

THE PREVALENCE OF ORGANISED CROSS-BORDER CRIMES IN SOUTH AFRICA: A NON-EMPIRICAL STATISTICAL DATA ANALYSIS ON STOCK THEFT AND HIJACKING OF MOTOR VEHICLES

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- Abstract -

One of the greatest quotes by the former Kaizer Chiefs Football Club (FC) and current (2018) Bloemfontein Celtic FC coach (Steve Komphela) reads as follows: “We did not play well, but we won, we now have to wait for the next team. We go on; we hope to improve from here. [Statistics are like a bikini, they do not reveal everything]” uttered after an unconvincing win (Soccer Laduma, 2015). The purpose of this paper is not to discuss the above quotation, however, to illustrate that there is truth in it when assessing the prevalence of hijacking of motor vehicles (carjacking) and stock theft (livestock) statistics as part of organised cross-border crimes in South Africa.

Ewi (2017) provides that organised (cross-border) crimes are becoming serious and growing menace in South Africa, with its debilitating social and economic effects on the country, this requires immediate attention. However, the sources of organised crime and its perpetrators are highly contested. National Stock Theft Prevention Forum (2017) provides that the release of the crime statistics by the South African Police Service (SAPS) on 3 March 2017 to the Portfolio Committee was awaited with enthusiasm as it was the first time in years to be made available on quarterly basis. The major challenge on these statistics was that for so many years’ crime statistics were only provided per year. The release of these statistics; now in a trimester period provided an opportunity to make comparisons and conclusions. The SAPS and Statistics South Africa (Stats South Africa) reported an increase of 3% in non-reporting and a 2% increase in livestock theft underlining the argument of the three kinds of lies: lies, damned lies, and statistics as popularised in United States by Mark Twain (among others), attributing it to the British Prime Minister Benjamin Disraeli. The Victims of Crime Survey [VOCS] (2015/16) records that about 86,9% of incidents of hijacking of motor vehicles were reported to the local SAPS. Furthermore, this crime was the most reported individual, registering between 80% -100% incident during the period 2012 and 2015/16. Hijacking of motor vehicles (43,3%) were further mostly reported to insurance companies and guns were mainly used by perpetrators when committing this crime (75,5%).

This paper adopted a quantitative research approach, with the use of systematic review of literature, mainly focusing on hijacking of motor vehicle and stock theft available statistical data. Prior research has presented these statistics without comparing financial years of the selected crimes. The present study fills this lacuna by comparing statistics restricted from 2007-to-2018 across South Africa (i.e. 10 years’ projection). The most important findings of this paper are that the prevalence of hijacking of motor vehicles and stock theft is common and highly organised in nature, while the statistical significance remains inconsistent, leading

to weak and doubtful reliance and arguments on them by the masses and it is recommended that the relevant stakeholders must initiate channels characterised by accurate, valid and reliable information, coupled with proper joint intelligence operations and strong compatible national legislations. Communities should provide detailed information on these crime activities, more reliance on community policing for information sharing.

Key Words: Hijacking of motor vehicles, Non-empirical; data, Organised Cross-border crimes, Statistical data, Stock theft

JEL Classification: K42

INTRODUCTION

For the organised cross-border crimes; criminal groups seek to exploit legitimate activities for criminal purposes. The ways in which they are reaping profit are becoming more creative. As organised crime groups join ever more complex networks spanning the globe, the crimes (i.e. hijacking of motor vehicles and stock theft are no exception) become increasingly transnational and the types of crime they can commit become diversified. New threats to global security are emerging, meaning that people can fall victim to organised crime in an increasing number of ways, in an increasing number of places, stock theft and motor vehicle theft included United Nations Office on Drugs and Crime [UNODC] (2017). However, the organised criminal economy is mostly sustained by unsophisticated and ad hoc criminal networks, along with corrupt relationships. Sophisticated and structured criminal groups do exist, but these are not the only form of organised criminality. Fluid criminal networks and illicit business dealings have an even larger impact on the citizenry, and it is the failure to account for that these leads to systemic organised crime issues. In South Africa contexts, criminal networks that are more commonly associated with organised crime include drug-trafficking syndicates, gangs in the Cape Flats, cash-in-transit operations, poaching syndicates, hijacking of motor vehicles and stock theft, among others. However, groups like housebreaking gangs, cellular phone thieves, second-hand metal dealers and cable thieves also fuel the organised criminal economy. Many crimes that are committed by these 'unsophisticated' networks also feed into broader networks of organised criminal activity. When researching the effects of organised crime, it is therefore important to also look at the broader value chain of criminal groups and the supply chain of criminal economies (Goga, 2015).

The VOCS (2015/16) defines "personal property" as asset(s) belonging to an individual rather than a group of persons and hijacking of motor vehicle refers unlawful and intentional forceful removal and appropriation of a motor vehicle from the occupant(s), VOCS (2016/17). Theft is viewed as unlawful taking or obtaining of property with the intent to permanently deprive it from a person or organisation without consent and without the use of force, threat of force or violence, coercion or deception, the Institute of Security Studies [ISS] (2013) and The South African Oxford School Dictionary (2004:445) (in Maluleke, 2016) provides that stock theft consists of the stealing of stock or produce belonging to another person, "stock" refers to a number of things kept ready to be sold or used. Thus, stock theft ranges from stealing something for the pot to doing it on an organised scale (Geldenhuys, 2010). The Department of Justice and Constitutional Development [DoJ & CD] (1959) Act indicates that stock thief is "any person who in any manner enters any land enclosed on all sides with a sufficient fence or any kraal, shed, stable or other walled place with intent to

steal any stock or produce on such land or in such kraal, shed, stable or other walled place, shall be guilty of an offence.”

In indicating the projection of the selected crime, the SAPS released the crime statistics for 2015, showing which crimes have increased – and decreased in the past financial year 2014/2015. Overall, these statistics paint a more negative outlook for crime in the country: of the 27 crime categories presented in the data, only 11 had decreases in reported criminal activity from 2014 to 2015. The remaining 16 categories saw crime levels rise. A total of 2.206 million crimes were committed over the period, up marginally – 0.09% – from the 2.204 million reported in 2014. According to the former SAPS Commissioner Riah Phiyega, 1.8 million crimes were reported to the SAPS by the 2014/15 financial year and the rest of the crimes were identified through police action.

In terms of sheer number, however, the biggest increase was in cases of robbery and hijacking of motor vehicles with aggravating circumstances, with 10,082 more crimes reported in 2015. This was ‘only’ an 8.5% increase, from 118,963 to 129,045 reported cases, however. General theft (i.e. stock theft) and drug-related crimes remain the biggest problems in the country, with over 360,000 and 260,000 reported crimes in those categories – followed by more than a quarter of a million-house break-ins. Table 1a (i.e. detail the prevalence of hijacking of motor vehicles and stock theft in South Africa from-2007-to-2017) and b (i.e. provides the levels of crime rates in South Africa). Hijacking of motor vehicles is a serious problem in South Africa. To contextualise the extent of this often-violent crime in South Africa, below are the official reported cases of motor vehicle hijackings (i.e. Carjackings/Truckjacking’, and *stock theft* annual total) for the ten-year period 2007/08 to 2016/17 (note the police crime statistics are calculated on the financial year months of beginning March to end of February of the ensuing year).

Table 1a: Hijacking of motor vehicle and stock theft in South Africa: 2007/09-2016/17

Year	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17
Carjacking	14 152	14 855	13 852	10 541	9 417	9 931	11 180	12 773	14 602	16 717
Stock theft	28 775	30 033	32 367	30 141	30 913	29 817	27 917	24 965	24 715	26 898
Total: 286 541										
Truck jacking	1 245	1 437	1 412	999	821	943	991	1 279	1 184	1 183
Total	15 397	16 292	15 264	11 540	10 238	10 874	12 171	14 052	15 786	17 900

Sources: SAPS (2016/17) and Crime Statistics South Africa (2015)

From table 1b, the high point in the 2008/09 year there was a gradual reduction in the number of incidents up to the end of 2012/13 – largely due to the police crime prioritization in

operations of the so-called Trio Crimes, namely: vehicle hijacking; bank robberies/cash-in-transit heists; and residential/non-residential (business) robberies. But thereafter there has been significant increases with again reaching its highest level in ten years in the 2016/17 reporting year of 17 900 (SAPS, 2016/2017) (in James, 2017).

Table 1b: Crime rates in South Africa

Level of crime	83.16	Very high
Crime increasing in the past 3 years	79.78	High
Worries car stolen	72.32	High
Problem property crimes such as vandalism and <i>theft (i.e. Stock theft)</i>	78.03	High
Safety in South Africa		
Safety walking alone during daylight	39.01	Low
Safety walking alone during night	12.46	Very low

Source: NUMBEO (2017).

Table 1a, indicates that from the high point in the 2008/09 year there was a gradual reduction in the number of incidents up to the end of 2012/13 – largely due to the police crime prioritization in operations of the so-called Trio Crimes, namely: vehicle hijacking; bank robberies/cash-in-transit heists; and residential/non-residential (business) robberies. But thereafter, there has been significant increases with again reaching its highest level in ten years in the 2016/17 reporting year of 17 900 (SAPS, 2016/17) (in James, 2017). Furthermore, the importance of correct statistics is highlighted by Clack (S.a), this author indicates that crime statistics generated by the SAPS are an important link in the value chain of the statistics system that informs policy development and planning in the CJS and the adjudication of positions to police stations and units. The SAPS allocation is based on a 'theoretical' requirement, calculated on the total time taken for all tasks done at a police station, as affected by myriad factors. These factors are recorded on an 'Input Management Sheet'. The total time is converted into numbers of people and this number is called the Theoretical Human Resource Requirement (THRR). Clearly the fact that the number of crimes has been reduced will have an impact on the number of detectives assigned for duty at livestock theft units and this is a sad day when all the provincial livestock theft prevention forums are constantly pleading for more resources and personnel. Moreover, from table 1b, the reported contributors were at 1150, these data are based on perceptions of visitors of this website in the past 3 years. If the value is 0, it means it is perceived as very low, and if the value is 100, it means it is perceived as very high. Our data for each country are based on all entries from all cities in that country. Table 2 indicate the worst ten precincts for the hijacking of motor vehicles and stock theft across South Africa for the year 2017.

