

**AN ANALYSIS OF THE ROLE OF SOUTH AFRICAN
POLICE SERVICE RAILWAY POLICING IN CRIME
PREVENTION IN SOUTH AFRICA**

by

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the degree of

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DECLARATION

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An Analysis of the Role of South African Police Service Railway Policing in Crime Prevention in South Africa

I declare that the above thesis is my own work and that all the sources that I have used or quoted have been indicated and acknowledged by means of complete references.

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2019-05-27

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EDITOR'S DECLARATION

1 January 2019

To whom it may concern:

I, Naómi AC Schulze, an independent freelance language practitioner, hereby declare that I was tasked to carry out the language editing of the following dissertation:

**AN ANALYSIS OF THE ROLE OF SOUTH AFRICAN POLICE SERVICE RAILWAY
POLICING IN CRIME PREVENTION IN SOUTH AFRICA**

Written by Avhashoni Cynthia Madzivhandila, student number: 36505080,

which is submitted in accordance with the requirements for the degree of Doctor of Philosophy in Criminal Justice in Policing at the University of South Africa

After my initial editing, several updates of the entire document were carried out by means of a "question and answer" exercise to render the work as error-free as possible. Please note that I take no responsibility for any alterations and/or errors that were introduced to the document after I finally returned it to the author

Thank you

(Mrs) NAC Schulze

SUMMARY

This is a qualitative study that was intended to analyse the role of South African Police Services (SAPS) railway policing in crime prevention in South Africa (SA). Commuters are exposed to various criminal activities in the railway environment. The Metro Rail trains are the most affordable trains and for that reason, the majority of commuters use these trains to travel to and from their workplaces. This study focused on the large stations in the Gauteng province, South Africa, as there is a high influx of people coming from various provinces for job opportunities. Alexander (2019:np) states that Gauteng is the smallest province, but has the largest population and economy.

The non-random sampling procedure was used to select participants. Data was collected by means of perusing the existing literature, SAPS information notes, official documents and articles. Interviews were conducted with South African Police Service Rapid Rail Unit (SAPSRRPU) members. Each unit was represented by a maximum of eight members. The information obtained from the participants was analysed by using the Atlas-ti software. This is a computer program used to analyse data in qualitative research.

MANWELEDZO

Iyi ndi ngudo ya ndeme i itelwaho u saukanya mushumo wa yunithi ya vpholisa ha raliwei ya Tshumelo ya Tshipholisa ya Afrika Tshipembe (SAPS) kha u thivhela vhugevhenga Afrika Tshipembe (SA). Vhanameli vha livhanwa na nyito dzo fhambanaho dza vhugevhenga kha vhupo ha raliwei. Zwidimela zwa Metrorail ndi zwone zwidimela zwi sa duresi, nahone nga nzwambo wa izwo vhunzhi ha vhanameli vha shumisa zwidimela izwi u enda u ya na u bva mishumoni yavho. Ngudo iyi yo sedza kha zwiitshi zwi hulwane zwa vundu la Gauteng, Afrika Tshipembe, saizwi hu na vhatu vhanzhi vha bvaho kha mavundu o fhambanaho vhane vha khou todana na zwikhala zwa mushumo. Alexander (2019:np) u bula uri Gauteng ndi vundu litukusa, fhedzi li na tshitshavha tshinzhisa na ikonomi.

Tsumbonanguludzwa dzi songo tou khethwa dzo shumiswa u nanga vhadzheneleli. Data yo kuvhanganywa nga kha u fhenḡa maḡwalwa a re hone. Notsi dza mafhungo dza SAPS, maḡwalo a tshiofisi na athikili. Inthaviwu dzo itwa na miraḡo ya Yunithi ya Tshipholisa tsha Raḡiwei tshi Ṱavhanyaho tsha Tshumelo ya Tshipholisa tsha Afrika Tshipembe (SAPSRRPU). Yunithi iḡwe na iḡwe yo vha yo imelelwa nga gumofulu ḡa miraḡo ya malo. Mafhungo o wanalaho u bva kha vhadzheneleli o senguluswa nga u shumisa sofuthiwee ya Atlas-ti. Phurogireme ya khomphiyutha iyi I shumiswa u saukanya data kha ḡhoḡisiso dza ndeme.

NKOMISO

Ndzavisiso lowu wa *qualitative* wu na xikongomelo xo xopaxopa ndzima ya yuniti ya vutirheli bya maphorisa ya Afrika Dzonga ku nga *South African Police Services (SAPS)* eka ku sivela vugevenga eAfrika Dzonga. Vakhandziyi va xungetiwa hi vugevenga bya mixaka yo hambanana eka tirhalaweyi ta switimela. Switimela swa Metrorail swi chipile swinene, hikokwalaho, vanhu vanyingi va vakhandziyi va tirhisa switimela ku ya na ku vuya emitirhweni. Ndzavisiso lowu wu languta ngopfu switici leswikkulu swa switimela eka xifundzhankulu (provhinsi) ya Gauteng eAfrika Dzonga hikuva ku na vanhu vanyingi lava va sukaka eka swifundzhankulu swin'wana ku ta ejoni ku ta lava mitirho. Alexander (2019:np) u vula leswo Gauteng i xifundzhankulu xitsongo swinene eka swin'wana, kambe xi na vanhu vanyingi swinene na ikhonomi leyikulu swinene.

Ku tirhisiwe fambiselo leri vuriwaka *non-random sampling* ku hlawula vanhu vo va na xiavo eka ndzavisiso. Data yi hlengeletwe hi ku hlaya matsalwa lama nga kona, tinoti ta vutivi ta SAPS, na tidokumente ta ximfumo na tiatikili. Ku endliwe ti-inthavhyu na swirho swa maphorisa ya rhalaweyi ku nga *South African Police Service Rapid Rail Police Unit (SAPSRRPU)*. Yuniti yin'wana na yin'wana a yi yimeriwe hi swirho swa nhungu. Vutivi lebyi byi nga kumeka eka lava a va ri na xiavo byi ve byi xopaxopiwa hi ku tirhisa *Atlas-ti software*. Leyi i *program* ya khompyuta leyi tirhisiwaka ku xopaxopa data eka rhiseche leyi endliwaka hi ndlela ya *qualitative* eka mindzavisiso.

KEYWORDS

Crime Prevention, Crime Prevention Models, Crime Prevention Mandate, Police Functions, Policing, Railway Environment, Primary Prevention, Secondary Prevention, Tertiary Prevention, Visible Policing.

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DEDICATION

This study is dedicated to my late mother, Marandela Tshishonga, for paving an educational way for me, encouraging me at all times, and saying that education is the future. I will forever be grateful, Mama.

I also dedicate this thesis to my brothers, Shumani George, Ntakuseni Stanley and Takalani Prince Maphalu for their continuous support.

LIST OF ACRONYMS

AU	African Union
BOC	Board of Commissioners
BRICS	Brazil, Russia, India, China, South Africa
BTP	British Transport Service
CEO	Chief Executive Officer
CIMO	Crime Information Management Office
CJS	Criminal Justice System
CPA	Crime Pattern Analysis
CPDS	Crime Prevention and Detection Squad
CPR	Canadian Pacific Railway
CPTED	Crime Prevention Through Environmental Design
CPF	Community Policing Forum
CSC	Community Service Centre
CSF	Community Safety Forums
CSIR	Council for Scientific and Industrial Research
CTA	Crime Threat Analysis
DoT -	Department of Transport
DPFF	Federal Railway Police Department
EC	Eastern Cape
GBH	Grievous Bodily Harm
GTM	Grounded Theory Methodology

HR	Human Resources
IT	Information Technology
JCPS	Justice, Crime Prevention and Security
KZN	Kwazulu-Natal
MTSF	Medium-term Strategic Framework
NCCS	National Crime Combating Strategy
NCPI	National Crime Prevention Institute
NCPS	National Crime Prevention Strategy
NCVC	National Centre for Victims of Crime
NDP	National Development Plan
NMTU	National Mobile Train Unit
NRCCF	National Rail Crime Combating Forum
NSMS	National Security Management System
NSS	National Security Strategies
OB	Occurrence Book
POP	Public Order Policing
PRASA	Passenger Rail Agency of South Africa
PRCCF	Provincial Rail Crime Combating Forum
PSS	Protection and Security Services
RPF	Railway Protection Force
RRP	Rapid Rail Policing
RRU	Rapid Rail Unit

