during late afternoons when the victim returns home from work. Many such hijackings have occurred in the presence of family members and children. Another modus operandi criminals use is to put stones or rocks in the road and pretend they are on strike. When the shocked victim stops, she or he gets hijacked. The crime pattern theory explains why people commit a crime in a specific area. Criminals will also focus on that area until the police become aware of their operation and are deployed there to prevent further criminal activity.

Criminals are attracted to stealing or hijacking vehicles when people habitually visit sport bars, taverns, and pubs where they hang out until late at night. The criminal parks next to the targeted vehicle and waits for the owner, who is often intoxicated. When the owner arrives, he/she is hijacked and sometimes driven to a remote area before being released. In the Jozini area, a recent method is for perpetrators (there are usually more than one) to come straight to the victim's home after closely observing habitual patterns of behaviour. The perpetrators then pretend to be lost and ask for directions. If the criminals realise during the hijacking that there are a lot of people in the vicinity and that they are observant, they abandon the hijacking. Many criminals also use opportunity when it presents itself, for example when a driver has stopped along the road to answer a cell phone or to check the vehicle. These people are easy targets for hijackers. This means that a hijacking will occur in an area where an opportunity presents itself within an offender's awareness space.

3.5 Conclusion

This chapter concludes by indicating that all these theories mentioned above are relevant to the study since it provides a meaningful explanation of theories. The historical introduction of the above mentioned theories helping the situation to further provide the background of these theories.

CHAPTER FOUR

4. RESEARCH METHODOLOGY

4.1 Introduction

Bhattacharjee (2012) specifies that scientific research requires proper methods to produce scientific knowledge. These methods are achieved by means of observation and knowing how to understand the results and how to complete and interpret the results unambiguously. Therefore, to discuss the aim as well as objectives of the study, an appropriate research approach and scholarly techniques were adopted. An in-depth interview were used to obtain clear and meaningful data from purposively selected participants. The research design and sampling employed an empirical research approach that was embedded within the qualitative research methodology. The reason for utilising this specific type of research approach was that experienced participants, who had been exposed to or were knowledgeable of cases of motor vehicle theft, were targeted. The data were thus collected from crime prevention SAPS officials and community police forum (CPF) members who resided in the Jozini area.

4.2 Research Approach

Qualitative research describes and assists the researcher to understand human behaviour (Zubin 214). To this end, the researcher engaged suitably experienced crime prevention officers in one-on-one semi-structured interviews to get data that would report the research questions. These crime prevention officers were purposively sampled as they had been exposed to investigations and efforts to deal with the prevention of motor vehicle theft. Their actions were guided by SAPS policies, standing orders, procedures, and processes. The selected participants were given the opportunity to share their perspectives and experiences and, by using appropriate interviewing techniques, the researcher was able to address the objectives and meet the overarching aim of the study.

The qualitative approach was very useful in assessing the attitudes, opinions, and behaviour of the participants who were knowledgeable about the topic. The researcher conducted

interviews using pre-devised questions that elicited answers in order to generate data for the research. In-depth interviewing was thus used to evaluate the reasons for and the level of crime prevention in the UMkhanyakude policing area. As the participants were members of either the SAPS or the CPF, they were fully aware of the problem of vehicle theft and hijacking in Jozini area. Their responses were thus based on personal practical experience, observation and knowledge of the problem under investigation in the study area.

4.3 Research Design

McCombes (2020) stated that research design is the method that is used to plan the study to answer the research questions that guide it. This study used an empirical research design within the qualitative research approach. Crime prevention officers were interviewed by means of semi-structured interviews. Empirical study is qualitative in nature and elicits data that provides in-depth explanations for human acts and behaviours with reference to a small number of cases. By utilising an empirical research design, the participants were allowed to tell their stories and to explain their views and observations in some depth. The analysis of these data thus resulted in findings that elicited understanding of the crimes under study.

4.4 Sample and Sampling Technique

The selection of appropriate participants was done by means of non-probability purposive sampling, as proposed by Strydom and Delport (2011). The researcher interviewed 18 participants in total: eight crime prevention officers from Jozini SAPS, and ten Jozini Community Policing Forum (CPF) members in the Umkhanyakude District Municipality. However, an initial target was 10 SAPS members and 10 CPF Members but it was discovered during an interview that 2 selected SAPS members refused to participate as the study is much sensitive in nature. These participants provided important and insightful data as some had lived in the area for years while others were the most experienced members of the SAPS in the Jozini area. Moreover, the members of the CPF were also members of the community and were knowledgeable of the impact of vehicle threat and hijackings.

The participants were selected and interviewed irrespective of their sexuality, gender, and race, and they were granted equal participation opportunity using one-on-one interviews. The interviews were done in convenient spaces at the offices where the participants worked. The

interviews lasted less than 20 minutes per participant and were non-invasive. All the participants were given enough time to state their opinions, view their perspectives, and elucidate their attitude towards vehicle theft and hijacking in the Jozini area.

4.5 Data Collection

Greeff (2011, 29) defines data collection as a method of collecting information that is proper for a particular research project. The researcher conducted 18 one-on-one as well as semi-structured interviews with selected people. Both primary and secondary data were collected as primary data using one-on-one semi-structured interviews and secondary data were collected during the literature review from a large number of relevant and reputable sources. The interview questions (Appendix D) were open-ended, thus allowing the researcher to search for more in-depth replies where appropriate. The questions were interpreted into IsiZulu and the interviews were also conducted in IsiZulu as this is the home language of the people of Jozini. The responses were subsequently interpreted from IsiZulu into English by a person who is capable in both languages. Due to COVID-19 restrictions, the interviews were conducted by rigorously observing all related regulations.

Using semi-structured interviews was affective as this process allowed free and open dialogue between the interviewer and the participants. The latter were not restricted or intimidated by others, as could have been the case if focus group interviews had been conducted. The data revealed in-depth information about the reasons for the persistent theft and hijacking of vehicles in the study area. The participants also share their views on current crime prevention measures and how effective they thought they were in curbing vehicle theft and hijacking in the Jozini area. This interview format allowed flexibility and encouraged the participants to speak freely on issues that were applicable to this topic. All the interview responses were jotted down with the permission of the participants. The data that were created based on the responses of the participants assisted the researcher in achieving the objectives of the study.

4.6 Data Analysis

Schurink, Fouché and De Vos (2011, 15) define data analysis as the process of analysing and ordering the data that have already been obtained. The researcher created exploratory elicited

data by means of semi-structured interviews and the findings are presented under themes in this study report for clarity and logical flow. Thematic content analysis was thus employed and this was conducted in five steps: (i) becoming familiar with the data; (ii) review and exploration of the data; (iii) coding the data that emerged; (iv) reviewing those coded data; and (v) naming and presenting themes in a cohesive manner, as proposed by Braun and Clark (2006). This process enabled the researcher to, amongst other benefits; gain in-depth understanding of what proactive measures should be applied to deal and stop the vehicle hijacking and thefts in the area. The following data analysis processes were followed as proposed by Braun and Clark (2006):

4.6.1 Becoming familiar with the data:

All the interview responses were jotted down with the permission of the participants. The data that were generated by means of responses of the participants assisted the researcher in achieving the objectives of the study.

4.6.2 Reviewing the data:

Reviewing the data was a systematic method during which the researcher organised, arranged, reviewed, and ensured meaningful data presentation related to the study. The data were arranged by taking into consideration the research questions and objectives.

4.6.3 Coding the emerging data:

The data were categorised according to certain key codes as they emerged from the transcripts. In this process similar key words or ideas were coded to clarify meaning. This means that the data were coded and arranged according to their properties and patterns.

4.6.4 Reviewing and validating the coded data:

The researcher validated the interview data by perusing SAPS dockets of vehicle theft and vehicle hijackings. This process of triangulation either corroborated or refuted the information obtained from the participants to ensure the trustworthiness of the findings.

4.6.5 Naming and presenting themes in a cohesive manner:

The responses were translated into English and were read and re-read to become familiar with the data. Key words and phrases were coded which facilitated the arrangement of the data into themes (Braun & Clark, 2006). The set of data obtained from each participant was thus categorised and collated according to the emerging themes. The questions had been formulated and scheduled to gain information that would achieve the objectives of the study, and this was successfully achieved as the participants' responses reflected their unique understandings, emotions, attitudes, and observations regarding vehicle theft and hijacking in the Jozini area. After the data had been coded and then arranged into themes, it was possible to see where the respondents' views agreed or differed (Leedy & Ormrod, 2005)

4.7 Ethical Considerations

Bryman and Bell (2007) specify the importance of paying attention to ethical considerations in a research study. The researcher received a clearance certificate and approval from the Research Ethics Committee of the University of Zululand before conducting the study (Appendix A). Written consent to involve SAPS and CPF members was also obtained from the respective gatekeepers (Appendices E [CPF] and F (SAPS)), and all ethical factors were taken into consideration during the interviews. An ethical clearance letter was also obtained from the Department of Criminal Justice (Appendix G). Bhandari (2021) identifies ethical factors such as informed consent, voluntarily participation, transparency, and confidentiality, which will be discussed in more detail below.