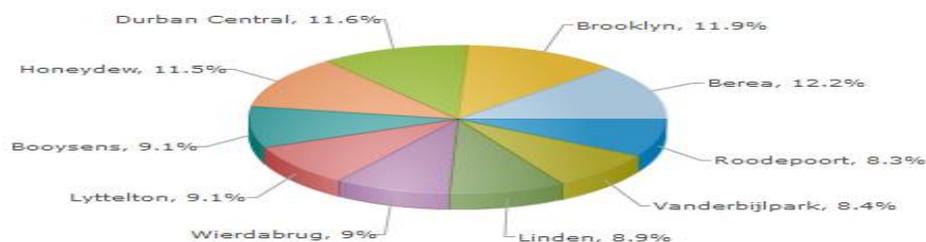
Table 2: Theft of motor vehicle and motorcycle and stock theft: Worst ten precincts in 2017

MOTOR VEHICLE THEFT Precinct	Province	Number of Crimes	STOCK THEFT Precinct	Province	Number of Crimes
Berea	KZN	763	Sulenkama	Eastern Cape (EC)	231
Brooklyn	Gauteng (GP)	748	Bitye	EC	214
Durban Central	KZN	727	Qumbu	EC	205
Honeydew	GP	719	Maluti	EC	183
Booysens	GP	572	Mthatha	EC	179
Lyttelton	GP	572	Harrismith	Free State	175
Wierdabrug	GP	561	Kwamhlanga	Mpumalanga (MP)	160
Linden	GP	559	Bergville	KZN	158
Vanderbijlpark	GP	527	Piet Retief	MP	155
Roodepoort	GP	518	Ladysmith	KZN	145
TOTAL	6266			1805	

Source: Crime Statistics South Africa (2015)

James (2017) express that carjacking remains rampant in South Africa. In 2016/2017 alone, there were 17 900 incidents of motor vehicle hijacking reported to the South African Police Service of which 16 717 were car jackings. For this crime (i.e. hijacking of motor vehicles), only GP and KZN occupy the available tenth spots, with GP featured mostly and KZN reporting most incidences and for the stock theft EC, FS, MP and KZN are frequently listed, with EC and KZN taking leading roles. (Zinn, 2003) (in Zinn, 2017) reveals that approximately sixty per cent of the 30 carjacking respondents alleged that they had already been active in crime before their first arrest. The 30 respondents alleged that they had been involved in a total of 1 889 crimes for which they had never been convicted. The respondents also admitted to a total of 423 motor vehicle hijackings (car jackings). The total number of crimes committed by the respondents averaged 105 crimes per person. Some of these crimes stretched over a period of ten years, but on average these crimes were committed over five years.

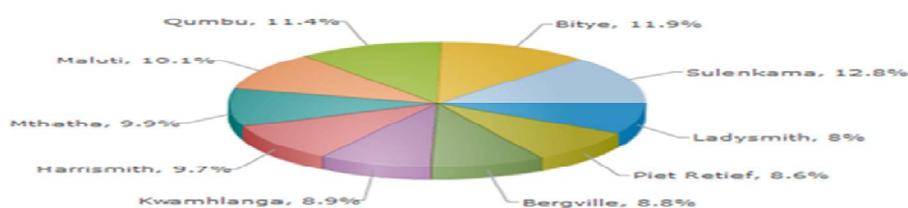
Figure 1: Theft of *motor vehicle* and motorcycle: Worst ten precincts in 2017



Source: Crime Statistics South Africa (2015)

From figure 1, it can be deduced that Berea, Durban Central of KZN, while Brooklyn and Honeydew of GP were most notorious reported areas for the hijacking of motor vehicles.

Figure 2: Stock-theft: Worst ten precincts in 2017



Source: Crime Statistics South Africa (2015)

Figure 1 and 2 read together with table 2 of this paper, table 2 indicates Sulenkama, Bitye and Qumbu in EC, followed by areas in FS, MP and KZN to be dominatable on stock theft crime. An estimated 25000 livestock, mostly cows, were stolen from owners in 2016. Furthermore, Madisha and Zwane (2017) reports that SAPS statistics showed that stock theft was one of the most common crimes in the FS and EC but had recently increased in the North West (NW), MP and GP. The number of cases in the EC and the FS are much higher than those in the three other provinces. To this course, The National Stock Theft Prevention Forum, Madisha and Zwane (2017) urged producers to report livestock theft. The plea follows a host of meetings between the forum and other role players across the country. *“It is obvious that the statistics regarding the non-reporting of stock theft cases are not over-extrapolated and that stock theft as a crime, is on the increase,”* the organisation states (in Madisha and Zwane, 2017). Gerhard Schutte, from the National Red Meat Producers Organisation (NRMPO) (in Madisha and Zwane, 2017) mentions that *“recovery of cattle was 40% while small livestock such as goats and sheep was between 18% and 21%. The good progress with stock theft is attributed to the fact that farmers mark their livestock and become involved to help during major stock theft incidents and report cases to the police. The issues depend on*

the province. When it gets to the numbers, the provinces with the highest number of stolen cattle are KZN and the FS.”

The areas targeted are Gauteng, with specific reference to Nigel, Devon, Heidelberg, Vereeniging, Barrage and Fochville. In the North West, areas such as Lindequesdrift, Potchefstroom and Ventersdorp are targeted and in the Free State areas such as Heilbron, Edenville, Koppies, Kroonstad and Parys.” “We are not going to celebrate and say the rural safety strategy is working... but there is work that we are doing with communities to make a dent in that particular regard," he said.

Past acting SAPS National Commissioner ‘Khomotso Phahlane’ (2017) (in Gqirana, 2017) reiterates that the local “*police were not currently (i.e. 2017) winning the fight against stock theft, it was revealed in the crime statistics*” Norman Sekhukhune (2017) (in Gqirana, 2017), SA Police Service Head of Crime Research and Statistics, said there had been a 2% increase in stock theft between April and December 2016, in comparison to the year before. KZN was the largest contributor to stock theft in the country, with 5 362 reported incidents, although the province recorded a 2.8% decrease. The EC, MP, NW, FS and GP all reported an increase in stock theft.

Table 3: Unsafe cities in South Africa

Rank	City	Crime Index	Safety Index
1	Durban	79.14	20.86
2	Johannesburg	78.64	21.36
3	Pretoria	78.60	21.40
4	Port Elizabeth	72.85	27.15
5	Cape Town	70.09	29.91

Source: NUMBEO (2017).

In support of table 1 and 2, as well as, figure 1 and 2 of this paper; table 3 KZN and GP Provinces ranked first and second for the unsafe cities across South Africa to strengthen the presented statistics on the prevalence of these crimes as this paper confirmed.

The objective of this paper was to paint a ghastly picture presented by the statistical data on hijacking of motor vehicles and stock theft in South Africa. These crimes continue to present a challenge to the South African democracy and this may be an impediment to achieve free crime South Africa as declared by the National Development Plan 2030. Despite the government efforts of the government, civil society and other relevant stakeholders to prevent and combat these crimes, the direct and indirect impact by these crimes become elusive and detrimental for many law abiding citizens of South Africa.

MATERIALS AND METHODS

Kumar (2014) defines a research design as the road map that you decide to follow during your research journey to find answers to your research questions as validly, objectively and economical as possible. This paper is concerned with the prevalence of hijacking of motor vehicles and stock theft in South Africa by exploring the available statistical data on this topic. Neuman (2011) explains that exploratory research is used when the subject is very new, we know little or nothing about it. In this paper; non-empirical research design (systematic review) was adopted to find new knowledge on the stated topic.

Gough, Oliver and Thomas (2012) provides that systematic review is a form of research that identifies, describes, appraises and synthesises available research literature 'using systematic and explicit accountable methods. Punch (2014) points out that systematic review uses pre-specified protocols and formalised tools for searching, screening, coding, weighting and integrating literature. The pre-determined steps were followed in this paper as explained by Punch (2014), namely; initiate review and specify aims, formulate review questions and decide on nature and method of review; develop inclusion/exclusion criteria search strategy for relevance and acceptability of literature to be reviewed; this included key variables, time-frame and publication types. This was supplemented using quantitative research approach. Kumar (2014) explain that quantitative research approach follows a rigid, structured and predetermined set of procedures to explore and aim to quantify the extent of variation in a phenomenon. Muijs (2010) states that quantitative research focuses on gathering numerical data and generalising it across groups or to explain a phenomenon. For sampling, the selected crimes, using Content Analysis (CA) were explored in this paper. Bryman (2012) explains that CA is an approach to the analysis of documents that seeks to quantify contents in terms of predetermined categories and in a systematic and replicable manner.

For data collection, qualitative documents (i.e. Africa Check, All Africa, Crime Statistics South Africa and VOCS, among others), various books (i.e. dissertations, thesis, journal articles, academic books and conference papers on these subjects), and electronic databases such as SAPS website, EBSCOhost Research Databases, Emerald Insight, 'Free Full Pdf' Google Scholar, Oxford University Press, South African Media (local newspapers) via Sabinet (i.e. Sabinet African ePublications) Online, Science Direct, Taylor & Francis and Wiley Online, were collected in this paper, coupled with UKZN and UL library visits for suitable seminal books for this paper, for the internet search of literature on the existing evidence relevant to the objectives of this paper, while collecting and analysing data from. Bryman (2012) seeks out studies relevant to the research questions and the search will be based on keywords. In support to this statement, Matthews and Ross (2010) explain that one can ask questions of documents in the same ways as one might ask questions of research participants.