RSA Republic of South Africa

RSR Railway Safety Regulator

SADC Southern African Development Community

SADCC Southern African Development Coordination Conference

SAFLII Southern African Information Legal Institute

SANDF South African National Defence Force

SAPS South African Police Service

SAPSRPU South African Police Service Rapid Rail Police Unit

SAR South African Railways

SARP South African Railway Police

SARPF South African Railway Police Force

SATS South African Transport Service

SCP Situational Crime Prevention

SSA State Security Agency

TFR Transnet Freight Rail

UN United Nations

UNESCO United Nations Educational, Scientific and Cultural Organisation

UNODC United Nations Office on Drugs and Crime

UNTU United National Transport Union

WC Western Cape

WCP Western Cape Province

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CHAPTER ONE: INTRODUCTION AND BACKGROUND TO THE STUDY

1.1 INTRODUCTION

The South African Police Service (SAPS) is an organ of state established in terms of Section 205 of the Constitution of the Republic of South Africa (RSA) and is responsible for maintaining law and order. The organisation consists of various divisions, which among other things include the following; Visible Policing, Detectives Services, Crime Intelligence, and Protection and Security Services. However, the SAPS Rapid Rail Policing Unit (SAPSRPU) falls under the division Visible Policing and its functions are aligned with those of the division, including the crime-prevention mandate. This study discusses the roles of the SAPSRPU on crime prevention in the railway environment.

In this chapter, the background to the problem is sketched, the problem is stated, and the research aim and objectives are provided. Further to this, the key concepts are highlighted, and the value of the study is discussed.

1.2 BACKGROUND TO THE STUDY

The South African Transport Services (SATS) provided railway policing prior to the disbandment of the Railway Police and their integration into the South African Police (SAP) in 1986. The Department of Transport (DoT) is the custodian of all types of transport in South Africa. This study therefore focuses on the modes of transport that operate in the railway environment. The rail sector is divided into various entities, which include Passenger Rail Agency of South Africa (PRASA), Transnet Freight Rail (TFR) and Bombela Concession Company (Gautrain). The PRASA Corporate Plan 2016-2019 (2016:19) highlights that PRASA is the operational structure of DoT and the sole shareholder that focuses on the mandate contained in the Legal Succession to the South African Transport Services Act, 1989 (Act No.9 of 1989) as amended in November 2008. It is a public entity owned by Government and reports directly to the Minister of Transport.

PRASA was formally launched in 2009 to manage all passenger rail companies in the country as a single unit. Parliament Monitoring Group (2012:np) indicates that the objective of PRASA, according to the Legal Succession Act, no. 9 of 1989 was defined as the provision of urban rail commuter services in the public interest, as well as long-haul passenger rail and bus services. Secondly, it was required to generate income by taking advantage of its own assets while paying attention to the Government's socio-economic and transport objectives. SAPS (2016a) highlights that there are various stakeholders and partnerships within the railway environment, namely Gautrain, Railway Safety Regulator, Transnet, PRASA and Commuter Forums.

PRASA is responsible for developing and managing rail-related transport infrastructure, while also providing effective rail- and road-based passenger transport within, to and from urban and rural areas of South Africa (South Africa,2018a: np). The legal mandate directs PRASA to deliver commuter rail services in the metropolitan areas of South Africa, long-distance inter-city rail and bus services within and around the borders of the RSA. This mandate has been implemented in consultation with and under the guidance of the Minister of Transport. It brings service to the people.

PRASA consists of divisions and subsidiaries. The divisions are; PRASA Tech, PRASA Rail and PRASA Cress, and the subsidiaries are Autopax and Intersite. The PRASA Rail consists of the Metro Rail that transports commuters locally as well as the mainline passenger service that operates on the long-distance trips. The PRASA Corporate Plan 2016-2019 (2016:48) highlights that Metro Rail remains the most affordable public transport service at a cost of R3,00 per trip of up to 27 km, with over 516 million passenger journeys per annum and transporting the majority of poor South Africans dependent on inexpensive public transport.

The Corporate Plan further indicates that as a public mode of transport, PRASA is entrusted with the responsibility of making sure that the organisation provides safe and reliable rail commuter/passenger services. PRASA also provides quality rail network as the backbone of public transport and a mode of choice, which makes it the most reliable public passenger transportation for future generations.

PRASA Corporate Plan 2016-2019 (2016:49) indicates that the rolling stock and infrastructure are as follows; Availability of rolling stock is 40%, meaning that the rest

of the trains are operating below the required standard. This is due mainly to vandalism, which reduces the service by 68%. There are thus 3100 coaches that are operational, a further 740 are being repaired or upgraded, and 720 are out of service. Evans (2018:np) highlights that Mr Walker, the Regional Manager of Metro Rail in Cape Town, mentioned that on 22 July 2018, two coaches of a train travelling from Muldersvlei had been set alight at the Cape Town train station and that it had been the seventh incident of malicious damage to property involving trains during the 2018 financial year. Walker further indicated that the damage incurred in a series of apparent attacks on the trains over the past four months has already been estimated at around R50 million.

PRASA currently faces many scandals and much political interference that negatively affect the organisation. The situation is discussed in the study as it is regarded as relevant, as it also hampers the SAPSRRPU in carrying out their policing mandate. Myburgh (2017:np) reports that former PRASA board chairperson, Popo Molefe, is concerned about the corruption that is taking place in the organisation, for example, the tender awarded to the Swifambo company for new locomotives. The matter was taken to court, and it was found that the tender had been awarded in a corrupt manner. The information provided indicates that there is a problem in PRASA that affects the whole organisation and those who are directly and indirectly involved in the daily running of the services rendered. The affected parties include its employees, the commuters, and other stakeholders, including the SAPS. Judge J Francis of the Johannesburg High Court ruled that the contract with Swifambo Rail Leasing for new locomotives, signed in 2013, must be set aside as the presiding court expressed distress over the seemingly corrupt manner in which the contract had been granted. The company at the time had no footprint in the rail industry, and afterwards it subcontracted Spanish manufacturer Vossloh Espana to supply the 70 locomotives required by PRASA. Myburgh (2017: np) highlights that as a result of the court ruling it is expected of Vossloh to take the locomotives back to Europe, as the concern is that the contract is unlawful and never really existed.

The PRASA board in late 2015 approached the High Court to review and set aside the Swifambo contract, following a number of revelations by Rapport newspaper (Myburgh, 2017:np), specifically the incompatibility of the Spanish-built Afro 4000

locomotives with the existing infrastructure. The court case exposed the extent of the corruption within PRASA including a claim that the ruling African National Congress (ANC) was an indirect beneficiary of the contract. Myburgh (2017:np) further asserts that in January 2016, some R80 million had been channelled by Swifambo and its managing director, Auswell Mashaba, to Angolan businesswoman Maria Gomes and politically-connected lawyer George Sabelo.

The two individuals had close associations former President Jacob Zuma. The severity of the scandals within PRASA was further highlighted by Haffajee, Mafu, Masuabi and Shazi (2017:np), as they stated that the pain of the passengers was not caused by a shortage of money. South Africa spends almost R100 billion a year on transport, with a significant amount being allocated to the subsidisation of train travel. However, PRASA is incapacitated by corruption.

Witten (2017:np) states that Metro Rail spokesperson Riana Scott highlights that the procurement of suitable equipment for the protection services division is not uncommon and is in line with their operational mandate to safeguard employees, commuters and infrastructure. The corruption matter regarding PRASA, highlighted above, indicates the extent of corruption within the railway environment, and one can conclude that any irregularities in the organisation emanating from management affect everyone, including the employees. To date, many trains have been set on fire, and other assets vandalised.

The commuters are affected because once there are issues of corruption in the organisation, the daily running of the organisation is affected. That will lead to a shortage of trains due to the arson and vandalism, and as a result, the commuters might arrive at their destinations, including workplaces, later than anticipated. The morale of the employees could also be affected, simply because of what is happening in the organisation. That creates fear for the employees in terms of their careers, for example the fear of being retrenched. The abuse of funds by the management could also lead to the retrenchment of personnel, and compromise the purchase of assets, including trains. Once there is instability in the railway environment, for example the burning of trains and protesting by the employees and angry commuters, a larger

number of police officials than the normal deployment will be required to stabilise the situation.