4.7.1 Informed consent

All participants were asked to willingly sign an informed consent letter. The details of the purpose of the study were provided and the letter had been translated from English to IsiZulu for the benefit of all the participants. All the recruited SAPS and CPF members voluntarily signed this form (Appendices B [English] and C [IsiZulu]).

4.7.2 Voluntarily participation

The participants were recruited and voluntarily participated in study. They researcher informed them that they were under no obligation to participate, so if they felt uncomfortable they were free to withdraw without any repercussions. They were also free to request clarity regarding the research topic or their participation at any time.

4.7.3 Transparency

The participants were not obliged to reveal their identities when answering the questionnaire. The participants were ensured that they would remain anonymous and that the data they provided would not be traceable to them as individuals at any point during or after the data have been collected. This was essential due to the sensitive nature of the information they would provide regarding vehicle theft syndicates that might have included community members and even police officers. They were also assured that the information they supplied during the interview would be used only for research.

4.7.4 Harm

The participants were not exposed to any form of physical, psychological, or emotional harm. They were interviewed in private and secure locations to ensure their safety and anonymity.

4.8 Limitations of the Study

When the enormous extent of vehicle crimes in South Africa is considered (citation), the study was limited in scope as only one affected area and 18 participants were involved. This means that the answers and all information supplied will not be generalised to the entire South African context.

The study was also limited as the views of only SAPS and CPF members were elicited. However, it was assumed that the CPF members would represent those of the community at large. Future studies may endeavour to involve known syndicate members and unemployed youths in an effort to contribute additional information regarding motor vehicle crimes in the Jozini area.

A significant limitation was associated with the sensitive nature of the study. It is alluded in the literature that SAPS and community members are involved in vehicle crimes generally and in the Jozini area in particular (citation), and some of the participants may have been wary of revealing information that could have compromised acquaintances, friends, or even relatives. The researcher is thus aware that some vital information could have been withheld.

CHAPTER FIVE

5. DATA PRESENTATION, INTERPRETATION, AND DISCUSSION

5.1 Introduction

This chapter presents and analyses data while also discussing and evaluating pertinent findings. The formulated research questions allowed the researcher to obtain data that would address the research objectives. The research questions were:

- What are the reasons for the persistent theft and hijacking of vehicles in the Jozini area in KwaZulu-Natal?
- Which vehicles are specifically targeted in the study area, and why? Which crime prevention measures are currently used to prevent motor vehicle theft and hijackings in the study area? and
- Which new and proactive crime prevention measures can be used to prevent motor vehicle theft and hijacking in the study area?

The purpose of this study is to explore crime prevention measures that would successfully address vehicle theft and hijacking in the Jozini area. A qualitative research approach was used to help the researcher achieve the aim and objectives. Moreover, due to the persistent nature of vehicle crimes in the study area, the researcher had to determine if current crime prevention measures were ineffective or whether they were simply not conducted properly. It was thus necessary to explore SAPS and CPF members perspectives on the causes of vehicle theft and hijacking, the specific motor vehicles that are targeted and why, as well as their own personal views on the usefulness of current and possible future measures that may help to curb these crimes in the Jozini area. An empirical research design within the qualitative research approach was utilised to elicit detailed explanations and in-depth observations of vehicle theft and hijacking from the participants. All names used in the study are pseudo.

5.2 Demographics of the Participants

The gender representation of the participants is presented in Table 5.1. These data show an imbalance in terms of gender participation. The reason is that SAPS crime officers in the Jozini are predominantly male. Another reason for the uneven gender representation is that most CPF females who had been approached refused to participate in the study as they said the matter was too sensitive. However, the CPF was eventually represented by both genders as the researcher managed to recruit 50% males and 50% females of this participant category. Their identities will of course remain anonymous as pseudonyms are used in this dissertation.

Table 5.1: Gender representation

	Gender	Number of Participants
SAPS	Males	8
	Female	0
CPF	Male	5
	Female	5

The participants' comments were jotted in IsiZulu and translated into English. These comments are presented verbatim as far as possible.

5.3 Reasons for the theft and hijacking of motor vehicles

The first objective of this study was to explore the reasons for vehicle theft and hijacking in the Jozini area. The responses revealed various reasons why people want to engage in these crimes and, particularly, why they become involved with hijacking syndicates.

The following themes emerged regarding the reasons for vehicle theft and hijacking:

5.3.1 Poverty, lack of education, and unemployment

Clearly, a key motivation that drives motor vehicle theft and hijacking is the desire for money. Owing to the high unemployment rate, early school drop-out, and the many uneducated people in this area, people resort to crimes such as hijacking and vehicle theft to get 'fast cash' to make a living. Sizwe Ngubane said:

“South Africa is engulfed by high a rate of unemployment which forces people, particularly young people, to commit crime in order to survive. There is also a high rate of people who are uneducated which makes it so difficult to get a job nowadays. I personally think this kind of crime will not be eradicated as people are having no other way of earning money.”

The issue of unemployment was also raised by Bongani Ndlela, who mentioned the following:

“In order for this crime to be eradicated, government must come up with a plan to create more job opportunities for young people as life nowadays is demanding. People engage in crime these days only to get something to eat. Yes, there are those criminals who are greedy and they commit crime as a hobby, not because they don't have means of making money. It has impacted a lot the younger generation as they tend to think it is the only way of making money, especially if you are uneducated.”

The impact that unemployment has on the people is huge. People are bored as they have no jobs. Even some who are educated are unemployed, as mentioned by Andile Nyawo:

“Well, as you know, you can go to a tertiary institution to further your studies and get graduated, but still you will find yourself sitting at home with no job. People migrate to bigger cities to look for a job but eventually they become corrupted and become criminals. When I finish my high school I never had the chance to go to a tertiary institution. I decided to go to Durban to look for a job and I was introduced to crimes like robbing people who were coming from work. I was told this was the only way to survive, and then I decided to come back home.”

Unemployment was also highlighted as a reason why people steal and hijack vehicles by Zamani Mdletshe, who said:

“All I can say is that people will never stop committing crimes of this nature since the unemployment rate in the country is so high. I would say unemployment has an impact as people attempt to fight crime, particularly vehicle theft and hijacking. This is because people are hungry and they tend to look for any chance presented to them to survive.”

However, it was discovered that some people are criminal by nature, or they blame the government for not creating more jobs for them to survive. This point was raised by Sakhile Nene:

“Some people are criminals but they are just not actively involved in crime personally; but they are being used as an accessory to commit a crime. For example, they are offered R5 000 per vehicle just to observe the types of vehicles that criminals are looking for. They have to give criminals the type and model of the vehicle, the place where the vehicle is kept, the type of security in that place, whether the owner is armed or not, routine police patrols in that area... So, ‘imali’ [financial issues] are a problem in this area of Jozini.”

Some of the participants perceived unemployment as similar to a life sentence in jail, as was asserted by Thabani Mnguni:

*“I am very sure that nowadays, to get job is very difficult and more difficult if you have been arrested and released with a criminal record on your name. **Wonke umuntu** [everyone] **uyazi** [knows] now that if you got arrested, it’s like you got a life sentence—you will never be employed in your life.”*

The participants agreed that it is the responsibility of the government to create job opportunities for people, and they argued that only then will these crimes be eradicated. For instance, Zakhele Mafu argued this point as follows:

*“From my experience we have more unemployed people than employed people now in this country. **Uma abantu bengasebenzi** [if people are unemployed] they will resort to crime, whether you like it or not, to survive.”*

This view was also expressed by Thabani Myeni:

“No, it’s time now that government creates more job opportunities because unemployment leads to crime being committed; particularly crimes for financial gain.”

5.3.2 A lack of border patrols and surveillance

All participants approved that a root cause of vehicle theft and hijacking particularly in Jozini area is the lack of border control between South Africa and Mozambique. They argued that illegal exits and entries across the border had been engulfing this country for quite a long time and nothing had been done to address this. Sakhile Nene, who had been a police officer for fifteen years, stated:

“Eyi baba inkinga endala kabi le [Hey, my brother, this is an old problem.] I grew up here in Jozini and vehicles are hijacked and get stolen left, right and centre. The biggest problem is lack of security at the border post that separates South Africa and Mozambique. The area of Jozini is located near the border fence, which makes it easy for criminals to cut the fence at smuggle cars to Mozambique.”