Welman, Kruger and Mitchell (2005) further define a population as the entire study of objects or people which is the focus of the research and about which the researcher wishes to make specific conclusions. Purposive Sampling was used for this paper as described by Maree (2007) that this type of sampling is done with a specific purpose in mind about specific people or events who are deliberately selected because they are likely to produce the most valuable data. For this paper, the sample is not dealing with specific individuals but data primarily from printed mass media reports related to the research topic. As previously stated, this paper adopted CA to sample documents. Bryman (2012) provides that CA is a method that can be applied to many kinds of documents. Flick (2014) state that CA is a classical procedure for analysing textual material it may range from media products to interview data. Silverman (2014) points out that CA involves establishing categories and counting number for, instance categories are used in an item of text. The key words related to carjacking and stock theft were analysed. For data analysis, De Vos, Strydom, Fouche and Delpont (2011) describe data analysis as the process of bring order, structure and meaning to the mass of collected data. Denscombe (2010) points out that quantitative research uses numbers as data analysis. For this paper; Textual Analysis (TA) was used to analyse documents relevant to the topic, its effectiveness does not limit body of data to work with and may be useful to explore different kinds of data to establish data set, for example government publications and newspaper reports.

FINDINGS AND DISCUSSION ON STATISTICAL DATA: HIJACKING OF MOTOR VEHICLES AND STOCK THEFT

Organised (cross-border) crimes are a changing and flexible phenomenon. Many of the benefits of globalisation such as easier and faster communication, movement of finances and international travel, have also created opportunities for transnational organised criminal groups to flourish, diversify and expand their activities. Traditional, territorial-based criminal groups have evolved or have been partially replaced by smaller and more flexible networks with branches across several jurisdictions. During some investigation, victims, suspects, organised criminal groups and proceeds of crime may be in many States. Moreover, organised crime affects all States, whether as countries of supply, transit or demand. As such, modern organised crime constitutes a global challenge that must be met with a concerted, global response (UNODC, 2017). Thus, organised crime is still regarded as a threat to European citizens, businesses, state institutions as well as the economy. Criminals easily operate across borders, which creates a need for consistent European-level action. The European Union (EU) continuously adapts its response in relation to the growing complexity of the situation. This is also reflected in the development of specialised European Union (EU) agencies, such as EU's law enforcement agency (Europol), EU's Judicial Cooperation Unit (Eurojust) and EU Agency for Law Enforcement Training [CEPOL] (European Commission, 2017).

Martin (2017) points out that the prevalence of transnational organised crime is on the rise, the issue further exacerbated by criminal elements' capacity to utilise the technological advances made over the past few decades. The African continent, for a myriad of reasons, is a hotbed for such crime. Low border control, coupled with rampant corruption and the structure of many African countries' governments and economies, provides an ideal environment for syndicates to emerge. Countries in West Africa, such as Nigeria, as well as parts of Southern Africa, including Zimbabwe and South Africa, are home to most of these groups. Organised crime, especially in Africa, is more of an effect of regional instability, rather than a cause. However, once it is present in a country, it contributes to the destruction of both the country's infrastructure, government, and economy, as well as of the safety of its residents. This, in turn, leads to an increase in organized crime, and thus, the cycle repeats itself. Although organised crime often emerges in a country (or region) following, "compromised state institutions and rampant grand corruption," and it also brings money into an economy. Many Eastern European countries' economies rely very heavily on the revenue generated by criminal activity. However, although this does stimulate an economy to an extent, the overall impact of organised criminal activity in a country is disastrous.

As previously mentioned, organised crime is often paired with a corrupt government, which, when cooperating with common thugs and gangsters, leads to the failure and ultimate collapse of a country's institutions. If such effort were placed in legitimate, sustainable businesses and companies, it would be ultimately much more beneficial to any state long-term. However, because organised crime does provide income and some measure of financial security for many people in desperate situations, it is extremely difficult to combat by any

outside forces or influences - the country itself must be able to either provide an alternative career for people or reinforce the consequences for partaking in such activities. This, unfortunately, is easier said than done. Thus, it is the work of this committee to come up with realistic and collaborative measures to combat organised crime within African nations.

Hubschle (2010) mentions that syndicates reportedly raid Swazi communities at night and make off with livestock. Occurrences have also been reported on the south-eastern border with KZN in South Africa. With respect to the Mozambican stretch of the border with Swaziland, a key issue impacting on livestock theft is the presence of two meat wholesalers in Nomahasha, whose major source of business is the informal traders who smuggle the meat to Mozambique. The reason for smuggling is that beef is almost 50 per cent more expensive in Mozambique than it is in Swaziland. While both wholesalers get their supplies from Mbabane, one imports its meat wholly from South Africa while the other has a slaughterhouse in Mbabane. The latter is known to sustain its business with a significant number of cattle stolen across the whole of Swaziland. The price difference for beef between Mozambique and Swaziland also fuels cattle rustling and the theft of other livestock for smuggling to Mozambique. It is believed that smuggling takes place predominantly across the *Lubombo* Plateau, Swaziland's longest mountain range, between the two border posts of *Lomahasha / Namaacha* and *Goba / Seshelweni*. Stock theft is a significant problem in Lesotho because of the large number of people who rely on stock for subsistence. Thieves steal cattle from both local and South African communities and sell them to butcheries, use or sell them for ceremonies, or re-brand them for rearing. It is a market-based criminal activity and shows remarkable organisation at that level. The operational problem for law enforcement is in terms of establishing the frequency of offences by individual entities. This is because even after arrest, only the activities for which criminals are arrested are the ones that are taken into consideration. The retrospective activities of livestock criminals are difficult to establish, leaving in doubt the element of continuity. For example, stock criminals do not leave fingerprints or paper trails that can be referred to by law enforcement in future investigations.

However, several stock theft cases over the last few years have exhibited sophisticated organisation. Criminals either steal stock from the veld while they are being grazed or raid kraals in the night. In both instances weapons may be used. The incidents are understood to be significantly lower following the fatal shooting by the police of a notorious kingpin and key members of his syndicate. The following is a generic outline of the *Modus Operandi (MO)* of livestock theft syndicates.

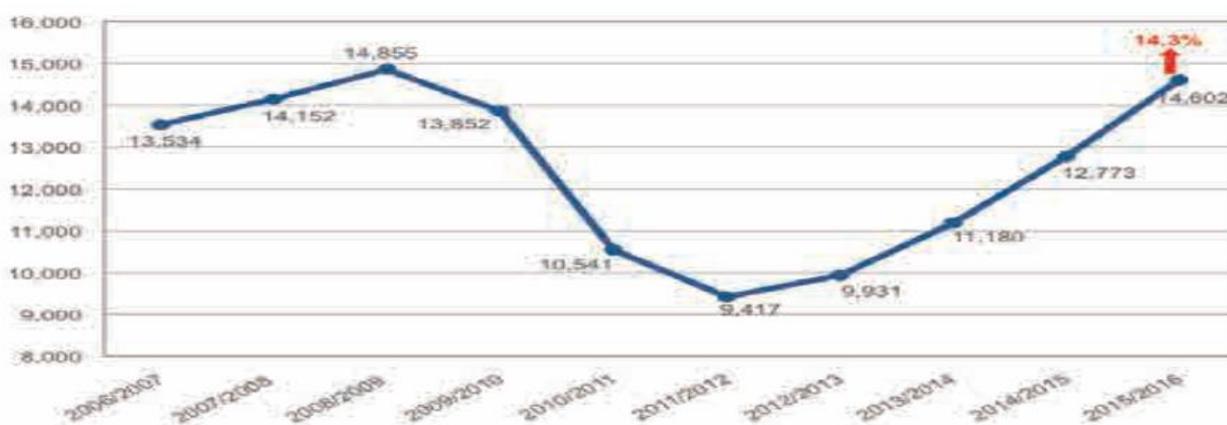
The belief that organised crime in South Africa is run by foreigners is anchored in harmful clichés that connect nationals of different countries to various crimes. For example, Nigerians are linked to drug trafficking, fraud and internet scams; Tanzanians to heroin trafficking; Zimbabweans to armed robberies and cash-in-transit heists; Russians and Italians to mafia and gangsterism; and Chinese nationals to wildlife crimes. Pakistanis are linked to human trafficking, Mozambicans to arms smuggling and house robberies, Somalis to violent extremism and terrorist financing, and Botswanans to poaching. The only way of knowing whether foreigners are involved in crime is through analysing the SAPS crime statistics, which would help substantiate the percentage of crimes committed by foreign nationals compared to those involving locals. This is important not only for determining the extent to

which foreigners are involved in crime in South Africa, but also for a better understanding of the sources of crimes for developing effective responses. The problem, however, is that the official crime figures released by the SAPS do not contain sufficient information about the identity or country of origin of perpetrators or suspects. The National Prosecuting Authority (NPA) also has statistics that could clarify the conviction rate of foreigners. But the NPA annual report – the only public document that provides statistical information on the prosecution and conviction of crime suspects – doesn't consistently provide information on the country of origin of those it convicts. For example, the entry for the conviction of Henry Okah (i.e. sentenced to 24 years in prison on 13 counts of terrorism in 2013) refers to him as a national of Nigeria but makes no similar description for the defendants or suspects in the other cases dealt with that year.