The second entity that operates in the railway environment is TFR. The Department of Public Enterprise (2014:np) indicates that Transnet is the biggest and most important part of the cargo logistics chain that transports goods every day, everywhere in South Africa, by means of its pipelines and to and from its ports. It transports consignments onto ships for export purposes while it unloads goods from overseas. Transnet's vision and mission are to be a focused freight transport company, delivering integrated, efficient, safe, reliable and cost-effective services to promote economic growth in South Africa. South Africa (2018a:np) highlights that Transnet is required to formulate cost-effective measures for doing business in South Africa, create opportunities for economic growth, and ensure security of supply by providing appropriate ports, rails and pipeline infrastructure in an affordable and efficient manner.

Transnet is the leading freight logistics company in South Africa that enables effective growth and development of the South African economy by providing reliable cargo transportation and handling services that fulfil the clients' needs. Transnet is an entity that is fully owned by the South African Government and functions as a commercial enterprise with the objectives of both supporting and contributing to the country's freight logistics network. It aims at developing the South African industry and reducing the cost of doing business, while at the same time operating efficiently and profitably.

DoT (2017:12) highlights that Transnet is a major public entity under Schedule 2 of the Public Finance Management (PFMA) Act, No.1 of 1999. TFR operates the national long-distance rail freight network and, in addition to its own capacity requirements provides access to PRASA's long-distance trains. As the largest of the divisions, TFR currently contributes 51% of Transnet's income. Transnet has implemented strategic interventions to align itself with Government's priorities and shareholder-required targets in recent years.

The third mode of transportation in the railway system is the Gautrain, which was launched in 2010. This kind of train is referred to as a 'high-speed train', and in this case it operates under the auspices of the Bombela operating company. Gautrain

(2018:np) highlights that the train has a major impact on those who travel between Johannesburg and Pretoria. It is defined as a 'mass, rapid-transit railway system', introduced in an effort to mitigate the heavy traffic problem in and around Johannesburg and Pretoria in Gauteng. It is further indicated that since construction of the system was completed in 2012, the Gautrain has also served as a convenient alternative to other public transport options, both for local commuters and for tourists.

Gautrain is a unique local train, the first of its kind in SA, and after it was introduced, the first train ran in 2010 during the FIFA World Cup. South Africa (2018a:np) highlights that the Gautrain system is an 80-km-long speedy-transit railway system that links big cities such as Johannesburg and Pretoria with the area called Ekurhuleni, which also houses OR Tambo International Airport in the Gauteng province. Gautrain was established as a result of the traffic congestion between the two big cities and Ekurhuleni in the Gauteng province.

The train service was introduced in an effort to relieve traffic congestion in the corridor between Johannesburg and Pretoria and offers commuters a possible alternative mode of transport, as Johannesburg has a limited public transport infrastructure. Gautrain transports about 52 000 people per day, including weekends, or 1,2 million people per year. The introduction of Gautrain promotes public transport transformation and it introduced some technologies that were not in use before. The train, which runs at 160 km per hour, gives hope to commuters that they will arrive at their workplace on time and that they do not have to wake up early every morning, stressing about transport that will delay them.

The DoT (2017:13) highlights that in terms of the Gauteng Transport Infrastructure Act, No.8 of 2001, the concessioning authority, namely Gauteng Province, and the concessionaire, i.e. Bombela Concession Company, agreed in 2006 that the latter would design, partly fund, construct, operate and maintain a rapid rail link under a 19½-year concession. The Gautrain Management Agency (GMA) Act of 2006 established the GMA, a PFMA Schedule 3C entity, to manage the concession.

Gautrain (2018:np) highlights that Bombela Concession Company introduced a unique railway concept to the country, namely private sector participation, passenger and asset security, railway safety due to its design, and regional fast transportation at a

speed of 160 km/h. Since operations commenced in 2010, Gautrain's contribution to provincial Gross Domestic Product (GDP) has come close to matching the initial investment, while sustaining jobs and increasing tax revenues. It established an example for South African authorities that had no prior experience of implementing a rail project.

The fourth mode of transportation is the Blue Train. The publication "Blue Train" (2018: np) highlights that, emanating from a fantasy of the empire-builders of travelling from Africa's southern tip to its northern borders, the Blue Train was brought into being in the 1920s. The two original trains, known then as the Union Limited and the Union Express, travelled as far as over the Zambezi River to the Victoria Falls. The trip was also taken by former State President, Thabo Mbeki, in 1998. The Blue Train is described as a comfortable train that is used mainly by tourists. The police are also deployed on the train to ensure the safety of the passengers. The difference between the four modes of transportation is that Metro Rail, Gautrain and the Blue Train transport people, while Transnet focuses on goods and freight, therefore, SAPSRRPU members are deployed daily to ensure safety and security inside the trains, within the railway environment and its surroundings.

The SAPS Information Note 23/1/5 (2017a:np) highlights that the Railway Police was an independent police force prior to 1986, comprising 16 000 members deployed countrywide. Maluleke (2010:1) indicates that until 1986, law and order on the long-distance passenger rail services and the rail commuter services were enforced by special Railway Police, namely the South African Railway Police Force (SARPF). In 1986, the SARPF was disbanded and its members were transferred to the SAP. From 1986 to 2004, the functions carried out by the Railway Police ceased, due to other policing priorities, and were re-established only in 2004. After 1986, the custodian of policing in the railway environment was the SAP but the latter did not create a committed unit within its approved structure and this lack of supervisory control led to the decline and neglect of policing on the railway network. The workforce of the railway police was pressured because its members were concentrating too much on their police station duties involving crime in the community, therefore the railway duties were neglected, and no longer a priority to them. After the amalgamation process, the respective Provincial Commissioners and Station Commanders were responsible to

render a police service to the railway environment. SAPS (2017a:np) highlights that Cabinet had instructed the task team for Justice, Crime Prevention and Security (JCPS) during 2002 to compile a report, and as a result it was found that the police's presence at railway stations had gradually decreased after the amalgamation, since their focus had shifted to the high-priority crime areas away from the rail environment. That had led to the total absence of Railway Police deployments at times.

In 2003 there was a case where one commuter was killed inside a train in the Western Cape (WC). Van Heerden (2003:1) highlights that on Friday, 8 June 2001 at about 19:00, Juan van Minnen ('Juan'), by then a final-year electronic engineering student at the Cape Technicon, was a passenger in a first-class carriage of a suburban commuter train on the Cape Town/Simon's Town line, travelling from Rondebosch to Fish Hoek, where he resided. Somewhere between Kenilworth and Wynberg stations, an unknown person repeatedly stabbed Juan. As a direct consequence of the injuries he had sustained, he died the following day. It is common-knowledge that this incident allegedly occurred during the evening off-peak period after 18:00, when the security staff on commuter trains in the WC were significantly fewer and ticket sales and checks not generally carried out.

Some of the incidents mentioned above, in particular the case of Juan van Minnen, led Cabinet to decide on the implementation of a strategy to combat crime within the rail environment and mainline services, i.e. passengers and goods, with the objective of rendering a professional crime-prevention service in the railway environment in South Africa (SAPS National Joint Instruction No, 32, 2007:np). The Railway Policing Unit was established by the SAPS in terms of Section 205 of the Constitution of the Republic of South Africa, 1996.

This Act highlights the objectives of policing as follows:

- Prevent, combat and investigate crime
- Maintain public order
- Protect and secure the inhabitants of the Republic as well as their property
- Uphold and enforce the law.

The objectives stated above provide a clear indication that the Railway Policing Unit should at all times prevent and combat crime, including in the railway environment, and secure the inhabitants and their property, as mandated by the Constitution. The SAPSRRPU is set to play a vital role in the railway environment and perform its duties as commanded by the Division Visible Policing. SAPSRRPU is mandated in conjunction with internal and external role-players in an endeavour to combat and prevent all serious, violent and organised crimes, as well as to protect victims of crime, at all levels in the railway environment by means of National Joint Structures after the implementation phase of the Rapid Rail Policing Unit (SAPS National Joint Structure No. 32, 2007:np).

SAPS (2017b:np) highlights that a decision was taken by the management of SAPS that the function of the Railway Police would fall under the Division Protection and Security Services (PSS), and its mandate would be to prevent crime in the railway environment. However, in reality, PSS was not responsible for that as its mandate was protection and security service. In other words, railway policing was perceived as being incorrectly placed, and as a result, during January 2011, the railway policing was officially transferred to the Division Visible Policing. SAPS (2017b:np) indicates that Visible Policing was tasked in 2013 to implement the concept of rapid rail policing in the railway environment. The latter emanated from a decision taken by the Board of Commissioners (BOC).