An emotional Thabani Mnguni mentioned the following:

“Umbhedo wonke lo” [angrily: This is nonsense!] Until this failing government deploys SANDF members permanently to guide our border, we will continue to suffer and people will be killed and have their vehicles hijacked and stolen! I know nothing will happen or change, but lack of security on our borders is a major concern!”

Sizwe Ngubane stated:

“If you visit our border gate at Kosi Bay now you will find no more than six SAPS members with no vehicles to patrol. Uyibonake lento [you see this problem]. Nobody cares about our safety as a community. If you buy a car you don’t sleep the whole night because you know they will come for it.”

Bongani Ndlela offered the following insight:

“Mmm...My brother, this is a huge on-going problem in our area. People get hijacked, their vehicles are stolen, and some even get killed. This criminal targeted a four wheel drive vehicles so that the can drive it at sandy Mozambique areas. This is known very well: when the vehicle is hijacked here it does not go anywhere but it goes

*straight to Mozambique border and smuggled. The painful part of it is that you can sometimes see your vehicle being driven inside Mozambique but you can't do anything! **Kubi ndoda** [it's so painful, my brother].*

Another emotional response was offered by Zakhele Mafu, who commented as follows:

*“Yoh, I would love to comment but I am so angry that I don't know what to say. **Kodwa ke** [but] our cars' safety is at stake here because we are staying near Mozambique where everything that has been stolen from us has been smuggled to Mozambique for years now, such as our cattle, goats, vehicles. Even our children are stolen and smuggled into Mozambique across the border...”*

5.3.3 The perpetrators of vehicle theft and hijacking

According to the findings, a perpetrator can be anybody who becomes interested in stealing and hijacking vehicles for financial gain. Bongani Ndlela shared the following insights:

*“What I know is that everyone now is a suspect as a vehicle syndicate member. **Nami angisazi manje** [I am confused now]; many people here have been suspected and others even killed by the community for being involved in vehicle theft in the area. Even the police are suspects [laughs]. Even the community tried to strike by blocking the road at Emanguzi area demanding that Police Minister Bheki Cele comes to solve this crime. However, only Mr Bheki Ntuli from Community Safety and Liaison in KwaZulu-Natal came to attend to the matter. He was told to remove two police officers from Jozini who are suspected of involvement in vehicle crimes in the Jozini area.”*

Zakhele Mafu, Sakhile Nene and Thabani Mnguni agreed. One said:

*“Yeh! [laughs]. This thing is **umbhedo** [nonsense] but serious. The government already knows that Jozini is the hotspot for vehicle hijacking but still they don't do anything! **Buka** [just look]! Jozini SAPS is operating with six members per shift. SAPS, the only hope for the community, is hit by a huge shortage of members.”*

Zamani Mdletshe stated:

“I think there is still high-ranking government officials who are actively involved in vehicle theft and hijacking. It’s just that nobody wants to come out here and nail them.”

5.3.4 Police shortages

No one wanted to comment on this issue because they believed that they would be targeted by senior police officials if they did. However, one CPF member, Sihle Biyela, was brave enough to comment as follows:

“Well, I believe the problem of police shortages is a serious matter which everybody knows. It completely hampers our efforts to fight crime in the area.”

The refusal of the participants to comment on the issue of police shortages had to do with the mandate that the SAPS and CPF have to work together. Therefore, commenting on it would be tantamount to betraying each other.

5.3.5 Lack of border security

Although similar in some respects to the theme that was discussed in section 5.3.2, the lack of border security emerged as an important theme on its own. The point is that many crimes are committed in the study area as access to and movement across the border is very easy. The theft of vehicles, stock, and other items by people from across the border has become untenable, and these crimes have expanded to the smuggling of cigarettes and many other illegal items. A grave issue is that these items are traded without the payment of any taxes. Sihle Biyela stated:

“I think the first thing to accept is that we have failed as a country to secure our own borders as many people from other countries is coming here undocumented. They steal and go back to their country of origin without being noticed.”

Zamani Mdletshe also said:

“Inking la [the problem here] is that we are being so nice to these foreigners and in return they are not nice to us.”

Zakhele Mafu stated:

“Kahle kahle [to be honest], we are not safe in this country if our borders are not secure and safe.”

Sakhile Nene, who had been living in Jozini since he was a child, felt the same:

“The lack of security on our own borders poses a huge danger to us as a community. This is because criminals from other countries come and go as they please here in South Africa.”

Bingani Ndlela said:

“A lot of SANDF members are being deployed to other countries’ borders but our own country’s borders are not secure and protected and, as a result, we as a community are suffering.”

5.3.6 Victims of vehicle theft and hijacking

The study found that most people had become victim of vehicle theft and hijacking in the Jozini area. However, the plight of these victims was disregarded and nobody even seemed to notice their existence. The community recently participated in protest and strike action to voice their anger by blocking a road and asking the government to protect people in the Jozini area from being traumatised by criminals who hijack them and their vehicles. Some victims were seriously injured during hijackings and some even lost their lives (Abrahams, 2019). Sizwe Ngubane had this to say:

“In this area people have their vehicles hijacked and some were even killed, but others managed to escape the hijackers by running into the nearest bush. Uyacabanga nje [can you imagine] the trauma they are in after that incident, but nothing happened after that. Not even a small bit of counselling for those victims!”

Bongani Ndlela concurred, saying:

“We have noticed a lot of people suffering and some are our neighbours. But not even a single day they found assistance after being hijacked. Some held up the whole family in their own houses with guns while their vehicle was taken and smuggled across the border...”

The criminal justice system was severely criticised by the members of the CPF in particular. Van der Post (2018) stated that crimes such as hijacking and vehicle theft have a major impact on South Africans. It is not only those victims lose their lives, but they also go through a traumatic experience that has financial implications. Madoda Mngomezulu, Zizi Goba, Saziso Mathenjwa, and Thamsanqa Mthethwa shared the same view which was expressed by Zizi Goba:

“Lots of victims of motor vehicle theft and hijacking are ignored by the government. When it happened that they went to testify in court when the criminals were on trial, the questions that they were asked by the court made them feel so traumatised for the second time. Our criminal justice system itself does not protect the victims; instead, they victimise them more than they were by the crime. We have noticed a lot of victimisation in the courts.”

Neli Mbatha stated:

“We lost trust in the government as its entire police force and safety and security department have failed us as a community. They know that there are a lot of people being victimised by criminals in this area, but still no assistance is offered to the victims after being hijacked just to help them to recover from that trauma.”

The study found that the victims of vehicle crimes were ignored by the government. When a person was hijacked, assaulted, and raped, they received no counselling from the state. This was affirmed by Siphosethu Mkhize, who stated:

*“This [trauma] is far from over, because you get hijacked and then they tell you to go back home. Sometimes you got hijacked and wait for the police to come and obtain the statement. In most cases they come late or the next day. **Manje ini nje leyo** [now what can you call that!].”*

5.3.7 Vigilantism

According to Van der Post (2018), stated that the victims are reluctant to report crimes to the police in most cases because they believe that nothing can and will be done about it. Moreover, anger and frustration often compel people to take the law into their own hands. They take revenge and some have even killed suspects instead of calling the police. All the CPF participants agreed with this notion. One member voiced the concerns of all as follows:

“We as a community are tired of this nonsense now as the government is not doing anything about this matter. People have already started engaging in strike action and now they are killing suspects themselves as no one is punishing the criminals. The police and courts are failing our community. In the Jozini area a lot of incidences have occurred when the community took the law into their own hands by punishing the criminals. This included assaulting and even killing them.”

An SAPS participant, Andile Nyawo, confirmed the above by stating:

“The people of Jozini have started some new behaviour such as killing suspected criminals. They call it ‘society justice’ and justify their behaviour by saying that, since nobody is protecting them, they are protecting themselves now.”

5.3.8 Summary: Key findings pertaining to the reasons for vehicle theft and hijacking

In order to unearth crime prevention measures that may best address motor vehicle theft and hijacking in KwaZulu-Natal, the researcher explored participants’ authentic views on various reasons for these crimes. It was also envisaged that the government and NGOs could use this information to review current ineffective strategies. It was also hoped that the findings, when appropriately disseminated, would be helpful to affected communities and authorities responsible for developing and implementing crime prevention strategies to fight crime, particularly in relation to vehicle theft and hijacking in the Jozini area. The literature highlights various factors that exacerbate vehicle theft and hijacking, as well as reasons for the incapability of the police to proactively fight vehicle crimes. Two of these factors are the shortage of SAPS manpower and corruption within the SAPS and the community. Clearly, current measures used by the police to successfully prevent vehicle theft and hijacking are ineffective as these crimes are persistent and even escalating in the Jozini area. For instance, once a vehicle has crossed the border, it is impossible to trace and recover it, and this knowledge has become endemic.