This means that public knowledge regarding foreigners' involvement in crime in South Africa isn't based on solid empirical research. The lack of data or public access to it also means that when foreigners are arrested, their cases are generalised to strengthen existing clichés attached to their countries. Often such cases receive greater media attention than those committed by South Africans (Ewi, 2017).

This paper contends that the fear of vehicle hijacking is very real to anyone who drives or own a motor vehicle. Escalating reality is that many citizens have learnt through experience to look very carefully around them when stationary in their vehicles in motion or stationary. Geldenhuys (2015) stipulates that “vehicle crime is a much broader concept than anyone may imagine.” Hijacking of motor vehicle(s) may be referred to as the unlawful seizure of an automobile by force or threat of force. The typical hijacker would forcefully demand the victim to hand over the car and disarm the vehicle's alarm system or satellite tracking device. Moreover, the key point in vehicle hijackings is that a vehicle is forcefully taken from a person without their consent. Since 1987 vehicle hijacking has increased to such an extent that it has become a daily occurrence. The recorded numbers of 14 602 hijacking of motor vehicles during the 2015/2016 financial year marks the highest increase during the past decade at 14.3%, compared to the preceding year, as illustrated in the graph below. This means that an average, 40 cars were hijacked per day in South Africa, and fifty percent of the crimes occurred in Gauteng (SAPS, 2017).

Figure 3: Carjacking: trend over 10-year period



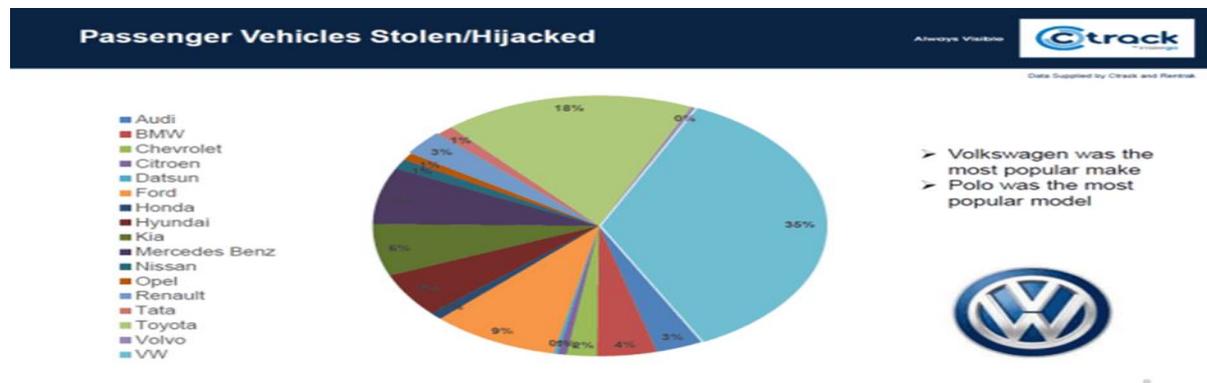
Source: SAPS (2017)

Figure 3 shows that between the financial years of 2008/09, 2015/16 the hijacking of motor vehicles increased across South Africa and during 2011/12 and 2012/13, the country enjoys

low prevalence of this crime. Thus, an agreement is forwarded that the nature of hijackings of motor vehicles is of concern to people, as they occur in places where one would expect to feel the safest, such as at home, at work or while travelling in a motor vehicle. This crime can happen to anyone and may be highly traumatic to victims as they are often accompanied by violence such as murder, rape and serious assault. The figures of hijacking of motor vehicles in South Africa are reported to be in the high, the official crime statistics compelled by the SAPS (2017) declare vehicle hijacking a priority crime as it was the case in 1996. The serious implications it holds for the individual in terms of the loss of property, physical injury and emotional trauma, the negative public response to motor vehicle hijacking, as well as international condemnation, have contributed to the SAPS considering hijacking as one of the most serious crimes they have to deal with. It is estimated that a motor vehicle is hijacked every 40 to 54 minutes in South Africa. This implies that more than 25 motor vehicle drivers become victims of hijackings daily (Myerson, 2015).

Furthermore, Business Tech (2017) submits that the Volkswagen (VW) Polo is the most hijacked passenger vehicle in the country, while the Toyota Fortuner is the most hijacked Sport Utility Vehicle (SUV), and Ford is the third most targeted manufacturer. Furthermore, the most targeted cars tend to line up with the most popular cars, with the Polo Vivo, Fortuner and Ford Eco Sport featuring in the top 10 list of best-selling vehicles as of May 2017.

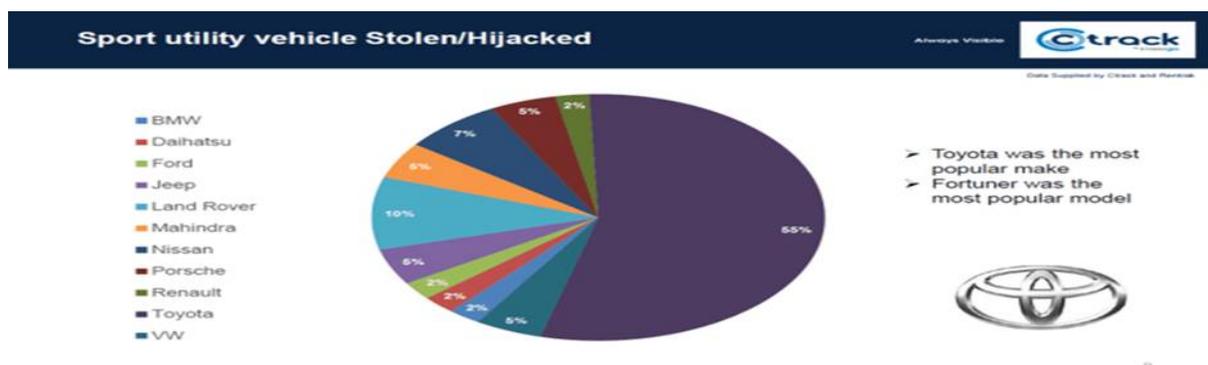
Figure 4: Passenger vehicles stolen/hijacked



Source: Business Tech (2017)

From the figure 4, the following vehicles (in their order) were most likely to be hijacked: VW, Toyota, Ford, Citroen, Kia, Hyundai, BMW, Audi, Renault, Chevrolet, Tata, Opel, Nissan, Honda, Citroen, Volvo and Datsun.

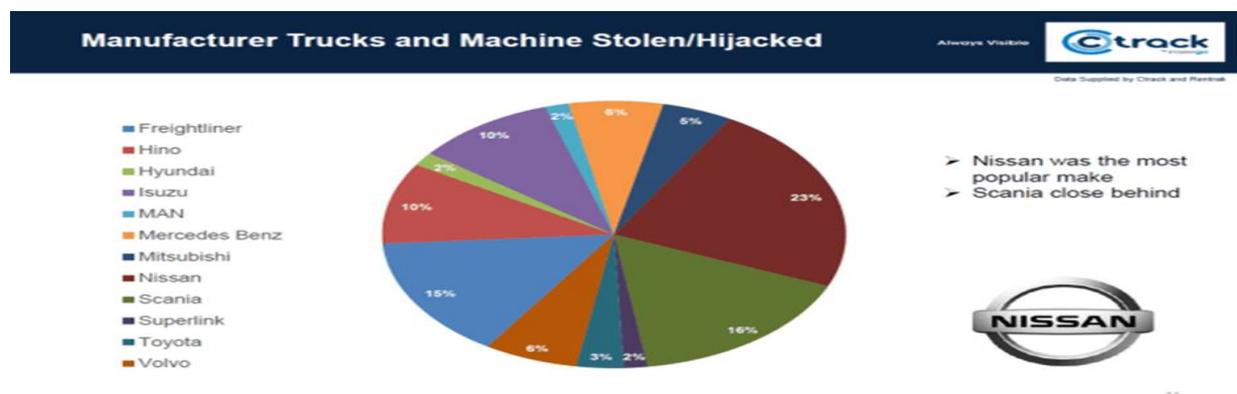
Figure 5: Sport Utility Vehicle stolen/hijacked



Source: Business Tech (2017)

Figure 5, indicates that the following vehicles (in their order) were most likely to be hijacked in the year 2017 across South Africa: Toyota, Land Rover, Nissan, Mahindra, VW, Jeep, Porsche, Renault, Ford, Daihatsu, and BMW.

Figure 6: Manufacturer trucks and Machine stolen/hijacked



Source: Business Tech (2017)

From the figure 6 above, it can be reported that the following trucks and machines (in their order) were most likely to be hijacked/stolen in the year 2017 in South Africa: Nissan, Scania, Freithliner, Hino, Isuzu, Volvo, Mercedes-Benz, Mitsubishi, Toyota, Superlink, Man and Hyundai.

Using statistical data as provided by the SAPS (2017) and Arrive Alive (2017), the following provinces were recorded as top three hijacking of motor vehicles hotspots in South Africa:

- **GP:** Honeydew, Booyens, Roodepoort, Linden and Brooklyn.
- **KZN:** Berea, Durban Central, Phoenix, Umbilo and Chatsworth.
- **Western Cape (WC):** Bellville, Cape Town, Mitchells Plain, Parow and Woodstock.