The decision entails, *inter alia*, the conversion of the Metro Rail Police Stations, National Mobile Train Units and Gautrain Unit into specialised Rapid Rail Police Units (RRPUs). The strategic structuring and deployment of these units in South Africa then resided under the ambit of centralised command and control in the Division Visible

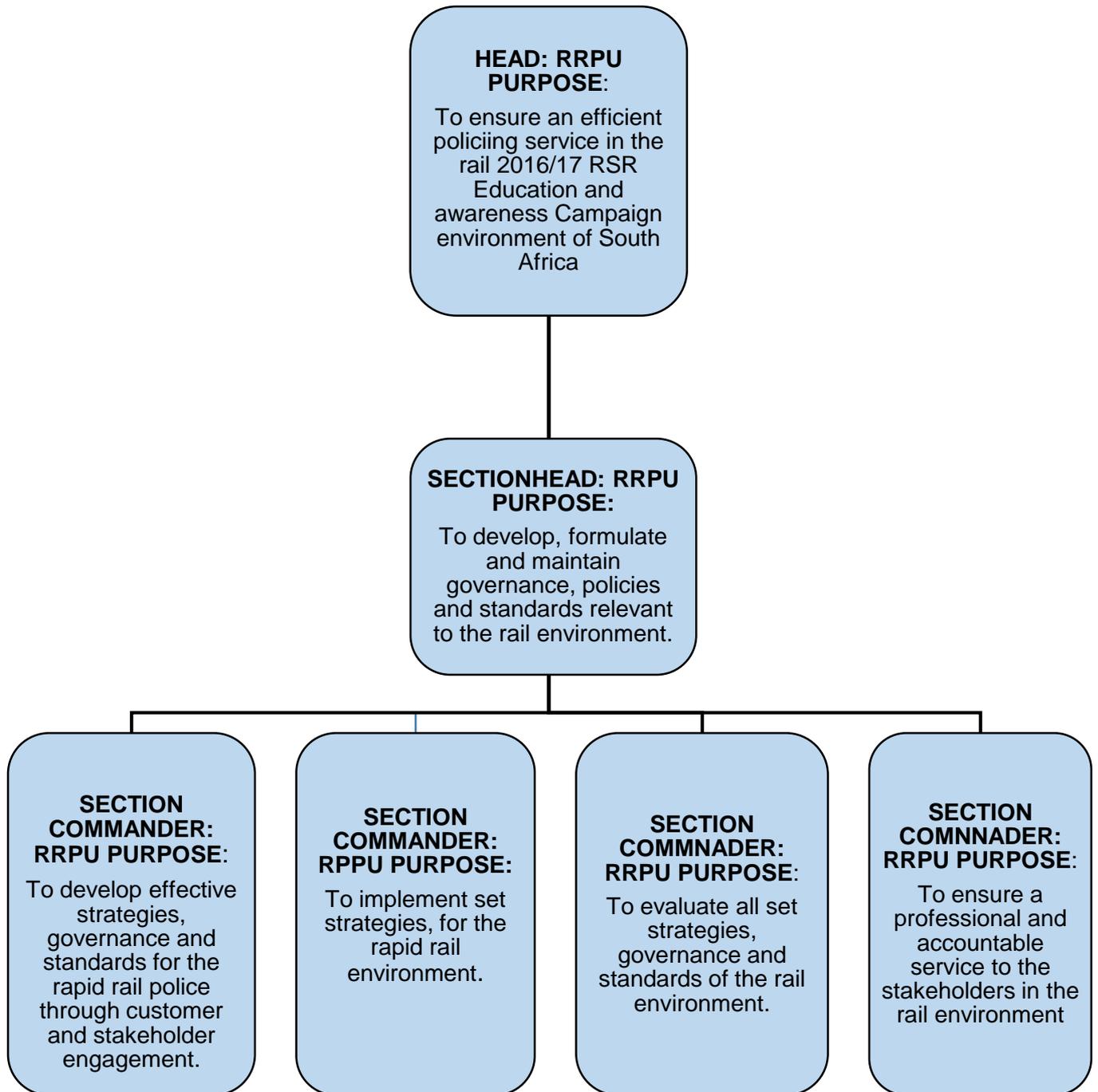
Policing. The pilot project started in the WC Province and was rolled out to Gauteng, Eastern Cape (EC) and KZN. The component Railway Police comprises three units, namely the National Mobile Train Unit (NMTU), Rail Operation Metro Rail Services, and the Rapid Rail Service, under the command of two Section Heads who report to the Head: Railway Police.

The SAPSRRPU was established to ensure safety within the railway environment. It should be noted that some provinces have both local and long-distance trains, and they are Gauteng, EC, Kwazulu Natal (KZN) and WC, whereas some provinces, namely Limpopo, North West, Northern Cape, Free State and Mpumalanga, have only long-distance and freight trains. The long-distance trains that are operated by Shosholozza Meyl usually run from Gauteng to other provinces that do not have local trains. Meyer (2016:np) writes that the SAPSRRPU is truly committed to preventing crime in the railway environment, as evident in the results, for example where people were arrested, or firearms were confiscated.

Meyer (2016:np) further indicates that Bothman of SAPSRRPU stated that the unit had approximately 500 members that were stationed at 122 train stations in the WC during the financial year 2014/2015 in the country. Bothman conceded that the number was not enough to ensure effective visible policing but added that they were looking into adding more personnel. Bothman further indicated that there were more than 100 members who were still in training at the college and that these members would be deployed on 1 October 2015 when field training would be completed. Dordley (2018:np) writes that Brett Herron, who is the Mayco member for Transport, had stated that one hundred new Railway Police officials were being appointed for crime prevention in the railway environment.

Herron further highlighted that PRASA and the provincial government had agreed to establish a committed unit within the city's policing structures to operate on the rail infrastructure as a pilot project. The SAPS's divisions each has its own organogram that specifies the seniority in terms of ranks and responsibilities. The same applies to each component under each division. As this study focuses on the SAPSRRPU, which falls under the division Visible Policing, please refer to its structure, which provides an outline of each subcomponent commander's responsibility.

Figure 1.1 The enabling structure Component: Rapid Rail Police



Source: SAPS (2018:np)

SAPS (2016a:4) highlights that the total number of members of the operational SAPSRRPU is 3 232, excluding those under the Police Act, and that the core

strategies of the unit are (i) optimal police visibility, (ii) rapid-response service, (iii) police accessibility, (iv) focused detection and deterrence, and (v) a problem-solving policing approach. The SAPSRRPU members are strategically deployed throughout the Republic and have the following roles:

- A visible policing service to address the safety of commuters on trains;
- Conducting crime-prevention and crime combating operations in the railway environment. SAPSRRPUs are operational in the WC (Cape Town, Retreat, Philippi and Bellville), Gauteng (Pretoria, Belle Ombre, Mabopane, Saulsville, Denneboom, Johannesburg, Krugersdorp, New Canada, Stretfort, Germiston, Springs and Kempton Park), EC (East London, Mount Ruth and Swartzkop), and KZN (Durban, Kwa-Mashu, Cavendish, Re-Union and Escombe).

SAPS Information Note 23/1/5 (2017:np) highlights that after the conversion of Rapid Rail Police in 2013, the structure was reduced to five units. The unit structure comprises (i) the metro function, (ii) national mainline services, long-distance passenger trains and freight, and cross-border function, and (iii) the Gautrain, which operates only in Gauteng Province. In 2015, the components Rapid Rail and the Emergency Service were merged into one component, namely Rapid Rail and Police Emergency Services, which now falls directly under the command of the Component Head: Rapid Rail Emergency Services.

SAPS Annual Report 2016/2017 (2017c:123) points that Rapid Rail and Police Emergency Services provides a centralised operational, reinforcement service to ensure an efficient policing service in the railway environment. Bratton (2018:np) highlights that accidents and crime cost South African railway operators almost a billion rand (R961 million) in the 2016/17 financial year. It has increased by R70 million, as compared to the 2015/16 financial year. Bratton further indicates that there were 6 379 security-related incidents. Most of these were thefts or vandalism. The report defines security-related incidents as criminal in nature and these primarily fall within the mandate of the SAPSRRPU.