Another problem with regard to vehicle theft is that even community members themselves don’t trust one another and many are suspicious of others. This notion is shared by Mngadi (2021), who argues that even the community themselves are reluctant to form community committees because they have suspicions that some amongst them are involved in vehicle theft and hijacking. Mngadi (2021) also states that even if a stolen vehicle is spotted in a

neighbouring country near the border, there is no way of recovering it. For instance, there is no official agreement between South Africa and Mozambique to work together to recover stolen vehicles (Mngadi 2021). This has resulted in adverse implications for affected motor vehicle owners, particularly as insurance companies regularly increase their premiums due to the successful operations of vehicle theft and hijacking syndicates. Vehicles such as Toyota Hilux and Ford Ranger ‘bakkies’ particular the four wheel drive are particularly targeted. The system that is currently used by the government is out-dated and not effective in fighting vehicle crime syndicates.

The following discussion highlights the key findings pertaining to the reasons for the theft and hijacking of motor vehicles in the study area. These findings address first objective for this study that was to explore the reasons for vehicle theft and hijacking in the Jozini area.

5.3.8.1 *Low income and poverty*

People in the study area steal and hijack motor vehicles primarily for financial gain in the form of ‘fast cash’. Successful smuggling operations into Mozambique motivate both individuals and syndicates to persist with this crime. As unemployment is rife, perpetrators continue to steal vehicles because they earn large sums of money without the fear of being brought to justice, as the CJS has reportedly collapsed in the Jozini area.

5.3.8.2 *Unemployment*

Another factor that exacerbates vehicle crimes is unemployment. Many people live below the bread line and cannot sustain their daily needs, and they thus turn to crime to make ends meet. Some perpetrators are arrested and serve a sentence for stealing vehicles, but when they are released, they start where they left off for survival. Mathebula (2014, cited in Bunge et al., 2005), suggests that when people are employed, even when they earn a low income, it reduces the likelihood of them becoming involved in criminal activity. The people of Jozini live in a rural area where they are affected by high levels of unemployment, and many see stealing and hijacking as the only way out of the cycle of poverty. However, some wealthy community members are also deeply involved as they help perpetrators by giving them information or even transporting them to spots where they plan to hijack a vehicle Mathebula

(2014). These co-conspirators thus share in the profits while the community suffers great financial losses when a vehicle has been stolen Mathebula (2014)

5.3.8.3 Greed

A factor flowing from the above that contributes to vehicle theft and hijacking is greed. In many instances, a perpetrator is employed but still wants more money. For example, perpetrators who work for a company as a driver often arrange for their own hijacking and then share in the profits of the heist. Some security guards are also part of syndicates or they are bribed to provide information and simply turn a blind eye when a vehicle inside a 'safe' location is hijacked (Mathebula 2014).

5.3.8.4 Poor education

When opportunities for gainful employment are slim because of lack of better education, young people in particular tend to look for other means to obtain money, even if it means breaking the law, and motor vehicle theft and hijacking are alluring as the word must have spread that they can commit these crimes with impunity (Mathebula 2014).

The routine activity theory, the presence of a motivated offender is pivotal in the commission of a crime, it is evident that offenders in the Jozini area are highly motivated to steal and hijack vehicles. Some offenders are motivated by the fact that particular vehicles that are in demand are available as such vehicles are purchased by community members to drive on the gravel roads in the Jozini area. Even if people are employed, vehicle theft and hijacking are enticing as it is a way of making easy and fast cash. Some members of the CPF who were interviewed indicated that various citizens who had become involved in vehicle theft syndicates had become very rich, and this contributed to the perception that resorting to stealing and hijacking vehicles will ensure instant wealth.

5.4 Measures to Prevent Vehicle Theft and Hijacking in the Jozini Area

The determination of crime prevention measures that may prevent motor vehicle theft and hijacking in the Jozini area is of important as a one of the study objectives. This was important as it is clearly stated in the literature that the government has failed in its attempts

to deal with this scourge not only in the study area, but in the country at large (Zincume, 2017). For instance, crime prevention measures such as building a new Emanguzi police station, the presence of mobile tracker companies in the Jozini area, building a concrete barrier between South Africa and Mozambique, and deploying Gauteng police in the Jozini area were discussed by the community at meetings with government officials and even with ex-President Zuma at Emanguzi (Zincume, 2017). However, nothing has been done and no successes have been achieved, and it is clear that the crime prevention measures that are employed are not effective, as vehicle theft and hijacking have escalated in the area.

The participants urgently stressed the implementation of new strategies to curb vehicle theft and hijacking such as the deployment of more police officers in the field and the permanent deployment of the SANDF for border between South Africa and Mozambique. They urged that these must be proactive rather than reactive measures. One CPF member stated:

Another participant, Siphosethu Mkhize said: The police at Jozini area are still motivated even though there are lot of challenges they face at the police stations.(Lento yoku patrola ayisebenzi nhlobo) this thing of mere patrolling is not working at all, this is because police have patrolled the area but the vehicles are still get stolen and hijacked. Moreover, the participants urged that any new and proactive strategies must be constantly reviewed to ensure that they are sustainable and productive. The researcher therefore offers various recommendations for the implementation of proactive measures to curb and ultimately eradicate vehicle theft and hijacking in the Jozini area.

5.5 Recommendations

Based on the literature review and as well as the analysis research data that addressed the objectives of the study, key recommendations are proposed in the hope that they will assist law enforcement agencies to apprehend and successfully prosecute vehicle theft and hijacking syndicates and individuals so that these crimes can be curbed and so that justice may be served for the many traumatised victims who need to find peace. It is clear that there are many reasons why criminals steal or hijack vehicles in the Jozini area, but the most prevalent is to take these vehicles across the border into Mozambique, which is also confirmed by Zincume (2017).

5.6 Reasons for targeting specific motor vehicles in the study area

The second objective was to determine why specific types of vehicles are targeted in the study area. According to the literature, all types of vehicles are stolen and hijacked depending on the demand as criminals perceive it. Zincume (2021) argues that most criminals target big vehicles such as 4-wheel drive 'bakkies' as it is very easy to drive them on the sandy roads of Jozini towards the Mozambique border. Mozambique is also criss-crossed by sandy roads which require a four wheel drive vehicle for easy access. However, other types of vehicles are also stolen and hijacked in the area. A vehicle is normally stolen or hijacked based on demand for that particular vehicle. For instance, only 4-wheel vehicles can be used to drive from Mboza to Mphelandaba (Zincume 2021).

Mathebula (2014) identifies two types of modus operandi for vehicle theft, namely opportunistic theft and organised motor vehicle theft. He mentions that opportunistic theft is when an opportunity to commit this crime presents itself. For example, when the driver accidentally leaves the vehicle's keys in the ignition, the opportunistic thief will spot it and drive away in the vehicle. Mathebula (2014) states that organised crime is when a syndicate of criminals works for an organisation to steal and hijack vehicles. The researcher is of the view that most vehicles in the Jozini area are hijacked or stolen by members of syndicates. These syndicates are well organised and observe the routine of targeted drivers for some time before they attack, depending on the circumstances. The participants have also indicated during an interview that the all type of vehicle is targeted as long as it monetary value. However, the most stolen and hijacked vehicles are four wheel drive vehicles.

Some vehicles are specifically targeted for either short- or long-term transportation. According to the SAPS participants, in many instances a vehicle was used only for a short period as it was found abandoned, possibly after the mission had been accomplished. This is also demonstrated by the fact that some vehicles were found burnt, possibly to destroy all traceable evidence of the perpetrator such as fingerprints and DNA (Zincume 2021).

According to Zincume (2021) specific vehicles, such as those with fast and powerful engines, are stolen or hijacked for the commission of a specific crime or to further a crime that has already been committed. For example, in cases of armed robbery, fast vehicles are hijacked to easily escape the crime scene. Vehicles such as Mercedes Benzes and BMWs have already been mentioned. When a vehicle is hijacked to be used as an escape vehicle, the situation is

usually quite dangerous and life-threatening as the perpetrators are in a rush and very tense (Zincume 2021).

A challenge in the resolution of vehicle crimes in the study area that prominently emerged was mentioned by an interview participant. He stated that dockets were opened at the various police stations indicating the details of the specific type of motor vehicle stolen, and the crime was then investigated. However, no arrests tended to be made and these cases were filed at these stations and remained in the docket room.