Furthermore, it is reported that most of hijackings were likely to occur between 18h00 and 23h59 in GP and KZN, and between 00h00 and 05h59 in the WC. Moreover, one is also more likely to be hijacked on a Tuesday, than any other day of the week. Because international scientific research on the topic is limited and South Africa is viewed as the hijacking capital of the world. South African research can offer valuable insight into this violent crime. Although the modus operandi of South African vehicle hijackers is not quintessential, it is possible that they might share characteristics with vehicle hijackers in other parts of the world or that these hijackers follow a similar *MO*. The aim of the article, however, is not only to expand knowledge on vehicle hijacking, but also to stimulate much needed research in this neglected field of interest. The total crime detected through police actions (2005/06–2015/16) indicates that throughout the period, Cape Town has had the highest rate of crime detected through police actions, increasing steeply between 2005/06 until 2011/12, since when it has seemed to reach a plateau. This increase was largely a result of the rise in drug-related crime. *eThekweni* also experienced a steady increase until 2015/16. Over 11 years, only *Mangaung* has had rates below the national rate The New Crime and Fear Index provides a simple overview of the comparative extent of the crime problem in the various cities. It comprises four categories (violent property crimes, interpersonal crimes of violence, non-violent property crimes and fear of crime) that correspond to four broad areas, which may be of interest to city residents and planners. For the Non-violent property crimes, the average of the city’s 2015/16 recorded rates per 100 000 of total property-related crimes, including burglary at non-residential premises, burglary at residential premises, theft of *motor vehicle* and motorcycle, theft out of or from motor vehicle, and *stock theft*, as well as all theft not mentioned elsewhere (commercial crime and shoplifting), indicates that these crimes are much more common than crimes involving violence, i.e. more people are much more likely to be affected by them. They can also have a significant economic impact, as they may result in huge financial losses and may discourage investment. Despite being non-violent, one of these – burglary at residential premises – also has a disproportionate impact on fear (Ngobese, Karuri-Sebina, Skade, Kriegler, Shaw, Lamb, Wegner & Smith, 2017).

Table 4: Percentage distribution of households who were prevented from engaging in daily activities, as a result of crime in their area

Activity	Households prevented from engaging in daily activities	
	Number in thousands	Per cent
Going to open spaces	4 820	31,5
Allowing children to play in area	2 458	19,9
Walk to town	2 026	15,0
Dressing in any way	1 802	11,3
Walk to shops	1 770	11,3
Public transport	1 747	11,5
Allowing children to walk to school	1 668	13,9
Starting a home business	1 623	12,1
Expressing sexual orientation	1 489	9,3
Keeping livestock	846	11,1

Walking to fetch water	549	6,0
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Source: VOCS (2016/17)

Table 4 summarises the distribution of households who were prevented from engaging in daily activities. The VOCS 2016/17 data shows that, due to the fear of crime, most households were prevented from going to open spaces (31,5%), allowing children to play in their area (19,9%) and walking to town (15,0%). About 13,9% of households that have children were prevented from allowing their children to walk to school due to the fear of crime. For this paper, approximately 1 747 (11.5%) households were reported to be using public transport, while about 846 (11.1%) keep livestock in South African communities. Against the presented background in this paper, in the financial year of 2015/16, the South African police recorded 14,602 carjacking incidents in South Africa, a 14.3% increase from the previous year. On average, 40 cars were hijacked per day. Fifty percent of the crimes occurred in Gauteng, Africa Check (2015/16). Table 5 provides change of 14.2 and 1.8 as experienced for hijacking of motor vehicles and stock theft in South Africa in the financial year of 2014/15.

Table 5: Reported crimes: Carjacking and stock theft

Category	2014	2015	Change
hijacking of motor vehicles	11 180	12 773	14.2%
Stock theft	24 534	24 965	1.8%

Source: All Africa (2017)

Consequently, South Africa has one of the highest vehicle theft and hijacking rates in the world. In the study of motor vehicle hijacking in South Africa, Stewart (2002) found that hijackers rarely undertake a hijacking if they are not armed with weapons and Geldenhuys (2015) is of the view that most vehicles are hijacked for any of the following reasons: (i) hijacking on “order” where a specific model was ordered by local client via a syndicate or by a chop shop (disassembles cars and sells the parts, rebuild or customise cars); (ii) hijacking for a cross-border export on demand either into Africa or the rest of the world or; (iii) hijacking for re-registration or resale, which is the biggest segment of the hijacking market. Furthermore, South Africa’s history of apartheid (and the culture of violence associated with it) as well as the socioeconomic conditions (such as poverty and unemployment) played an important role in the sudden increase of this crime. Another major reason for high hijacking figures in South Africa seems to be the ineffectiveness of the South African criminal justice system. Statistics show that for every 1000 crimes committed in South Africa, approximately 450 are reported, 230 solved, 100 criminals prosecuted, 77 sentenced, 36 imprisoned and a mere 8 serve a sentence for more than 2 years (NUMBEO, 2017). The ease with which bail is obtained, the abolition of the death penalty and light sentences confirm the fact that the present CJS is not functioning at a level where it constitutes a credible deterrent to criminals. Hijackers are known to “laugh openly” at the impotence of the system not only to deter criminals, but also to punish them and prevent crime in general (Erasmus, 2012).

In response to these scourges, the KZN Provincial Government has set aside an amount of R48 million to fight cross border crime, the then (i.e. 2017) Premier Willie Mchunu announced. Premier Mchunu made the announcement during a visit by President Jacob Zuma in *Umhlabuyalingana* Local Municipality, in northern KZN, as part of government's intensified campaign against crime. Notable, the President had received complaints from residents living in the municipalities, which border Swaziland and Mozambique, about high

and intolerable levels of cross-border crime of stock theft and car hijackings. The KZN Premier Mchunu said that rural communities living in borders are under a huge yoke of poverty and must bear the burden of stock theft and car hijackings. The premier further said that the problem has heightened tension between South Africans and brothers and sisters from Mozambique, in particular. He said the role of the police is critical in fighting cross-border crime but will be enhanced by the cooperation between many other departments across all spheres of government. The President's intervention is envisaged to strengthen cooperation with different government departments look set to play their role in creating an environment that will result in the eradication of cross-border crime. Surprisingly, while Government pushes for economic integration through free trade, the Premier added that it is unfortunate that the international criminal networks are celebrating as they believe that they will have access to this lucrative market. The Premier hinted on the following in verbatim:

“Reports suggest that the criminal groups have gained unlimited access to various trans-national networks using sophisticated technology and in most cases, they are assisted by corrupt officials working for government departments and law enforcement agencies. There are lucrative criminal enterprises operating in Africa, Europe and Asia who have been, for many years trading in endangered species such as rhino horns, Ivory, abalone, copper, precious wood, precious stones and precious metals. In charge of these enterprises - are professional Kingpins who recruit vulnerable unemployed people especially the youth for a variety of illicit activities that generate millions of rands for them and the provincial government is pleased with the support from the department of international relations and co-operation ... this support will ensure that there is cooperation between law enforcement agencies of neighbouring countries. This called for the induction of the - Cross-border Crime Summit - on 12 August 2012, the provincial government convened a cross-border crime summit held at the Inkosi Albert Luthuli International Convention Centre. This summit, which was attended by ministers from neighbouring countries, law enforcement agencies, leaders of society and non-governmental organisations, was convened to canvass views about how to prevent cross-border crime. It was one of the most important forums that resolved to ensure the co-operation of all stakeholders”

The NCPF (2017) reports that the statistics presented to the Portfolio Committee on 3 March 2017 established an increase of 2% for the past tri-mester (i.e. 2016). It was observed that there are increases in livestock theft in the EC and FS with unprecedented increases in North West, MP and GP. The number of cases in the EC and the FS are much higher than those in the other three provinces and therefore the extent of stock theft is much more severe. Furthermore, it is further common trait that the provinces with the most cases reported, are the EC, FS and KZN. From the National Stock Theft Prevention Forum's (NSTPF's) side, the need for research on this matter cannot any longer be delayed. The crime statistics cannot be viewed in a vacuum as there are many other variables that need to be considered. When viewing crime statistics, and more specifically property crime, it is imperative to make a comparison with the VOCS released on a yearly basis by Statistics South Africa (Stats SA). The VOCS for 2016 by coincidence was released on 14 February 2017. The trait that many property crimes are never reported to the authorities in South Africa, is a fact when viewing table 6.

Table 6: Non-Reporting of Livestock Theft

Year	% Non-Reporting
2011	36.3
2012	40.1
2014	64.4
2015	67.7
2016	70.7

Sources: Stats SA (2011), Stats SA (2012), Stats SA (2016) (in NCPF, 2017)

Non-reporting of livestock theft according to the information in table 6, is constantly on the increase since 2011 and reaching unacceptable levels. The fact that the crimes are not reported needs to be flashlights as society have lost faith in the whole of the CJS (NCPF, 2017). In connection to these statistics, a study by WA Lombard of the University of the Free State (in BKB, 2018), conducted in 2014, reveals that 75% of sheep theft in the Free State was not reported. "Statistics South Africa reported in 2011 that 36,3% of stock theft cases were not reported by the victims. In 2012 this number rose to 40,1% and in 2013 it increased drastically to 63%." Statistics South Africa confirmed in 2015 that the non-reporting rate has escalated to 67,7%. Statistics South Africa confirmed in 2015 that the non-reporting rate had escalated to 67.7%. According to NSTPF (S.a) (in Madisha and Zwane, 2017), there was a continuous rise in livestock theft and livestock producers in areas where livestock theft is very common, have seen a plague of thefts since May 2016. Thus, KZN police are appealing to community members not to buy stolen goods from criminals.