SAPS (2016a:7) report that forums have been established that consist of internal and external role-players regarding provision of the required services at all levels to ensure

a multidisciplinary approach for crime prevention in the railway environment. The forums are as follows:

- Strategic Level is the National Rail Crime Combating Forum (NRCCF)
- Operational Level is the Provincial Rail Crime Combating Forum (PRCCF)
- Tactical Level is the Company Corridor Rail Crime Combating Forum (CCRCCF)

SAPS (2016a:8) indicate that the NRCCF is a national structure that was developed to coordinate all operational activities in the rail sector. The structure consists of internal and external role-players that form part of the forums, and they are the Rapid Rail Police, Transnet, PRASA, Bombela, Railway Safety Regulator, Department of Transport, Divisions Operational Response Services, Protection and Security Services, as well as Crime Intelligence. The aforementioned stakeholders are involved in the daily running of trains and therefore they make it their business to ensure that the campaigns and other activities within the railway environment are conducted as a way of preventing and reducing the commission of crime by perpetrators. There is also the PRCCF, which is a provincial structure where all operational activities are discussed. Both external and internal role-players attend the meeting.

DoT (2018: np) document that it aims to maintain the national and provincial road networks, upgrade rail infrastructure and services, and expand road-based public transport. The implementation of transport functions at the national sphere takes place by means of public entities that are overseen by the department, and in terms of the role-players, there are twelve public entities under the Ministry of Transport that among others include PRASA, the Ports Regulator and the Road Accident Fund.

1.3 PROBLEM STATEMENT

Crime is a social problem in society and it affects thousands of people every year. Crime casts fear and it can restrict people's freedom of movement and prevent them from participating wholeheartedly in community activities. The SAPSRRPU is mandated to execute a range of crime-prevention duties, which among others include the protection of the passengers transported daily, as well as the infrastructure and

goods in the railway environment. The Railway Safety Regulator's (RSR's) State of Safety Report 2014-2019 (2014:np) highlights that it is the RSR's responsibility to maintain safe railway operations by means of suitable support, monitoring and enforcement, guided by a regulatory framework.

People who board trains every day, whether these are local or long-distance trains, are exposed to various criminal activities that, among others, include robbery, assault and theft. The re-establishment of the railway policing brings relief to the citizens of South Africa, more especially the ones using the trains more often. It is heard regularly that there is a disruption of services in the railway environment, for example, the burning of trains and other related criminal activities, and the question arises as to what SAPSRRPU is doing in the environment regarding crime prevention.

DoT (2009:np) highlights that the former Minister of Transport, Minister Radebe, during his keynote speech at the Railway Safety Standards launch indicated that transporting people and goods safely on the railways is a priority of Government. Vast numbers of commuters use railway transport as their preferred mode of transport every day, since it to be the most affordable public transport to many poor citizens of the Republic. In the table below, the statistics indicate the number of commuters making use of the rail transport during the past five years, from the 2012/2013 financial year to the 2016/2017 financial year.

Table 1.1 Commuter statistics for GAUTRAIN, PRASA and SHOSHOLOZA MEYL

Financial year	Gautrain (in Million)	Metro Rail (in Million)	Shosholoza Meyl (in Million)	TOTAL (in Million)
2012/2013	1.102	53.261	1.502	55.865
2013/2014	1.364	57.400	1.400	60.164
2014/2015	1.491	54.302	0.931	56.724
2015/2016	1.555	44.838	0.660	47.053
2016/2017	1.561	37.202	0.565	39.328
TOTAL	7.073	247.003	5.058	259.134

Source: PRASA Annual Report 2012/2013 to 2016/2017

Table 1.1 above present the statistics in respect of the commuters transported by Gautrain, Metro Rail and Shosholoza Meyl, and the statistics are for the period from 2012/2013 to 2016/2017 financial years. The table further reflects the statistics that Gautrain is the one with the highest number of commuters each financial year. Metro Rail and Shosholoza Meyl each shows a decrease in commuters each financial year, and the reason might be the introduction of the Gautrain, which is called a high-speed train, and as a result it is convenient since commuters arrive at work on time. Shosholoza is a long-distance train and travels for a longer period to other provinces.

Maluleke (2010:5) argues that numerous South African rail commuters who use the trains as a mode of transport every day are being exposed to many terrifying criminal deeds, such as mugging, rape, robbery, murder and arson.

Simelane and Nicolson (2015: np) report that four men moved into the carriage, pulled out guns, and demanded that everyone put their phones and money on the floor. At one stage, one commuter drew his own gun and shots were exchanged, leaving one person dead and two injured, before the criminals fled the scene. Roane (2014:np) asserts that about 5 km of rail track was stolen from under the nose of a train company that repairs Metro Rail carriages in Ekurhuleni. Thumbu Mahlangu, member of the Ekurhuleni mayoral committee for roads and transport, mentions that criminals use blowtorches to cut the railway tracks leading to the depot in Nigel. Furlong (2015:np) indicates that according to Metro Rail people are dying because of overcrowded and dangerous trains. These crimes can be attributed mainly to insufficient safety and security provisions.

The inhabitants of South Africa have the right to be provided with proper safety and security services within the commuter rail environment. The task of ensuring that there is law and order in the railway environment has been assigned to the SAPSRRPU, which was established in 2004. SAPS (2017b:np) highlights that the SAPSRRPU functions were decentralised in 2011 with the aim of capacitating police stations to address crime. Crime in the rail environment showed a drastic increase, and the commuters began to fall easy prey to the criminal elements. Furthermore, during the same period, train burning spiralled out of control.

Witten (2017:np) writes that Metro Rail, PRASA's infrastructure and staff have come under attack in recent months. Commuters have also suffered at the hands of criminals. Chairperson of the WC Provincial Legislature's Standing Committee on Public Works and Transport, Nceba Hinana, said that between 2015 and 2017, 32 murders and 114 occurrences of assault on trains and railway stations in the WC had been recorded. Evans (2018:np) writes on News24 that in Cleveland, Johannesburg, train driver Johan Beukes was attacked by people throwing stones at his head. These were angry commuters who wanted to burn the train as it was taking too long to depart. They shouted, "We are going to burn you!" He tried to get permission by phone so that the train would not be prevented from leaving after a broken signal had delayed his train's departure. As he was begging his office to urgently make a plan for him to at least get the train moving, angry commuters banged on his door and shouted at him. He continued to beg, "Please help me! Please help me!", but the people he counted

on for help initially said they could do nothing for him when he phoned them. Fortunately, the driver got out of the train. Angry commuters have been known to set trains on fire because of delays and cancellations of trains. Kruger (2018:np) reports that PRASA highlighted that on 14 March 2018, a female train driver had been hit on the head with a brick, stripped of her clothing, and dragged to a nearby bush, when her attackers were interrupted by a PRASA response team. This happened during the ongoing attacks on trains along the Pretoria to Pienaarspoort corridor. Another ten PRASA employees were also attacked during these incidents.

When one reflects on the manner in which crime is committed in the railway environment, an assumption might be that many lives will be lost. Herman (2016:np) reports that spokesperson Lesedi Mapheto mentioned that two armed robbers had shot and killed a security guard in Cape Town. The train driver was also shot twice in the head for his bag, while he was waiting for a train. This is the picture of crime that is present in the railway environment. Criminals are not only targeting the commuters, but also the employees as well as the railway infrastructure and assets. Cable theft is one of the crimes in relation to railway infrastructure and represents a loss to PRASA, as the custodian. If rail assets are stolen, chances are that PRASA will be operating at a loss, which will probably result in retrenchments of personnel.

The increase in crime will have an impact on the political and socio-economic status of the country as well. When people use trains frequently, the economy of the country benefits, because at the big train stations such as Park Station in Johannesburg and the Pretoria Station, it is not only about commuters, but there are businesses around the stations that attract consumers. When cables are stolen, the trains cannot move, which causes them to be delayed and commuters not reaching their destinations on time. That is the technical impact on the railway environment. In support of this statement, the researcher notes that the railway environment inevitably attracts people to commit crime, since the theft of cables is a lucrative business for the criminals operating at the big stations, such as Park and Pretoria Stations.

There are frequent reports in the media about cable thefts and other property-related crimes. Some commuters who do not want to pay for tickets illegally climb on the roof of the train while it is in motion. There are contact wires that supply power to the train

to enable it to move which exposes the roof-riders to the danger of being choked to death by becoming entangled in the wires or sustain other serious bodily harm. Witten (2017:np) reports that Metro Rail spokesperson Riana Scot had stated that even if PRASA were able to secure trains and stations 100%, the commuters would still be left vulnerable on route to and from their homes, shops and schools. People live and function in communities where the police, ambulance services, educators, learners and animals are equally prone to crime. Rail employees and customers are victims as much as everyone else within communities plagued by crime.