The third objective of the study was to explore possible crime prevention measures that will prevent motor vehicle theft and hijackings in the Jozini area. This objective was addressed by posing pertinent questions during the interviews that would elicit the participants' views in this regard. These suggestions are addressed in the next chapter where the views of the participants regarding measures that could help curb the scourge of vehicle theft, and more particularly hijackings in the study area, are briefly presented.

CHAPTER SIX

6. SUMMARY , CONCLUSION AND RECOMMENDATIONS

6.1 Introduction

This concluding chapter addresses the need for proactive prevention measures to deter vehicle theft and hijacking in the Jozini area. A number of strategies were implemented to address vehicle theft and hijacking, but all these measures have failed as vehicles are persistently stolen and hijacked in this area. This suggests that law enforcement agencies need to collaborate to devise new and effective strategies to ensure that the suspects of vehicle theft and hijacking are not only apprehended, but prosecuted properly and convicted. If the perpetrators of crime are not convicted, there is no justice for the community that is constantly victimised by ruthless criminals.

The literature indicates that vehicles are stolen to smuggle them to neighbouring countries, to use them in other crimes, or to be stripped for their parts (Ngcobo 2021). Some vehicles are stolen by youths for joyriding, while others are sold on the black market for financial gain, to transport stolen goods, or to use them to escape after armed robberies (Ngcobo 2021). The vehicle theft and hijacking remain disturbing crimes in South Africa and in the Jozini area in particular. In fact, so disturbing is this problem in the Jozini area that the community might take the law into their own hands to find justice by means of vigilantism (Ngcobo 2021). This situation, which can erupt in life-threatening violence, can be avoided if the government devises new and proactive measures to fight vehicle theft and hijacking in the Jozini area.

Community policing forums (CPFs), the government, and the community at large must collaborate to assist law enforcement agencies such as the police, private security companies, and the SANDF in ensuring that their respective areas are safe and protected against criminal activities. However, police action seems primarily reactive, which means that they attend to the crime only after it has occurred, and they thus seem incapable of preventing crimes proactively. It is therefore evident that vehicle theft and hijacking will persist unchecked if there is no commitment by the police and the community to fight together. Vehicle crimes should be treated as a matter of urgency in the Jozini area as it is located near the

Mozambique border. This makes the community highly vulnerable, particularly if no effective measures are taken by the government and its agents to curb the threat of vehicle theft and hijacking against law-abiding citizens.

This study clearly demonstrated that vehicle theft and hijacking are real problems that adversely affect the people of the Jozini area. The literature reveals that this problem persists across South Africa as well (Ngcobo 2021). More particularly, in the Jozini area there is some of confusion as the community blames the police for not doing their duty while the police blame the community for working with criminals in the area (Ngcobo 2021).

To realise the dream of peace in the area, there must be a health relationship between police and the community to work together when fighting against crime. There are reportedly a lot of illegal weapons in the area as people arm themselves to protect their families and property against criminal activities. Unfortunately, this will result in vigilantism and even the possible loss of lives. The government needs to take cognisance of this threat and react appropriately and timeously to prevent any disastrous events should a conflict between angry community members and the police erupt. The recent strike action and protests by the community that were referred to earlier are a case in point.

To address objectives one and two, namely the reasons for vehicle theft and hijacking in the Jozini area, as well as the types of vehicles that are targeted and why, the tenets of the routine activities theory were applied. This theory posits that three elements need to work together for the commission of a crime: (i) a motivated offender; (ii) a suitable target; and (iii) the absence of a guardian. The study proposes the presence of sufficient numbers of motivated offenders in the study area, and these results in the persistent stealing and hijacking of motor vehicles. Moreover, criminals have access to numerous suitable targets in the area due to a shortage of police officers that can serve as suitable guardians. It is therefore very challenging for the police to proactively avoid crime in the study area.

The study also reveals that the community has lost hope as they are persistently targeted by ruthless criminals. According to the participants, the community has lost trust in the police as they consistently fail to successfully investigate vehicle theft and hijacking, and thus no (or very few) perpetrators have been brought to justice by the CJS. Moreover, when these criminals are released, they continue on the same criminal path as before.

The study findings are very important as they confirm the persistence of vehicle crimes in the Jozini area. The study also confirms that current measures by law enforcement agencies, such as the police and security companies, are inadequate to curb and prevent vehicle theft and hijacking in the area. A matter of concern that should be taken seriously by the SAPS is that, according to the participants, police officers, and more especially junior members, are easily discouraged by the many challenges they face during stolen vehicle recovery operations. They are also discouraged by the inefficiency for criminal justice system that seems unable to successfully process and incarcerate the perpetrators of vehicle theft and hijacking. The fact that vehicle crimes traumatise Jozini residents must thus be addressed by the government and the CJS as a matter of urgency.

6.2 Summary

This chapter addressed the data that were collected pertaining to objectives one and two and the pertinent findings that emerged. The data were interpreted and discussed under themes. The chapter highlighted the problems faced by the community of Jozini with regards to vehicle theft and hijackings. The findings revealed the reasons for the theft and hijacking of motor vehicles in the Jozini area with reference to the participants' experiences, feelings, and perceptions pertaining to such crimes. The chapter highlighted increased vigilantism in the area due to these crimes and clearly elucidated the community's frustration that manifested in relatively violent protest action. It was also indicated that police involvement is crucial to proactively prevent vehicle crimes in the area. As the police seem to have failed to protect the community, it has exacerbated the situation and has led to vigilantism and the influx of a lot of unlicensed firearms into the area.

6.3 Conclusion

It is clear that there are various reasons that prompt criminals to steal or hijack vehicles in the Jozini area. However, the most prevalent reason is that vehicles are taken to Mozambique across the border, and this often occurs through a border post gate. Zincume (2017) endorses this finding, arguing that hijacked vehicles often disappear across the Mozambique border within the hour. The SANDF should therefore be permanently deployed on the Jozini border

while more police should also be visible and on patrol in the area. It was also clear that any type of vehicle is eligible for theft or hijacking but that fast, powerful cars and 4-wheel drive vehicles are preferred for cross-border smuggling.

It is clear that the government must accept and actively address its mandate to protect the Jozini community and entire country and bring the perpetrators of crime, particularly vehicle crimes, to justice. There is a crucial need for police management to implement new and creative strategies to motivate and encourage the police to be more effective on the ground. Moreover, law-abiding community members must be empowered to work with the police and CPF members to fight crime in the area, as only then will the dream of police and community cooperation in a safe environment that is free from any kind of victimisation be achieved. Only when there is collaboration among all role-players will law-abiding citizens be allowed to live in peace and harmony in a place where they can buy the vehicle of their choice without any fear of being victimised by criminals. Ultimately, the government needs to act Jozini area.

6.4 Recommendation

6.4.1 Government intervention

There is an urgent need for the government to intervene in the volatile crime situation in the Jozini area, particularly in the person of the current Minister of Police, Mr B. Cele. The community has suffered enough as a result vehicle theft, hijacking, and the illegal import of goods. The government, together with NGOs, the SANDF, and private security firms, needs to collaborate to come up with fresh ideas and devise new strategies to deal proactively with vehicle crimes. Newly devised and creative crime fighting programmes need to be implemented and executed effectively by law enforcement agencies. These new programmes must also include counselling services for vehicle crime victims after an incident. When the data that addressed the objectives of the study are considered, it is clear that current efforts to curb vehicle crimes have failed and are effectively undermined by criminals. Clearly, no effort by the government to eradicate motor vehicle crimes has reached the point where it deters criminals from stealing or hijacking motor vehicles, and this is particularly evident in the Jozini area.

6.4.2 Increasing police manpower

The researcher proposes that top SAPS management officials be held accountable for the shortage of police manpower at South African police stations. An efficient police force that is manned by dedicated and well-trained officers is a pivotal weapon in the fight against crime in this country. Therefore, if there is a shortage of police officers, there is no way that crime can be prevented. This study as well as others has clearly indicated that the SAPS, has failed, and may continue to fail to prevent vehicle crimes. The study participants all lamented the lack of sufficient police deployment in the Jozini area, and most of them urged the deployment of the SANDF.

For instance, a participant highlighted the inadequate deployment of police officers in the field. There are four relief shifts stationed in the Jozini community service centre (CSC) and there are seven members per shift, namely a Commander, two officers that must remain in the CSC to assist the community, and four members on patrol (two in each of two police vans). This means that there are only four members on patrol during a shift to cover the entire Jozini area, which is ludicrous as it is impossible to cover such a large area effectively. The police participants felt that they were sacrificed to criminals as there was no back-up to assist them should they be under attack.