Table 7: Number and percentage distribution of crime experiences and reporting rates

Types of crimes	Total crime experienced in the past 5 years	Total number of households who have experienced a particular crime in the past 12 months		Crime reported to the police		Crime underreporting rates
	Number	Number	Per cent	Number	Per cent	Per cent
	'000	'000		'000		difference
Household crimes (Denominator for household crime is the total number of households)						
<i>Car theft</i>	58	58	0,4	50	89,5	10,5
Housebreaking/burglary	727	647	4,6	385	53,4	46,6
Home robbery	172	160	1,1	111	66,0	34,0
<i>Theft of livestock</i>	125	113	0,8	36	29,3	70,7
<i>Theft of crops</i>	26	23	0,2	3	17,3	82,7
Murder	15	15	0,1	13	95,0	5,0
<i>Theft from car</i>	151	127	1,0	75	53,3	46,7
Deliberate damaging of dwellings	39	38	0,2	24	63,2	36,7
Motor vehicle vandalism	50	42	0,3	30	60,9	39,1
Bicycle theft	36	35	0,2	17	50,7	49,3
Individual crimes (Denominator for individual crime is the total number of individuals aged 16 and above)						
Theft of personal property	751	712	2,0	242	32,8	67,2
Car hijacking	27	27	0,1	24	86,9	13,1
Robbery (excl. home/carjacking)	268	252	0,7	114	44,1	55,9
Assault	273	254	0,7	131	48,6	51,4
Consumer fraud	109	99	0,3	37	35,0	65,0
Corruption	40	37	0,1	*	*	*

Note: Unspecified cases were not included in the calculation of reporting rates.

Source: VOCS (2015/16)

The experiences of crime and reporting rates of households and individuals aged 16 years and above in South Africa are reported in Table 7. Household crimes that were mostly reported to the police were murder (100%) and car theft (90,9%). Theft of crops and *theft of livestock* were the most underreported crimes at 82,7% and 70,7% underreporting respectively. In terms of individual crime, about 86,9% of incidents of *car hijacking* were reported to the police, while about 35% of incidents of consumer fraud were reported to the police.

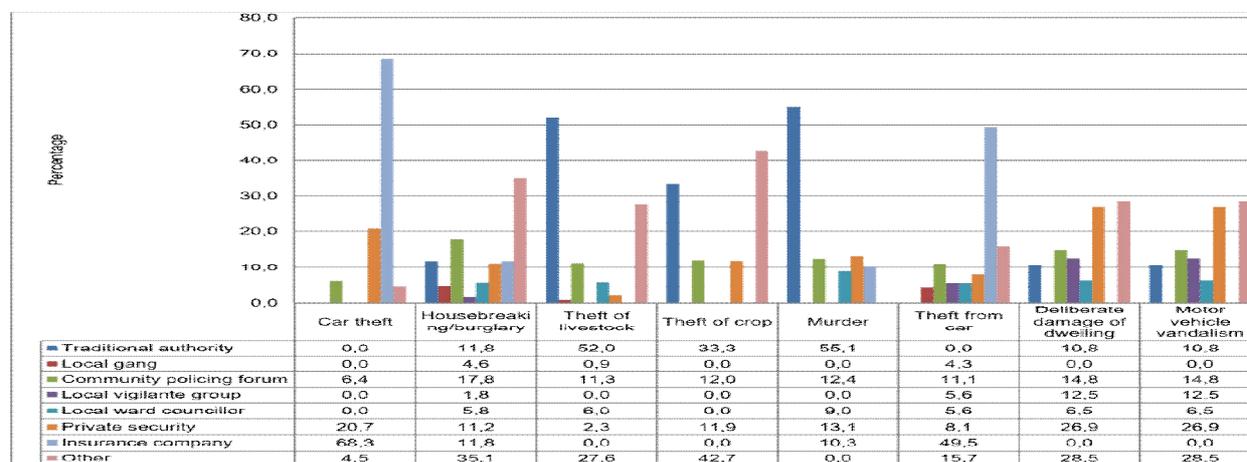
Table 8: The extent of repeat victimisation amongst households and individuals aged 16 years and older who had experienced a crime (per cent)

Household crime	Once	Twice or more	Total
Car theft	100,0	0,0	100,0
Livestock theft	90,3	9,7	100,0

Source: VOCS (2015/16)

Table 8 shows the extent of repeat victimisation amongst households and individuals aged 16 years and older that had experienced a crime. Repeat victimisation was most likely to occur on victims of *motor vehicle vandalism* (16,5%), theft from *car* (16,2%) and theft of crops (11,7%). Moreover, individuals age 16 years and older were more likely to experience repeated consumer fraud (9,1%), repeated robbery excluding home/*carjacking* (7,8%) and corruption (6,7%), VOCS (2015/16).

Figure 7: Percentage distribution of household crimes that were reported to anyone else (other than the police)



Source: VOCS (2015/16)

Figure 7 shows the percentage distribution of household crimes that were reported to institutions other than the police. *Most car theft incidents were reported to insurance companies (68,3%) as well as private security (20,7%)*. Households mostly reported incidents of housebreaking/burglary to other authorities (35,1%) and community policing forums (17,8%). *The majority of incidents of livestock theft were reported to traditional authorities (52,0%)*. Incidents of crops theft were mainly reported to traditional authorities (33,3%) and other authorities (42,7%). Murder was mostly reported to traditional authorities

(55,1%) and private security (13,1%). Theft from cars were mostly reported to insurance companies (49,5%), VOCS (2015/16).

Table 9: Crimes perceived by households to be the most common and feared in South Africa

Crime type	Number: Crime perceived to be most common	Percentage	Number: Crime feared most	Per cent
Car theft or any type of vehicle	1 624	10,2	2 044	12,8
Livestock/poultry theft	1 616	10,1	1 585	9,9

Source: VOCS (2016/17:56)

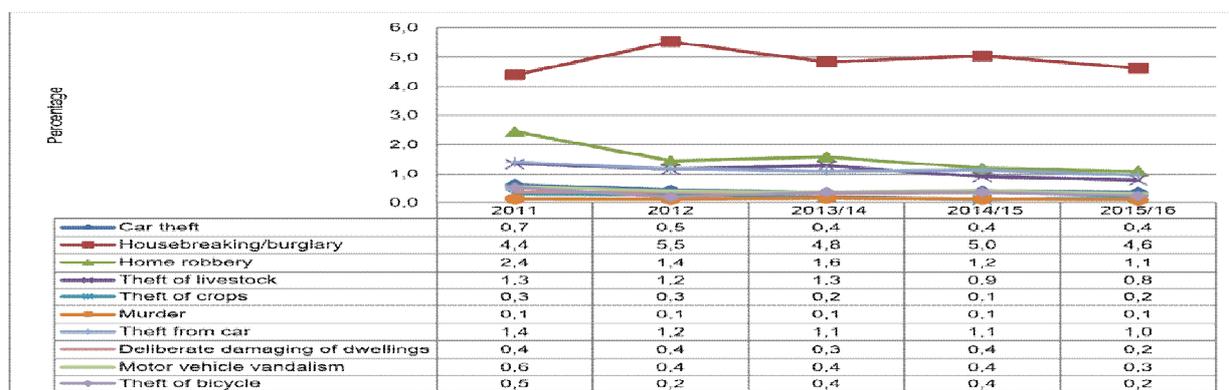
Table 9 further illustrates hijacking of motor vehicles and stock theft to be the most common and feared across South African communities with 1 624 for the former and 1 616 for the latter.

Crime levels and reporting of crimes in South Africa

This section presents the crime experienced by households in South Africa and the reporting rates. Households were visited between April 2015 and March 2016. Respondents were asked if they experienced any crime in the 12 months prior to the survey. Those who experienced crime in that period were asked additional questions, for example, whether the crime had been reported to the police, their levels of satisfaction with police and other related questions. This section provides more insight on the dynamics of crime in South Africa.

To indicate the victimisation rates of these crimes in South Africa, figure 8 portray that hijacking of motor vehicles were reported to be stable for the last three financial years (2013-2016) and the stock theft increased drastically in the last two financial years (i.e. 2014/15 and 2015/16).

Figure 8: Percentage distribution of households who experienced at least one incident of crime by type of crime



Source: VOCS (2016/17)

The time series plot (i.e. figure 8) clearly shows that house breaking/burglary has consistently been the most prevalent crime experienced by households in South Africa. The level has not significantly changed since 2011 remaining at around 5% of the households reporting to have experienced this crime. The second most common crime experienced by

households during the five-year period is home robbery. Home robbery declined over the years from 2,4% in 2011 to 1,1% in 2015/16. Other types of crime decline marginally or remained the same during the five-year period, VOCS (2016/17).

Table 10: Number and percentage of victims who reported theft of personal property to the police

Gender	Number	Coefficient of Variation (CV) %	Quantity (Qty)	Percentage	CV %	Qty
Male	98 601	15		33,9	12	
Female	81 264	19		25,6	16	
Population group						
Black African	122 581	13		25,6	11	
Coloured	10 436	43		15,5	40	
Indian/Asian	14 010	50		61,0	28	
White	32 838	34		82,2	9	
South Africa	179 865	12		29,5	10	

Source: VOCS (2016/17)

From table 10, it can be estimated that the total of about 180 000 or 30 per cent of all victims reported theft of personal property (i.e. hijacking of motor vehicles and stock theft in South Africa) to the police. A greater percentage of male victims reported the crime to the police compared to female victims. Over 82 per cent of white victims reported to the police compared to only about 26 per cent of black African victims. The majority (62 per cent) states that the reason they did not report theft of personal property to the police was police could not do or won't do anything. Table 6 shows the extent of repeat victimisation amongst households and individuals aged 16 years and older that had experienced a crime. Repeat victimisation was the most likely to occur for victims of motor vehicle vandalism (16,5%), theft from car (16,2%) and theft of crops (11,7%). Individuals age 16 years and older were more likely to experience repeated consumer fraud (9,1%), repeated robbery excluding home/carjacking (7,8%) and corruption (6,7%), VOCS (2016/17). Hijacking of motor vehicles is a type of crime committed against an individual while driving their own vehicles or vehicles belonging to another person or institution. The question of ownership was not relevant when respondents were asked whether they had experienced incidents of hijacking during the past twelve months.