The RSR's State of Safety report for 2017/2018 (2018:42) presents a comparison of security-related incidents from 2013/2014 to the 2017/2018 financial year:

Table 1.2 Statistics for regarding security-related incidents

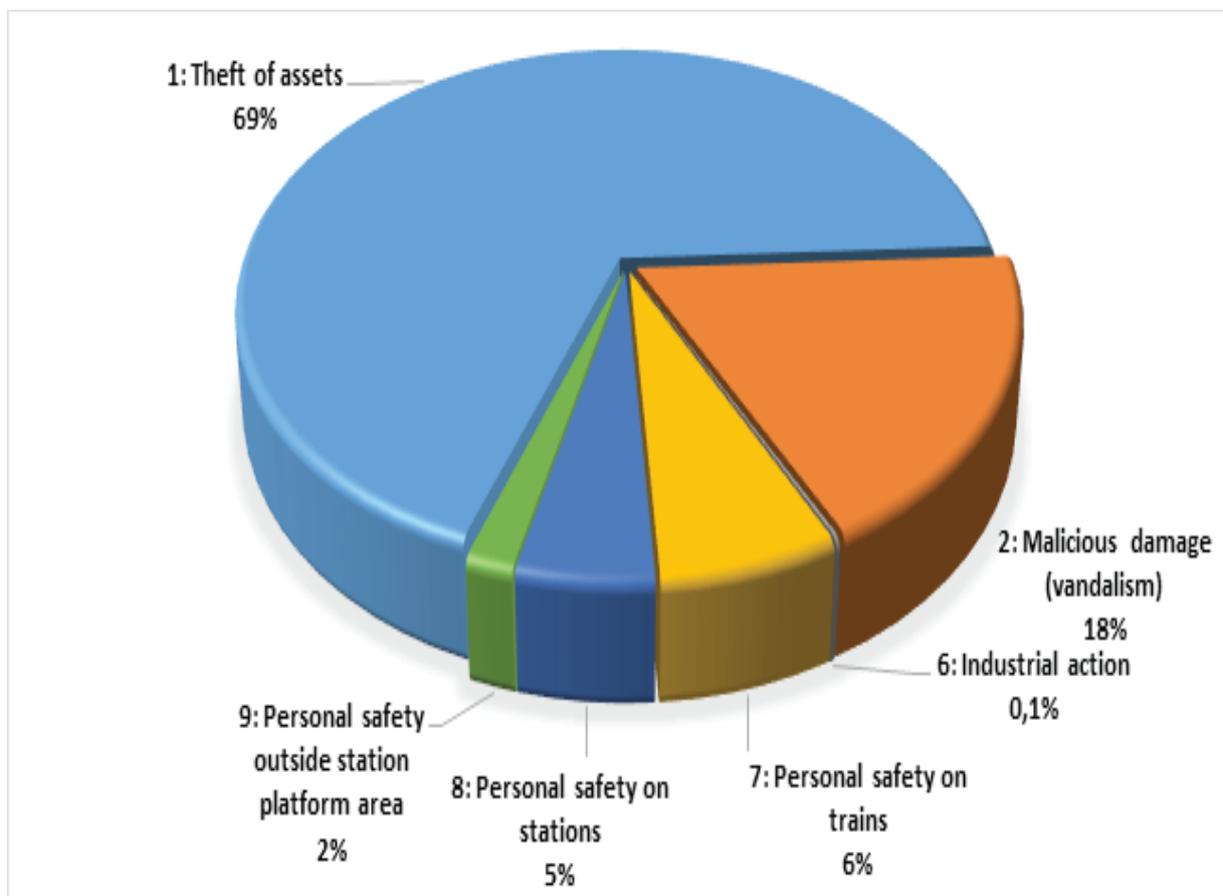
REPORTING PERIOD (YEARS)	2013/2014	2014/2015	2015/2016	2016/2017	2017/2018
Theft of assets	3 068	4 213	3 600	4 379	4 984
Malicious damage, i.e. vandalism to property	1 019	1 094	1 158	1 162	1 717
Threats to operational safety	6	0	2	0	75
Hijacking of trains	0	0	0	0	0
Crowd-related occurrences	7	2	0	0	13
Industrial action	4	4	1	8	25
Personal safety on trains	283	516	368	408	398
Personal safety on stations	247	278	305	312	401
Personal safety outside station platform area	69	115	86	109	124
TOTAL	4 703	6 222	5 520	6 378	7 737

Source: RSR on the State of Safety Report 2017/2018 (2018:63)

The table above reflects an analysis of security-related incidents and the main contributing categories associated with theft of assets and malicious damage (vandalism) of property, which continue to be a problem in the railway environment. Personal safety of commuters on trains and stations has proved to be a problem in the railway environment, though it showed fluctuations at some points.

The chart below indicates the distribution of safety-related incident categories for 2016/2017.

Figure 1.2: 2016/17 SECURITY-RELATED INCIDENT DISTRIBUTION



Source: RSR on State of Safety Report 2016/2017 (2017:np)

The RSR State of Safety Report 2015/2016 (2016:39) states that security incidents fall under the regulatory mandate of the SAPSRRPU. However, in instances where crime-related activities in the railway environment may have a negative impact on operational activities, the RSR tracks such incidents and advises the SAPSRRPU or operators accordingly. Examples of such are incidents in which theft of electric cables, signalling or infrastructure equipment could lead to abnormal operational circumstances, which could ultimately lead to operational occurrences such as collisions or derailments.

Tshehla (2007:np) points out that SAPS clearly take commuter safety more seriously than Metro Rail. The SAPSRRPU, however, cannot adequately provide the necessary security on the trains, although indications are that their hard work is bearing fruit, as commended in an assessment from the Western Cape, where it had started. The situation can be improved only if Metro Rail takes its complementary role seriously. That would entail acting beyond just issuing tips that advise commuters to be observant when travelling alone, especially when it is dark, and that whenever possible, commuters should travel in groups and arrange to be met at the station. It was also proposed that commuters should avoid travelling with valuables or cash in their possession. It is suggested that, although SAPS is working at preventing crime in the rail environment, other stakeholders should join hands with the SAPS in the prevention of crime.

1.4 RESEARCH AIM AND OBJECTIVES

Mills and Birks (2014: 204) emphasise that stating the aim of the research is intended to reveal the researcher's intention to the readers of the study, and tell them what the researcher wishes to achieve. The aim of the study is to analyse the role of the SAPSRRPU in crime prevention in the railway environment.

The primary objective of a study defines the specific aim of the study and should be clearly stated in the introduction of the research protocol. The study objective is a declaration about how the study is going to answer the specific research question. The study objectives often state exactly which measures are going to be used. This is important because the objectives not only help to guide the development of the

research procedures and design of the study but also play a role in sample size calculations and determining the value of a conducted study are important because they do not only help to guide the development of the protocol and design of study but also play a role in sample-size calculations and determining the power of a conducted study (Farrugia, Petrisor, Farrokhyar & Bhandari, 2009:280).

For the purpose of this study, the research objectives give an outline of what the researcher wants to achieve at the end of the study. In this study, the researcher's central focus is the role of the SAPS railway policing in crime prevention, as mandated by the Constitution, therefore the objectives are as follows:

- To explain the roles of the SAPSRRPU in crime prevention.
- To establish the nature and extent of crime in the railway system.
- To identify the challenges that SAPSRRPU encounters in preventing crime in the railway environment.

At the end of this study, the role of the SAPSRRPU will be discussed, as well as the challenges preventing members from effectively stopping crime. Recommendations based on the findings of the study will be outlined.

1.5 RESEARCH QUESTIONS

Creswell (2013:np) mentions that in a qualitative study, inquirers state research questions, not objectives (i.e., specific goals for the research) or hypotheses (i.e., predictions that involve variables and statistical tests). These research questions assume two forms which is a central question and associated sub questions.

Based on this study, the research questions will be the following:

- The primary question is:
 - What are the roles of SAPSRRPU in crime prevention in South Africa?
- The secondary questions are:
 - To what extent is the SAPSRRPU effective in the executing its crime-prevention duties in the railway environment?
 - How safe do commuters feel while boarding the local and long-distance trains?
 - What are the challenges faced by SAPSRRPU members in executing their duties?
 - How does crime manifest in the railway environment?