There are various towns and shopping malls in the Jozini area, but there are too few police officers to deal with any acts of crime, let alone vehicle theft and hijacking. During the interviews, some SAPS members indicated that it was difficult for them to attend to crime scenes, particular vehicle hijackings, because they were vulnerable as there would be no back-up due to such a dire shortage of manpower. This problem was also raised by CPF members who admitted that they had previously begged the government to intervene and assist the community by employing more police officers to deal with crime effectively. An SAPS member stated that many police officers had died, resigned, or had gone on early retirement due to work pressure. However, no replacements had been made and the situation only became direr. This highlights an untenable problem regarding police management, as it seems that these persons don't understand the need for service delivery in the Jozini area, or they simply turn a blind eye as they are not directly involved.

Researcher has recommended the high police visibility in the Jozini area in order to deter criminals from committing crimes. Sufficient manpower to patrol the area effectively at all times, as this will serve as an effective deterrent to criminals and thus prevents the commission of crimes proactively is imperative. Police visibility requires blue light patrols, foot patrols, road blocks, police observations, and stop and search patrols. All the interviewed participants emphasised the threat that the shortage of police manpower poses, while they also urged the deployment of highly trained police officers who are dedicated to fight crime, particularly vehicle theft and hijacking.

6.4.3 Collaborative partnership between the police and the community

To achieve better understanding and trust between the police and the community, the police need to be transparent and accountable. There is also a need for more regular police engagement with the community of Jozini, as a CPF participant argued that there is poor communication community and the police in the area. All the CPF members agreed that high police visibility is important. According a CPF participant, a lot of complaints are regularly lodged against the police at a certain police station where people often open cases but do not get feedback about any progress in the case. When the trust and collaborative partnership between the community and the police is ensured, it will lead to better crime-fighting initiatives and programmes such as the establishment of neighbourhood watches (*isikebhe*), farm watches, business against crime initiatives, and other crime fighting programmes

According to SAPS Act No. 68 of 1995 (South Africa, 1995), a CPF is the only community-based organisation that may represent communities and allow them to devise their own safety measures at their homes, but they must do so by working with the police. This means that effective CPF structures should be created to work with the police and assist them in fighting crime. If there is a healthy relationship between the police and CPF members, the community will be well represented and this will achieve the purpose of preventing crime as well as solving service delivery challenges.

The SAPS participants agreed that there is an urgent need to sensitise CPF members to the importance of liaison between them and the SAPS as it appeared that some members felt that they knew what to do and that it was not necessary to work with the police. Some police officers had no idea what the role and purpose of the CPF was, while others had no idea what they were expected to do as police assistants. Therefore, when CPF members are elected, it is

recommended that this is done in the presence of police officers of that particular station to ensure that they are introduced to the police as well as members of the community.

CPF members, who are essentially police assistants, therefore need to be sensitised to the issue of the violation of human rights. They need to be trained in respect of section 42 of the Criminal Procedure Act No. 51 of 1977 (South Africa, 1977), which will help them understand the justice system and the role of the Department of Justice and Constitutional Development. For example, section 42 of this Act states:

“... a South African citizen has the right to arrest the following persons: 1. Trespassers 2. Persons engaged in an affray (public fighting) 3. Persons who he has a reasonable suspicion of having committed a Schedule One offence”

This Act further provides for the use of force during an arrest by a private person:

“You must have the intention to arrest the suspect and that intent must be to arrest the suspect so that you can hand him over to a law enforcement agency.”

The researcher thus feels that it is necessary that both CPF members and the community are familiar with this Act so that they will not break the law when making a citizen's arrest. It was evident that the Jozini CPF was relatively effective as its members had reportedly made a lot of arrests, but some felt that they were permitted to punish/torture the criminals they apprehended. A CPF participant argued that a criminal would never tell the truth if one was 'nice' to them, which is a notion the other CPF members shared. They thus viewed the torturing of suspects as part of the criminal justice process to punish them. They evidently had no idea what a legal citizen's arrest was, or under what circumstances a suspect could be arrested lawfully. Therefore all community members must be sensitised regarding the importance of upholding the law, and they need to understand that taking the law into your own hands is a crime on its own.

6.4.4 Constructing a concrete wall between Mozambique and South Africa

Based on the evidence of the construction of a concrete Jersey barrier wall on the border of South Africa and Mozambique (Ndlovu, 2016), the researcher suggests that this project be resuscitated and expedited to assist in preventing stolen and hijacked vehicles from crossing

the border. Such a concrete wall will play a major role in preventing vehicle smuggling as well as the illegal importing and exporting of goods between South Africa and Mozambique. According to Ndlovu (2021), the government proposed the construction of such a wall to create a barrier that would prevent cross-border crimes, including the operations of hijacking syndicates. The first news about it appeared years ago when a contract was awarded to build such a barrier.

The construction of the wall, referred to as Jersey barriers, was started at an estimated cost of around five million Euros (Ndlovu, 2021). However, the project has been plagued by corruption. According to Ndlovu (2021), President Cyril Ramaphosa has given a declaration authorising the Special Investigating Unit (SIU) to investigate the KwaZulu-Natal Department of Transport about and allegations of corruption and maladministration involving R85 million. This concrete barrier project has thus not been completed. The investigation focused on the construction of an 8 km concrete barrier between uMkhanyakude and Mozambique border, which should by now have protect communities overwhelmed by cross-border vehicle theft and hijacking. As this project has not been finished for various reasons, the researcher proposes its completion, as this wall will play a pivotal role in preventing cross-border crimes and the victimisation of law-abiding citizens in the border area.

6.4.5 Permanent deployment of the SANDF

Helfrich (2021) reports that the deployment of the SANDF to the Ndumo area in Operation Corona Duty made a tremendous impact in terms of recovering goods and stolen and hijacked vehicles. Deployed SANDF members patrolled the border between KwaZulu-Natal and Mozambique in vehicles. They recovered a Toyota Quantum and Toyota Hilux D4D from the bushes near KwaMshudu village, which is near the border control post in the Ndumo area. Reports indicated that these vehicles had been hijacked in the KwaSkhemelele area. The vehicles were handed over to the Jozini SAPS to open a case and register the vehicles (Helfrich, 2021). Like Helfrich, the researcher proposes the permanent deployment of the SANDF in the Jozini area to deal specifically with the smuggling of stolen and hijacked vehicles so that the people of Jozini can live without intimidation and victimisation by criminals.

Martin (2022) also reported that SANDF members from 9 South African Infantry Battalion have recovered five stolen vehicles in the Macadamia area. He argues that the deployment of SANDF members will help to reduce and prevent the theft of vehicles and the smuggling of illegal goods across the border. According to Martin (2022), South Africa is facing an almost insurmountable problem due to the smuggling of goods across the border. Such goods include illegal firearms, livestock, and stolen vehicles. This suggests that the South African economy and its people are at huge risk as its borders are unprotected, leaving its citizens exposed to crime.

The aim of the study is to explore crime prevention strategies that may contribute towards the deterrence of motor vehicle theft and hijacking in the Jozini area. According to Mngadi (2021), the SANDF is temporarily deployed on all borders, including the Kosi Bay border post in the Jozini area in KwaZulu-Natal. Additional members were also deployed to threatened areas at the request for more law enforcement agencies. As the SANDF is a powerful deterrent factor, the researcher suggests its permanent deployment at Ndumo OPS base in the Jozini area so that crime can be minimised. Once the SANDF has been deployed in the area, crimes such as stock theft, the illegal smuggling of goods, and vehicle theft and hijacking will cease. The need for the permanent deployment of the SANDF in the Jozini area was also emphasised by both SAPS and CPF participants during the interviews.

6.4.6 The installation of tracker devices in all vehicles

Another strategy that may contribute to the deterrence of motor vehicle theft and hijacking in the Jozini area is that all vehicles be installed with tracker devices during the manufacturing process. If all vehicles that are released from the factory are equipped with a tracker device, it will make the work of law enforcement agencies much easier to track down a vehicle if stolen or hijacked. This system will thus undoubtedly reduce the theft and hijacking of vehicles in the Jozini area, as well as in the rest of the country. The standardisation of this technology will also improve country-wide service delivery. It is acknowledged that some vehicles with tracker systems are stolen or hijacked, but the success rate in recovering such vehicles will be much higher, and the perpetrators much more likely to be apprehended and brought to book. This factory-fitted tracker system should have two key elements: a biometric system and a location detecting system.