Table 11: Motor vehicle hijacking by gender

Gender	Number	CV %	Percentage	CV %	Qty
Male	29 258	31	0.16	31	
Female	21 502	35	0.11	35	
South Africa	50 761	23	0.13	23	

Source: VOCS (2016/17)

Table 11 shows that a greater percentage of males was hijacked in 2016/17 compared to females. The difference may reflect the pattern of ownership or access to vehicles according to gender.

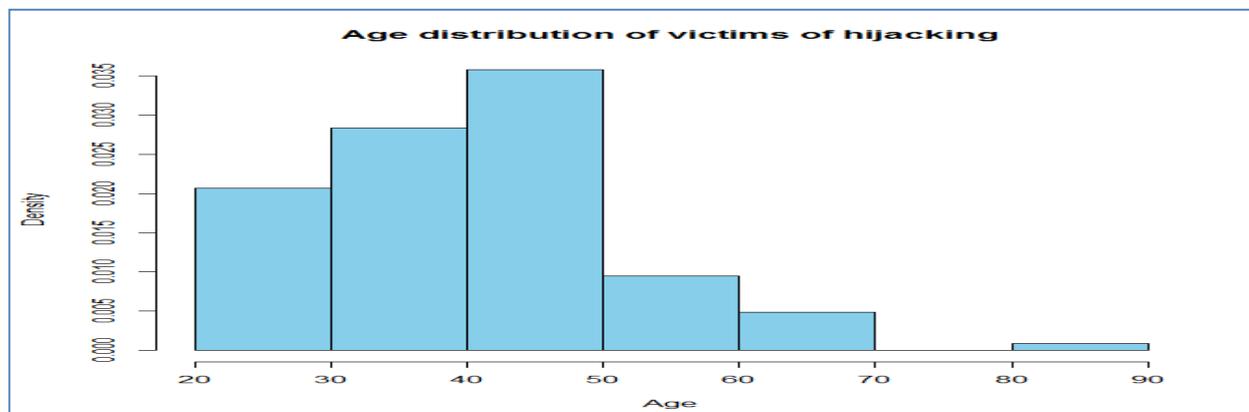


Figure 9: Age distribution of victims of motor vehicle hijacking

Source: VOCS (2016/17)

Figure 9 shows that victims of hijacking are older than victims of theft of personal property. Victims of hijacking on the average are in their late thirties and forties.

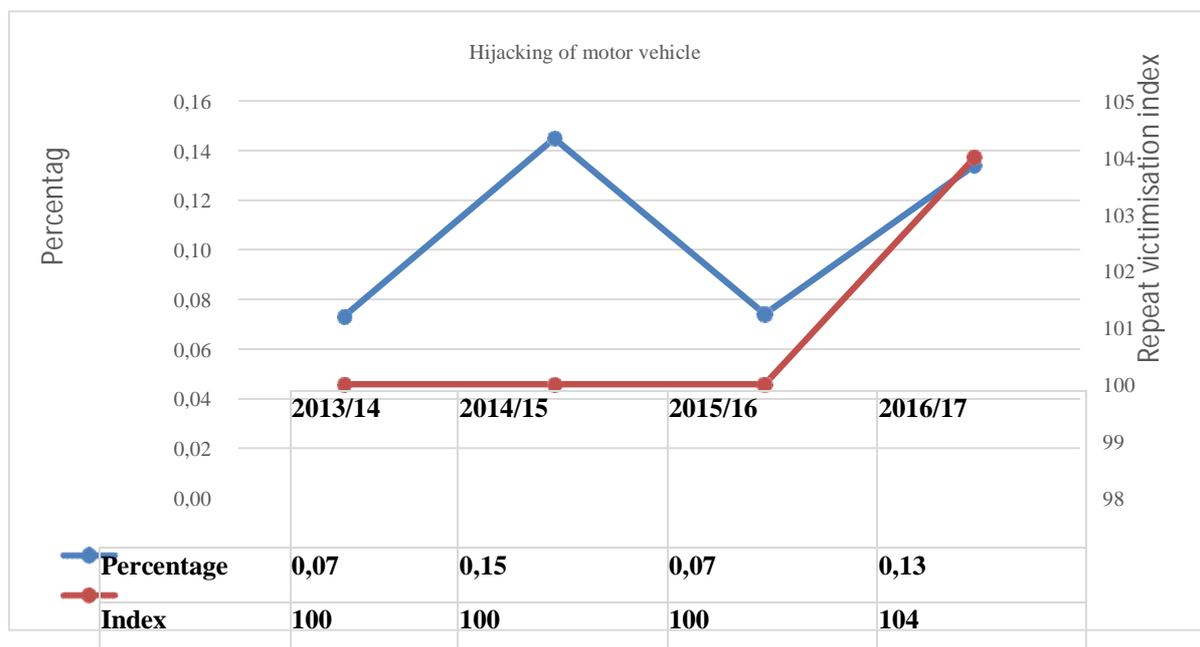
Table 12: Trends of motor vehicle hijacking

Statistic	2013/14	2014/15	2015/16	2016/17
Number of incidents (CV%)	26 098 (43)	53 427 (24)	27 414 (32)	53 003 (23)
Quality of statistics above				
Number of individuals that experienced at least one incident (CV%)	26 098 (43)	53 427 (24)	27 414 (32)	50 761 (23)
Percentage of individuals that experienced at least one incident (CV%)	0,07 (43)	0,15 (24)	0,07 (32)	0,13 (23)
Quality of statistics above				
Repeat victimisation index (CV%)	100 (0)	100 (0)	100 (0)	104 (4)
Quality of statistics above				

Source: VOCS (2013/14-2016/17)

Table 12 indicates the trends of hijacking of motor vehicles in South Africa for the last four (04) financial years. The financial years of 2014/15 and 2016/17 indicate more numbers for individuals that experienced at least one incident.

Figure 10: Percentage of individuals who experienced motor vehicle hijacking and Repeat Victimization Index



Source: VOCS (2013/14 – 2016/17)

Figure 10 shows that the percentage of individuals who experienced hijacking has been fluctuating between 2013/14 and 2016/17. The number of hijackings per individual has essentially remained one, as the increase between 2015/16 and 2016/17 does not appear to be significant.

FINDINGS RELATING TO DATA ANALYSIS

TA was conducted with an aim to find out the motivation behind the content of reviewed articles and the quantity of times the researcher’s keywords appeared on the reviewed texts. To illustrate the inclusion/exclusion criteria of the consulted articles, the indicated keywords/phrase in table were used. The collected data was restricted from 2007 to 2017 (i.e. ten – 10 years’ projection) and the (N) equalled to 150 articles, which were purposely selected for this paper to achieve data saturation.

Table 13. Frequency of keywords

Key words	Frequency	Percentage (%)
Car hijacking / motor vehicle	630	4.2%
Hijacking of motor vehicles	433	2.9%
Cross-border crimes	1230	8.2%
Transitional crime organised crime	1051	7.0%
Stock theft	280	1.9%
Livestock theft	188	1.6%
Hijacking of motor vehicles AND stock theft	321	2.14%
Reporting of hijacking of motor vehicles and stock theft	117	0.78%
Total	4250	100

Source: Researchers’ illustrations (2018)

This paper consists of 13 Tables and 10 Figures, providing statistical data on the prevalence of hijacking of motor vehicles and stock theft across South Africa. Table 1a indicate the witnessed gradual increase in hijacking of motor vehicles between 2008/9-up-to-2012/13 and an increase for 2016/17, while stock theft recorded stability between 2010/11-2013/14, whereas 2014/15-2016/17 shows an increase. Moreover, Table 1b looks on crime rates in South Africa, with stolen cars and stock theft high and indications of safety low (i.e. during the day) and very high (i.e. during the night)

Table 2 depict the prevalence of the selected crimes in South Africa, this stable indicates the worst ten precincts, hijacking of motor vehicles remained the dominating factors, with KZN and GP showing presence and for stock theft, EC is still rated a province most prone to this scourge, followed by FS, MP and KZN (i.e. this reads well with Figure 1, 2 and Table 3 of this paper). Despite the recorded occurrences of these crimes in South Africa, Table 4 finds that approximately 11.5% households use public transport and the other 11.1% keep livestock as a means of preventing themselves to engage in daily activities. Table 5 provides the latest statistics on the selected crimes; the reported change of 14.2% (i.e. Carjacking) and 1.8% (i.e. Stock theft) for 2016/17 financial year. In connection to these findings, the escalation of non-reporting these two crimes leave much to be desired, basing conclusion on Table 6 projection of 2011-2016 of this paper (i.e. This further reads with Figure 7 on distribution of available channels for reporting these crimes to other relevant stakeholders other than the local SAPS [i.e. Figure 7] (i.e. With insurance companies receiving more reports – 68.3% for the hijacking of motor vehicles and the Traditional Authorities – 52.0 for the stock theft).

Furthermore, majority of South Africans have experienced these crimes; however, about 86.9% and 89.5% (i.e. for the hijacking of motor vehicles) of cases are reported to the local SAPS and 70.7%, in contrary, 67.2% of stock theft case are under reported [i.e. Table 7] (i.e. This reads with Figure 3, 4, 5, 6 and 12 detailing trends of hijacking of motor vehicles from 2006/7-2015/16, stolen/hijacked passenger vehicles, SUVs, hijacked manufacturer trucks and machine).