These questions will assist the researcher in attempting to overcome the challenges that the SAPSRRPU might be facing in dealing with crime in the railway environment.

1.6 KEY CONCEPTS

The key concepts that are found in this study will be defined, and they are the following: policing, crime prevention and rail environment.

1.6.1 Policing

Burger (2007:27) defines policing as the strategies, methods, and practices of the police force in keeping order and preventing crime, among other things. Smith, Minnaar and Schnetler (2004:11) further assert that policing refers to a set of procedures with specific social functions. It is a universal obligation of any social order and may be carried out by means of a number of different processes and institutional arrangements, although the SAPS is primarily mandated by the Constitution of the Republic of South Africa, 1996 (Act No.108 of 1996).

1.6.2 Crime Prevention

Burger (2007:12) indicates that crime prevention is any action designed to reduce the actual level of crime and/or the perceived level of crime. The National Crime Prevention Institute (2001:2) defines crime prevention as the anticipation, acknowledgement and assessment of a crime risk and the initiation of some action to eradicate or reduce it. Smith et al. (2004:75) mention that crime prevention is a difficult concept to define because of the different levels involved; however, they indicate that one definition of crime prevention is that it is any action intended to curb the actual level of crime.

1.6.3 Rail Environment

SAPS (2011:np) highlights that the railway environment includes any train coaches, motor coaches and plain trailers, any building, infrastructure, room, convenience, land, enclosure or water surface that is the property of, or is occupied or used by, or is under the control of, PRASA/Transnet, but excluding its head office and regional offices.

SAPS (2010:3) defines the railway environment as an area or land that is intended for the movement of train coaches, rolling stock that has the ability to transport commuters, freight, or any rail-guided mechanism.

Various authors define the key concepts in this study. Smith et al. (2004:np) and Burger (2007:np) emphasise that the purpose of policing is to maintain order in society.

The operational definition of this study refers to the following: SAPS activities are directed by crime prevention strategies for reducing crime that occurs in the rail environment.

1.7 VALUE OF THE STUDY

The SAPSRRPU is a critical unit, as its constitutional mandate is to bring safety and security to the people and the railway infrastructure, therefore the researcher wants to explore the strategies employed in the rail environment and determine whether those functions assigned to the division are effectively carried out.

Blaickie (2009:19) and Brynard and Hanekom (2006:2) state that the research must make a reasonably direct or useful contribution to some field of high priority in the public or private sector.

To satisfy the viewpoints of Denscombe (2002:43) and De Vos, Strydom, Fouché and Delport (2011:94), it is envisaged that this study will add new knowledge in the following areas:

- The academic body of knowledge will be increased by the recommendations of this study. The newly acquired knowledge will be made available to the University of South Africa's (UNISA) libraries, and the greater academic community will have access to the document. The information could be used both in curricula and learning programmes and as a referral source for academics for further studies.
- This study will contribute to a higher level of competency during the investigative procedures relating to the policing of crimes in the railway environment in general. The information could be used in curricula for future training to cultivate more professional investigators.
- South African society will benefit from the presence of the SAPS members of the SAPSRRPU because the investigators attached to this unit will be better skilled and more competent, resulting in increased prosecution and conviction rates in the related cases in this environment. The South African community will be well-informed about the role of the SAPSRRPU in the prevention of crime in the railway environment and that will make them more alert to crime-related issues. They will know what to do when they are confronted by criminal acts.

1.8 SUMMARY

This chapter presented the introduction, where the researcher introduces the readers to the topic, the background, where the history of SAPS Railway Policing is discussed in detail, including its establishment, as well as the three entities comprising the railway environment, namely PRASA, Transnet Freight Rail and Gautrain. The problem statement of this study is discussed, the research aim and objectives are highlighted, the key concepts are defined and the value of the study is explained briefly.

CHAPTER TWO: REVIEW OF LITERATURE ON CRIME PREVENTION

2.1 INTRODUCTION

This chapter presents the scope of crime prevention in South Africa and the three stages are discussed in terms of paying attention to primary, secondary and tertiary prevention. This is followed by a discussion of four models of crime prevention, namely Crime Prevention Through Environmental Design (CPTED), social crime prevention, situational crime prevention, and effective criminal justice. In the third place, the initiatives taken in relation to crime prevention in South Africa are discussed. The chapter further examines the role of the SAPSRRPU in the railway environment.

In the discussion about the four models of crime prevention, the researcher determines their relevancy to the SAPSRRPU's functions in terms of crime prevention in the railway environment. The community-based initiatives to prevent crime are further highlighted, as the police alone cannot prevent crime and should join hands with the community and its structures in order to reduce the level of crime in the community.

2.2 THE SCOPE OF CRIME PREVENTION

Crime prevention is the core function of the SAPS. Crime is a serious problem in the railway environment in South Africa, with commuters being subjected to various kinds of crime, and railway assets being stolen and vandalised, as highlighted in section 1.3 of the problem statement. Page and Moeketsi (2000:np) argue that the prevalence of crime in South Africa has a negative impact not only on the national economic growth, investors' confidence and tourism, but also on the safety and security of the citizens and residents. Crime in South Africa has unfortunately escalated to the public transportation sectors. Commuters are being targeted inside the transport they are travelling in, and throughout the railway environment.

National Crime Prevention Council (2003:1) states that crime is a social problem that affects thousands of people's lives each year. Serious crimes against persons and property generate considerable fear within the community. People in the community live in fear because of the high rate of crime that is reported daily. When people leave

their homes for work and there is no one there, the houses are broken into and assets stolen. Commuters on their way to work board trains, where they are confronted by criminals who usually rob them of their belongings and even rape the women in the process.

Crime prevention should be a serious concern and should form part of the daily business. The SAPS and the community should work together in the prevention of crime. The United Nations Office on Drugs and Crime (UNODC) (2010:9) reports that crime prevention has become an increasingly important component of many national strategies on public safety and security. The concept of prevention is based on the notion that crime and victimization are driven by many causal or fundamental factors. These are the result of a wide range of aspects and conditions that influence the lives of individuals and families, and of local environments. The situations and opportunities that enable victimisation and offending are also discussed. South Africa (2018b:np) reports that crime instils fear into the hearts of South Africans from all walks of life, and prevents them from taking their rightful place in the development and growth of the country. Fear prevents the inhabitants from interacting freely with one another and from engaging in economic activity, and it prevents entrepreneurs and investors from investing and being involved in developments that will benefit the country.

Crime prevention can be defined in terms of three stages or levels, namely primary, secondary and tertiary prevention Anon (An: 2003:np). The three levels are discussed in order to illustrate how they relate to this study and its application. The application of the three levels will also act as a guide to crime prevention by the SAPSRRPU.

2.2.1 Primary Prevention

Primary crime prevention is directed at stopping the problem before it happens (AN, 2003:np) and this could involve the following:

- *Reducing the opportunity for crime:* This simply means that it is possible that crime can be reduced or be prevented from occurring in the first place. The visibility of the SAPSRRPU members continuously patrolling the railway environment will either chase criminals away or discourage them from committing crime, and that will reduce the level of crime in the country.
- *Strengthening community and social structures:* Engagement between the police and the community is very important in the prevention of crime. A number of structures, for example the Community Policing Forums (CPF) and Neighbourhood Watch, play a vital role in the prevention of crime.

AN (2003:np) states that primary prevention focuses on social and situational factors. This suggests that in primary crime prevention, the community members should play a part in the prevention of crime. Community members can provide the police with the information that will assist them in bringing perpetrators to justice. Burger (2007:12) asserts that primary prevention takes place in a situation where physical and social environments provide opportunities for criminal acts to take place, for example in places where streets lights are out of order. It is easier for criminals to rob people in the evening.

This suggests that the local government should make sure that the environmental design does not contribute to the commission of crime by criminals, for example, streetlights should always be in working condition in order for commuters to feel safe when travelling to their homes from the train stations. Long grass should be cut to prevent criminals from hiding in the bush and targeting commuters when they alight from trains. Community outreach programmes should be conducted to educate people about crimes that are prevalent in the railway environment, so that commuters will stay alert, and finally, the PRASA as the custodian of the rail environment should add more security in and around train stations to improve the safety of commuters.

Mackey ([s.a]:4) contends that primary prevention typically focuses on proactive and preventive interventions, well before the onset of crime. The UNODC (2010:16) refers to primary prevention as being programmes or initiatives aimed at those who have never been involved in the Criminal Justice System (CJS), for example programmes to educate and alert the general public and young people about crimes that are committed in the railway environment.