The biometric system is, according to Techopedia (2012), a technological system that uses biological information about a person such as fingerprints, facial patterns, and voice patterns to identify the person. If such a system is installed in a vehicle and is linked to the driver, it will disable any unwanted person from gaining control of the vehicle as his/her fingerprints, for instance, will not be authenticated. However, the owner of the vehicle must be allowed to register other drivers (such as a spouse or licensed child) if these people may also drive the vehicle.

Such a system also has a timing device to verify if it is the registered driver who is driving the car. For example, after thirty minutes the driver must verify his or her fingerprints or another characteristic, depending on those registered for that particular vehicle. Some vehicles no longer require a key to start the vehicle as the driver only presses a button to start the engine. This can only be done when the key is near the car, which means that if the key is some distance from the vehicle it will not start. The researcher suggests that physical characteristics may be introduced in such keys through biometric technology. The installation of a biometric system in a vehicle will thus proactively prevent vehicle theft and hijacking, and this can be accomplished worldwide.

A built-in location detecting system can also be a proactive crime prevention measure that can be used to prevent motor vehicle theft and hijacking. The researcher therefore suggests that all vehicles be fitted with a GPS location system to proactively prevent vehicle theft and hijacking. A global positioning system (GPS) is an electronic system that uses a network of satellites to show the location of a vehicle, ship, or person on a computerised receiver (Collins Dictionary, 2022). The system can be used by the owner or registered driver of a vehicle to locate the vehicle at all times. The researcher recommends that owners of vehicles must register their jurisdiction location and all the routine locations they normally use. This will allow the GPS to notify a service provider if the vehicle is travelling outside the registered jurisdiction. If the owner of the vehicle is residing in Durban, for example, he or she must notify the company or a factory that the vehicle is travelling towards the Jozini area and when it will return.

Should all vehicles use a GPS location system, it will be very easy for tracker companies to locate the stolen or hijacked vehicle and alert the police. The owner of the vehicle will of course have to alert the tracking company if the vehicle is leaving the area of jurisdiction

without permission. When a vehicle leaves the registered area without notification/permission, that vehicle will be deemed stolen or hijacked, and a signal will be sent to the nearest police station. This will enable the police to set up a road block on a road the said vehicle is approaching. As was noted earlier, the modus operandi of most vehicle hijackers now is to keep the driver of the vehicle with them in the hijacked vehicle, which prevents the driver from raising the alarm. Therefore, a GPS will send a signal to the tracking company if the vehicle is leaving a registered location without prior notification. The benefit of this technology is that it will prevent vehicles from being stolen or hijacked and smuggled across the Mozambique border without being noticed.

There are many advantages to the installation of a location detecting system. One is that it will allow the tracker company to locate the vehicle's whereabouts and this will make it easy for the vehicle owner to have access to the data base to view it on request at any time. The vehicle's data will also make it easier for the owner to reduce all opportunities for the misuse of the vehicle. The owner of the vehicle will also have access to monitor his or her vehicle through a mobile cellular phone. The system will also be installed in a secret part of the vehicle that no one but the owner will know about.

However, a disadvantage of a location detecting system is that it is very expensive, which makes it difficult for all vehicle owners to have it installed. Another disadvantage is that hijackers sometimes force the owner to stay in the car, and they may seriously harm this person if they try to compel him or her to reveal the location of the device so that they can disable it.

6.5 Conclusion

It is clear that there are various reasons that prompt criminals to steal or hijack vehicles in the Jozini area. However, the most prevalent reason is that vehicles are taken to Mozambique across the border, and this often occurs through a border post gate. Zincume (2017) endorses this finding, arguing that hijacked vehicles often disappear across the Mozambique border within the hour. The SANDF should therefore be permanently deployed on the Jozini border while more police should also be visible and on patrol in the area. It was also clear that any type of vehicle is eligible for theft or hijacking but that fast, powerful cars and 4-wheel drive vehicles are preferred for cross-border smuggling.

It is clear that the government must accept and actively address its mandate to protect the Jozini community and entire country and bring the perpetrators of crime, particularly vehicle crimes, to justice. There is a crucial need for police management to implement new and creative strategies to motivate and encourage the police to be more effective on the ground. Moreover, law-abiding community members must be empowered to work with the police and CPF members to fight crime in the area, as only then will the dream of police and community cooperation in a safe environment that is free from any kind of victimisation be achieved. Only when there is collaboration among all role-players will law-abiding citizens be allowed to live in peace and harmony in a place where they can buy the vehicle of their choice without any fear of being victimised by criminals. Ultimately, the government needs to act Jozini area.

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Survey instrument/Questionnaire		Translation (where appropriate)	
Open ended question sheet	X	Translation (where appropriate)	X
Participant informed consent	X	Translation (where appropriate)	X
Letter requesting access to sites/information/participants	X	Translation (where appropriate)	
Research instrument permission		Observation sheet	
Letter granting access approval		Copyright permission	
Any other documentation			

ETHICAL CLEARANCE APPLICATION COVER SHEET (2016)

Project Title	Exploring crime prevention measures to address motor vehicle theft in Jozini, KwaZulu-Natal						
Principal Researcher(s)	Mthimkhulu, S.T						
Email Address	mthimkhulust@gmail.com						
Supervisor and Co-supervisor	Ms. Z. Snyman						
Department	Criminal Justice						
Nature of Project	Honours/4 th Year		Master's Mini-dissertation	Master's Full dissertation	X	Doctoral	Departmental
Research involves	Human Health		Animals	Human Animals		Health	Data collection from people

Children (Nontherapeutic research)	Children (Therapeutic research)		Other vulnerable persons	Special health and safety considerations	Desktop, field work or laboratory research only
Environmental hazards/pollution	Interfere with nature		Intellectual Property (IP)	Possible conflict of interests (researcher, funder or participants)	Benefits from this research
Risk Classification	Low Risk		Medium Risk	<input checked="" type="checkbox"/> High Risk	Other

Faculty REC comments:

- Reasons for recommendations to UZREC
- Why/How the benefits outweigh the risks associated with the research
- Special conditions to be attached to the approval.

Faculty REC Chairperson's

Date:

signature		
Print Name		

APPENDIX B

INFORMED CONSENT FORM

DECLARATION OF CONSENT

I, _____ agree to participate in the study of exploring crime prevention measures to address motor vehicle theft in Jozini, KwaZulu-Natal, conducted by **Senzo, T. Mthimkhulu**, a Criminal Justice student in the Faculty of Arts at the University of Zululand. I understand the purpose of the study.

I understand that I will be required to participate in a personal interview of between 20 minutes. The interviews will be audio taped and transcribed. The transcripts will be stored on Senzo Mthimkhulu's personal computer and the voice recorder will be kept in a lockable cabinet. These will be destroyed after five years of the completion of the study. I also understand that:

- ✓ My participation is voluntary.
- ✓ I have the right to withdraw from the research at any stage.
- ✓ There will be no rewards for participation, nor will there be any negative consequences should I decide to withdraw.
- ✓ Strict confidentiality and anonymity will be maintained.
- ✓ I will let Senzo Mthimkhulu know immediately if I feel upset during or after the interview to request support.
- ✓ Please indicate by ticking the appropriate box whether or not you will allow the interview to be recorded.

	Allow	Disallow
Audio equipment		

My signature below indicates my willingness and permission to participate.

Signed at _____ (Place) **on** _____ (Date)

_____ (Signature) _____ (Print name)

APPENDIX C (IsiZulu)

IFORM LEMVUME (isiZULU) DECLARATION OF CONSENT

Mina, _____ngiyavuma ukubamba iqhaza ecwaningweni olumanyelana nokuntshontshwa kwezimoto, olwenziwa ngu **Senzo, T. Mthimkhulu**, umfundi wamabanga aphezulu kwezobulungiswa bobugebengu eNyuvesi yaseZululand. Ngiyayiqonda inhloso yocwaningo.

Ngiyaqonda ukuthi ngilindeleke ukuba ngibe kwingoxoxo elinganiselwe imizuzu engamashumi amabili. Lezi zingxoxo zizolotshwa futhi ziphinde ziqhophwe ngemvume yami. Okuzolotshwa kuphinde kuphoshwe kuzogcinwa kwikhubhyutha ka Senzo, T. Mthimkhulu nasekhabetheni elizokhiywa. Sekuyothi uma kudlula iminyaka emihlanu bese iyabulawa ilahlwe. Ngiyaqonda futhi ukuthi:

- ✓ Ngizobamba iqhaza ngokuzithandela kwami.
- ✓ Nginelungelo lokuhoxa kucwaningo kunoma isiphi isigaba.
- ✓ Ngeke kube khona umvuzo ngeqhaza engizolibabha, futhi angeke kube nemiphumela engemihle uma ngihoxisa.
- ✓ Ukuzibandakanya kwami kucwaningo kuyimfihlo ngokuphelele.
- ✓ Ngizomazisa uSenzo Mthimkhulu ngokushesha uma ngizizwa ngicasuka.