Table 8 shows experiences of Repeat Victimization amongst households and individuals aged 16 and old (i.e. Refer to Figure 9 of this paper). It was recorded that hijacking of motor vehicles normally happens once per victim (i.e. 100.0%) and 90.3% for stock theft. In occasions where victimisation can be experienced twice or more; 0.0% is recorded for hijacking of motor vehicles 9.7% for stock theft and most households still fear car theft (i.e. 12.8%) and stock theft [i.e. 9.9%] (i.e. Further refer to Table 9). In support of this presentation, Figure 8 indicates experiences of households for one incident of crime by type of crime from 2011-2016 (i.e. Five years' projection), with escalation and instability (i.e. declining and remaining in the same position) noted on these selected crimes in South Africa. In addition, Figure 10 shows the fluctuations in numbers for individuals who experienced hijacking between 2013/14 and 2016/17 and the increase between 2015/16 and 2016/17 does not appear to be significant.

Table 13, indicates frequency of keywords used in this paper to record the findings, the method used for data analysis, which were CA and TA. Keywords were firstly determined to search data. The keywords were then used to search published information in the form of articles and research reports. With an aim to reduce unreliable information, the scholarly search engines were used such as Google scholar and EBSCO host. The researcher used each of the above keywords to search on Google Scholar and the frequency and percentages of each keyword have been recorded in Table 13. The researcher used a time frame for the

articles that were reviewed which are articles from 2007-2017. Data saturation was reached when the sequence of keywords no longer repeated itself.

CONCLUSION AND RECOMMENDATIONS

In conclusion, Ndlazi (2017) highlights a project launched for developing Africa's response to organised crime in South Africa. It is reported that this is the task of a joint initiative recently launched by the Institute for Security Studies (ISS), Interpol, and the Global Initiative against Transnational Organised Crime (GIATOC) funded by the EU's Pan African Programme for the next three years, the ENACT programme (i.e. enhancing Africa's capacity to respond more effectively to transnational organised crime.) aims to mitigate the impact of transnational organised crime in Africa on development, governance, security and the rule of law.

"This programme is the first of its kind," said the ISS' Eric Pelser, who heads ENACT. Our goal is to assist all African countries to respond better to transnational organised crime, and we will do that by working at the regional and continental levels. Our approach is innovative. We're using a wide range of activities and tools to provide evidence-based responses to the issue. This will help governments and civil society to work together and develop more effective policy and implementation."

ENACT will establish five regional observatories across Africa to monitor trends. The risk of organised crime will be measured by a new index that assesses vulnerability in different countries. Original research will provide insights into the nature of organised crime and how effective existing responses are. An incident monitoring capability and future forecasting will inform longer-term policy responses. Clack (S.a) concluded the following regarding stock theft statistics 'the 'Univocal Change' in Statistics by SAPS, the huge gap between reported stock theft cases in relations to other crime, Number of cases reported and number of livestock stolen uneven, Contribution of non-reporting of stock theft, Number of species stolen as might not be known which cases are not reported and The use of the wrong denominator by SAPS.

For recommendations, it is submitted that the hijacking of motor vehicles and stock theft demands a global solution that offers international cooperation founded on the following shared responsibilities:

- **Joint operations:** It is essential for the South African to collaborate with neighbouring countries law enforcement agencies and other relevant agencies to promote greater awareness of hijacking of motor vehicles and stock theft, this relationship should be geared towards changing the culture which tolerates the commission of these crimes. Meetings and joint operations should be scheduled between neighbouring countries and South Africa, to exchange strategies and intelligence on effective policing of these crimes. The deployment of the South African Defence Force (SADF) to patrol the borders between South Africa, and the neighbouring countries, where stolen vehicles and livestock are taken can be pivotal.
- **Intelligence sharing:** The current Intelligence sharing strategies as employed by the local SAPS strongly require multi-agencies radical new approach, involving closer collaboration, interaction, and information exchange of all relevant stakeholders, including law enforcement agencies in neighbouring countries. This radical approach will call for the establishment of intelligence function that produces operational and tactical intelligence within interested countries, this is currently marked by inadequacy.

- **Strong and compatible national legislations:** The South African government should introduce legislation that would provide a specific framework for combating, policing and investigation of cross-border crimes (i.e. car and stock theft in particular). From the deficiencies related to the Constitution of Republic of South Africa Act (Act No. 108 of 1996) and Criminal Procedure Act (Act No. 51 of 1977), it should be acknowledged that SA legislation in respect of car and stock theft does not fully relate to the international standards. Thus, steps should be taken to stay on par with global legislative trends by incorporating some sections in available standards to address the existing tenuous and uncertain yet necessary and useful relationship with the neighbouring countries.

A greater call for accurate police and court data to ascertain the contributory factors to hijacking of motor vehicles and stock theft is sought and understand the nature and extent of organised cross border crimes in South African communities.

In connection to the views, *Supra*, Ewi (2017) presents that transnational organised crime, which cuts across national borders, has long been recognised as a global problem. According to the UNODC, it generated US\$870 billion in the year 2009 and the associated crimes are linked to foreigners, this is not new, nor is it unique to South Africa. It is noted that globalisation has driven transnational organised crime in South Africa, including cybercrime, the trafficking of arms, drugs and people, and various environmental crimes, hijacking of motor vehicles and stock theft are no different to unimagined global levels, and has made the crimes more widespread and their responses more complex. The increasing flow of goods, services and people coupled with porous borders, corruption and lawlessness have opened spaces for the global underworld. Clack (S.a) suggests the following regarding combating of stock theft in South Africa; Historical approach to CJS, when do you start relying on the CJS, Improvement of relations between CJS and Livestock Producers, Inter-Provincial Livestock Prevention Forums, Private investigations, Independent Fund to Support the efforts to reduce livestock theft (Informers and Stock Theft Information Centre (STIC)'s, Private investigations, Special operations) and New legislation must be introduced.

Consequently; while few countries possess the capacity to deal effectively with transnational organised crime, the South African government must be pro-active in countering the problem. It should avoid the tendency, apparent in many countries in Europe and North America – to blame foreigners. The state should tackle internal weaknesses like corruption that provide a conducive environment for transnational organised crime. In South Africa there appears to be little political will to strengthen the leadership and capacity of law enforcement agencies such as the NPA and SAPS. The Directorate for Priority Crime Investigation [DPCI] (i.e. the Hawks), and the State Security Agency, have been denuded of skills and experience. Therefore, unless the public is informed, and law enforcement agencies are enabled and encouraged to fulfil their roles effectively, perceptions about organised crime and who commits it are unlikely to change.

Goga (2015) recommends that both policy and operational responses to threats in South Africa should be revisited and any analysis of organised crime should therefore start from the grassroots and the police station level. This would allow for a better understanding of the impact that organised crime and the criminal economy have on South African citizens. For example, the market for stolen goods in South Africa remains extremely large, particularly in certain communities. This demand for stolen goods is believed to lead to increases in property crimes (i.e. hijacking of motor vehicles and stock theft included) robbery and housebreakings, which could, in turn, lead to increases in violent crime and murder. It is therefore possible that more effective measures to curb illicit commodities and markets could

also reduce these selected crimes. Furthermore, there may be a high level of criminal networking between those who commit robbery, the middlemen and the sellers of stolen goods, an interesting feature is the fluidity of groups and their connections. For example, groups committing robberies may change members, and they may choose from a variety of other actors to sell these goods. After a group (which is on average comprised of four people) commits the initial robbery, they interact with middlemen who often use legitimate businesses to sell the goods or export it to foreign markets. These legitimate businesses can serve as a front to hide the illegal connections of middlemen, and these fall into a 'grey' area of engaging in both legal and illegal activities. The majority of those taking part in these crimes are career criminals, driven by economic motives. The commission of these crimes can be also linked to a significant number of gang members and over 400 people linked to the broader network. This points to the fluidity of these networks, which consist of a core group that draws on a larger group and rely on a host of other actors to support them. In response; some specialised law enforcement agencies are acutely aware that these highly flexible groups are at the epicentre of organised crime, and that the broader network includes those who can move illicit goods transnationally. The supply chain extends beyond the gangs that commit the crimes; and the market for stolen goods remains strong. This requires input from legitimate businesses, such as the scrap metal dealers who sustain the cable theft economy. In this way, it mimics more traditional crimes such as poaching, whereby disorganised groups later sell the goods to more sophisticated gangs or individuals. Yet the impact of organised crime is not felt only among high-income groups and businesses.

As author David Bruce (S.a) (in Goga, 2015) argues, the prioritisation of so-called 'trio crimes' (namely *carjacking*, house robbery and business robbery), which are often carried out by specialist gangs, has been 'misguided' and 'elitist'. Bruce says that 'street robbery', which is not an official crime category, but which affects the majority of South Africans, has not been prioritised in the same manner. According to Bruce, many of those involved in street robbery may be 'generalists' who also engage in robbing homes and businesses. He adds that 'many of the former township areas serve as a training ground for robbers who eventually graduate into the specialist robbery gangs.' Furthermore, many marginalised and poorer suburbs have become breeding grounds for criminality given a lack of socio-economic opportunities and policing. During the '*Khayelitsha* Commission of Enquiry' into policing, many of the problems in South African policing structures were pointed out, including the unfair deployment of policing, overburdened detective services and problems with social conditions. Intelligence gathering at the grassroots and station level remain woefully underdeveloped in these areas, as police have not prioritised intelligence reporting. If analyses of organised crime fail to include the elements that feed into this phenomenon, subsequent responses to such crimes will remain inappropriate. Investigations into such crimes will be narrowly focused, intelligence will be ineffective, resources would be inadequate and policy responses will be insufficient. Many organised crime groups develop from a grassroots level and intelligence should be prioritised from the bottom up, focusing on infiltrating and rehabilitating such groups before they engage in serious organised crime. Preventing organised crime in South Africa should therefore start with intelligence that focuses on these loose, informal and ad hoc networks that plague the country, and police structures should urgently re-evaluate police prioritisation and deployment.

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