Sicela ukhombise ngoku thikha ebhokisini elilandelayo ukuvumelana nokuphikisana kwakho ekuqoshweni kwexoxo.

	Ngiyavuma	Angivumi
Ukuqoshwa		

Isiginesha yami engezansi ibonisa ukuzimisela kwami futhi invume ekubambeni iqhaza kucwaningo.

Kusayinwee _____ (indawo) ngo _____
(Usuku) _____ (Isiginesha) _____ (Igama ngokugqamile).

APPENDIX D

INTERVIEW SCHEDULE

INTERVIEW QUESTIONS

1. **To explore the reasons for vehicle theft and hijackings in the Jozini area in KwaZulu-Natal.**

- In your views, why Jozini is most target for vehicle theft?
- Which vehicles that are most targeted, and why?
- What is the modus operandi used when hijacking the vehicles in the area?

2. **To determine which specific motor vehicles are targeted for theft and hijacking, and why.**

- What kind and types of motor vehicles are targeted by criminal?
- Why those motor vehicles are most targeted in Jozini area?

3. **To explore crime prevention measures that may prevent motor vehicle theft and hijackings in the Jozini area in KwaZulu-Natal.**

Is there anything done by the government or community at larger to prevent vehicle theft?

Please explain your answer.

- How has the community been involved in fighting vehicle theft?
- Do crime prevention strategies work to bring down vehicle theft, and why?
- Which crime prevention strategies, in your view, could be used to curb vehicle theft and hijackings in your area?

4. **Recommendations for proactive crime prevention measures that can be used to prevent motor vehicle theft and hijackings in the study area.**

- Which crime prevention measures, in your view, can be used to prevent vehicle theft?
- What types of approaches can be used to deal with vehicle theft?
- Who should be involved in the fight against vehicle theft in the Jozini area, and why?

APPENDIX E



The Chairperson
Jozini Community Police Forum

Dear Mr Ngubane

REQUEST FOR PERMISSION TO CONDUCT RESEARCH

I am Senzo Thubalethu Mthimkhulu, a Criminology Master's candidate at the University of Zululand. I intend to conduct a qualitative research study which will be titled *Exploring crime prevention measures to address motor vehicle theft in Jozini, KwaZulu-Natal*. This project will be conducted under the supervision of Ms. Z Snyman, a Criminal Justice lecturer at the University of Zululand. I am hereby requesting your consent to approach members of the Jozini Community Police Forum to participate the study.

Research Objectives

- To explore the reasons for vehicle theft and hijackings in Jozini, KwaZulu-Natal.
- To explore crime prevention measures that may prevent motor vehicle theft and hijackings in Jozini, KwaZulu-Natal.
- To recommend proactive crime prevention measures that can be used to prevent motor vehicle theft and hijackings in the study area.

Proposed Research Questions

- What are the reasons for the persistent theft and hijackings of vehicles in Jozini, KwaZulu-Natal?
- Which crime prevention measures are currently used to prevent motor vehicle theft and hijackings in Jozini, KwaZulu-Natal?
 - Which new and proactive crime prevention measures can be used to prevent motor vehicle theft and hijackings in the study area?

When the study is completed, I shall provide you with a copy of the research dissertation. If you require any further information, please contact me on 082 213 5344, or you can email me at: mthimkhulust@gmail.com. Please also contact my supervisor at 083662 4111, or email her at: snymanZ@unizulu.ca.za

Thank you for your time and kind consideration of this request.

Yours sincerely

Senzo Thubalethu Mthimkhulu

ANNEXURE F



National Commissioner: Lt Gen Sithole
South African Police Service

REQUEST FOR PERMISSION TO CONDUCT RESEARCH

I am Senzo Thubalethu Mthimkhulu, a Criminology Master's candidate at the University of Zululand. I intend to conduct a qualitative research study titled *Exploring crime prevention measures to address motor vehicle theft in Jozini, KwaZulu-Natal*. This project will be conducted under the supervision of Ms. Z Snyman, a Criminal Justice lecturer at the University of Zululand. I am hereby requesting your consent to approach members of the SAPS stationed in the Jozini area.

Research Objectives

- To explore the reasons for vehicle theft and hijackings in Jozini, KwaZulu-Natal.
- To explore crime prevention measures that may prevent motor vehicle theft and hijackings in Jozini, KwaZulu-Natal.
- To recommend proactive crime prevention measures that can be used to prevent motor vehicle theft and hijackings in the study area.

Provisional Research Questions

- What are the reasons for the persistent theft and hijackings of vehicles in Jozini, KwaZulu-Natal?
- Which crime prevention measures are currently used to prevent motor vehicle theft and hijackings in Jozini, KwaZulu-Natal?
- Which new and proactive crime prevention measures can be used to prevent motor vehicle theft and hijackings in the study area?

When the study is completed, I can provide you a copy of the research dissertation. If you require any further information, please contact me on 082 213 5344, or you can email me at: mthimkhulust@gmail.com. You can also contact my supervisor at 083662 4111, or email her at: snymanZ@unizulu.ca.za

Thank you for your time and kind consideration of this request.

Yours sincerely

Senzo Thubalethu Mthimkhulu

APPENDIX G



DEPARTMENT OF CRIMINAL JUSTICE



GATEKEEPER PERMISSION

Gatekeeper permission refers to access into an institution/organisation. This access can either be physical or informational. All Institutions / organisations have the right to be aware of and be given the right to grant or decline permission to a researcher to conduct research in their domains. Research being conducted in public settings do not usually need gatekeeper permissions, but be aware that some 'public' spaces, e.g., malls, concerts, etc. are actually private spaces where management permission is required to conduct research. Gatekeepers can only provide access permission and do not provide consent for the study. Consent is only obtained from the individual participants, care givers, guardians, etc. The gatekeeper permission letter must ideally be presented as an official document bearing either a school/company/clinic stamp or letterhead. An electronic communication is accepted provided that a corresponding e-mail address is attached.

CONSENT

The Consent process consists of three parts:

1. The **Information Sheet** (that covers the aims of the study, data collection instrument, duration of data collection, risks/benefits of the study, UZREC contact details, PI/supervisor and student contact details).
2. The **Declaration of Consent** (where the participant confirms that he/she understands the research process, his/her rights, including the right to refuse participation and/or withdraw from the study without any negative consequences).
 - 2.1. The PI should also request for permission to audio-record/video record an interview. The PI simply inserts a sentence: *I hereby consent / do not consent to record this interview.*
3. **Signatures** of participants, date, etc.
 - 3.1. Parental consent must be considered, where applicable. For children under 18 years, learner assent must also be included, where necessary.

4. Use and adapt standard Informed Consent templates wherever possible. Consent forms submitted to ethics review should **not** be signed. The PI can only recruit participants *after* the study has been approved. Any signed form is seen as a violation of this approval process. The Information Sheet and Declaration of Consent should be separate unless the primary investigator intends handing out a copy of the signed Declaration Form to the participant.



Research Skills Development Services CC

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SACE REGISTRATION NUMBER: N.D. COERTZE – 1082433 (2003)

DECLARATION OF PROOF-READING

TO WHOM IT MAY CONCERN

I, Nicolina D. Coertze, declare that I meticulously perused the manuscript referred to below for language editing purposes. I identified and corrected linguistic and stylistic inaccuracies to the best of my knowledge and ability. Using the *Word Tracking* system, I kept track of any changes that I made for consideration and review by the author. I also offered annotations as recommendations to the author and supervisor for review of areas that I considered might need additional attention in terms of the logical flow of language and meaning. I declare that I adhered to the general principles that guide the work of a language editor and that I remained within my brief as had been agreed with the author of the manuscript.

Details

TITLE	Exploring Crime Prevention Measures to Address Motor Vehicle Theft in Jozini, Kwazulu-Natal
STUDENT	Senzo Thubalethu Mthimkhulu
STUDENT NUMBER	201827093
PROPOSED QUALIFICATION	Master's
DEPARTMENT	Criminology, Faculty of Humanities and Social Sciences, Department of Criminal Justice
TERTIARY INSTITUTION	University of Zululand
SUPERVISORS	Ms Zipho Snyman Prof. Jèan Steyn
REFERENCING STYLE	Harvard

Respectfully submitted on: 25 September 2022



(MRS) N.D. COERTZE
LANGUAGE EDITOR