Morne (2016:np) reports that the United National Transport Union (UNTU) stated that they were happy that SAPS had finally had a wake-up call and decided to implement proactive plans to combat crime at railway stations and on trains. This statement is an indication that the SAPSRRPU applies visible proactive measures. An awareness campaign forms part of the back-to-basics approach by the police that is aimed at raising awareness among rail commuters regarding crimes that are prevalent. That is evident when police officers are seen patrolling the railway environment. Having Railway Police stations closer to railway train stations, for example, the one situated at Pretoria train station and the other at Johannesburg Park Station, act as a deterrent to criminals. This is an indication that the SAPSRRPU is concerned with the safety of the commuters. Awareness campaigns form part of SAPSRRPU's duties as a way to address crime by educating commuters about the crimes that are prevalent in the railway environment and sensitising them about their safety when travelling on the trains and while crossing railway lines or platforms. SAPS Annual Report 2016/2017 (2017c:124) highlights that the decrease in crime in the railway environment could be as a result of awareness campaigns that give commuters the confidence to report crime. These kinds of campaigns are usually conducted while the trains are in motion and sometimes at the mega-stations, as guided by the crime analysis.

Burger (2007:12) points out that primary prevention takes place in a situation where the physical and social environment provide opportunities for criminal acts. The National Centre for Victims of Crime (NCVC) (2001:np) highlights that primary prevention addresses the circumstances in the natural environment that may lead to the development and occurrence of crime. Lack of street lighting and maintenance, broken windows, abandoned buildings, and broken down cars are a few examples of a disorganised community. Primary prevention seeks to directly remove the factors that may lead to crime. One type of primary prevention is that of neighbourhood crime

prevention, for example by means of a neighbourhood watch. By addressing the factors that may lead to crime, neighbourhood crime-prevention groups/organizations have an effect on the fear and perception of crime, as well as the actual occurrence of crime. If members of the community participate in crime prevention, their perception and fear of crime may diminish. Landman and Snyders (2017:np) argue that the physical nature of the built environment offers a setting for crime. The physical arrangement or structure of the built environment has a direct effect on crime and the fear of crime. Places that are unattractive or uncared-for are particular locations that increase the fear of crime. Criminals respond to and view the physical environment differently, and utilise this environment to their benefit for criminal activities. In this kind of prevention, people identify conditions that provide an opportunity for the commission of crime.

There are many different methods to promote neighbourhood crime prevention. The secret of success is to establish a unified and socially conscious community where crime cannot flourish. Some examples of neighbourhood crime prevention are neighbourhood watch programmes, citizen patrols, organised community clean-up days, social events in conjunction with local law enforcement, picnics and festivals, among other things, as well as the physical design of the environment. Neighbourhood crime-prevention programmes are most successful if there is active participation by both citizens and local resources. The more actively involved members are in the overall well-being of the community, the more successful the programme will be at reducing crime.

Smith (2004:np) states that primary crime prevention is focused on stopping or preventing the problem before it happens. This could include reducing the opportunities for crime, such as using fraud-control policies, or strengthening community and social structures that influence an individual's likelihood of committing a crime. The researcher also observes that there are a large number of abandoned buildings adjacent to some of the railway environments. The criminals have excellent opportunities for hiding in those buildings in order to target commuters when they alight from trains and rob them of their belongings, or to commit any other crime they can. It is important that those kinds of buildings be attended to in order to prevent crime from

occurring there, because the police cannot be posted inside those houses for crime-prevention purposes.

Frank (2006:10) is of the opinion that in this kind of crime prevention, strategies are directed broadly at the general public, and aspire to teach and inform the people as a means of reducing the potential for offending or being victimized. The community can be informed by means of education and socialisation, public awareness and advertising campaigns, and a neighbourhood watch. Hughes (1998:20) states that primary crime prevention is concerned with decreasing opportunities for crime. Primary crime prevention concerns itself with focusing on the areas that might promote crime, rather than with the criminal himself. The focus in this kind of prevention is not on the criminals, but rather on preventing the crime before it occurs, which is why the SAPSRRPU deems it necessary and within their crime-prevention mandate that campaigns be conducted in and outside the trains, covering the entire railway environment. It is also the vision of the SAPS to create a safe and secure environment for all. This kind of prevention is also known as early intervention because its purpose is to address the fundamental causes of crime. In addition, it reduces the likelihood that individuals will commit crime (Hemel, 1999:np). Protective factors can be categorised into child factors, family factors, school context, life events, and community and cultural factors (Hemel, 1999:np).

The Gauteng Department of Community Safety (2013:np) highlights that the department's conducts some programmes that are aimed at preventing the youth from committing crimes, and this is done through the youth crime-prevention desk. The programmes are meant to increase the contribution and involvement of youth in crime-prevention initiatives and to facilitate the coordination of youth programmes at police station level. The SAPS could facilitate the programme by means of the youth crime-prevention desks, by designing and implementing plans to address youth safety challenges, capacitating the youth with the relevant skills to implement projects, and addressing youth criminality in the province.

The primary prevention is more like a developmental model where the emphasis is on involvement in the early life of the individual to prevent them from committing crime. That could be done by means of the initiation of different programmes that would be a

benefit to the prevention of crime. This type of prevention therefore draws a clear picture that the police together with the community should be involved in the development of the youth. When the youth are kept busy, the chances are that they will not be involved in criminal activities. Mafiri (2002:53) argues that unemployment leads to criminal activity, as it is the only means of survival for certain groups of unemployed people. Unemployment and poverty play a major role in the lives of the youth, as some leave school because their parents cannot afford to pay school fees, therefore they find themselves doing nothing, and as a result, they resort to crime in order to feed themselves. The main aim of primary prevention is to remove anything that makes it possible for the crime to be committed.

2.2.2 Secondary Prevention

The secondary prevention, unlike the primary prevention, focuses on identifying criminals engaged in the commission of crime. Burger (2007:12) advocates that secondary crime prevention engages in early identification of possible offenders and timely intervention. An example is the identification of high-crime areas and areas predisposed to fostering criminal activity. The SAPSRRPU's visibility marks an important role by discouraging criminal action. The visibility of the police in the railway environment plays a major role, as it will discourage the criminals from committing crime. Lab (2014:29) states that secondary crime prevention implies timeous identification of criminals who are probably involved in criminal activities and the subsequent intervention by police. It is also the objective of the police to maintain visibility and police patrols so that people who are likely to be involved in criminal acts can be identified and issued a warning. The warning could be verbal or just patrolling, as it might bring fear to those who are about to engage in a criminal act.

The SAPSRRPU members are deployed daily and work in shifts for crime-prevention purposes. Visibility and patrols in the railway environment contribute to the reduction and prevention of crime, and it also brings hope to the commuters that they are safe while boarding trains and walking on the railway environment paths. Mackey ([s.a]:4) says that secondary prevention focuses on persons and situations considered to pose an increased risk of continuation of delinquency. NCVC (2001:np) highlights that secondary prevention attempts to prevent crime by focusing at-risk offenders and

potential opportunities that may increase criminal activity. The secondary prevention relies heavily on the identification of potential offenders, therefore it is important that an analysis be conducted in terms of places, offenders, situations and also the opportunities that attract criminals to commit crime. The SAPSRRPU will therefore be able to post their physical resources and manpower the right time and place in order to curb or reduce crime in the rail environment. This kind of prevention allows community members to contribute in the prevention of crime and follows the model of reducing crime by means of intelligence-led policing.

Budhram (2015:50) argues that intelligence-led policing is an information-organising procedure that allows law enforcers to better understand their crime problems, thus enabling them to make informed decisions on how best to approach specific crime challenges. It is a business process model that determines where resources are needed, facilitates the organisation of knowledge, coordinates activity, and permits lessons to be learnt from that activity. The model entails intelligence units actively interpreting the criminal environment and using the intelligence to influence law enforcement decision-makers, who in turn use the intelligence product to design strategies that have an impact on the criminal environment. The application of this model by the SAPSRRPU crime analyst may well be helpful in directing the right resources to the troublesome places that are the hotspots and at the problematic times when the crimes usually occur.

Many procedures are used in crime prevention. The NCV (2001:np) suggested a way of further reducing the opportunity to commit crime by means of 'target hardening'. This technique makes it physically more difficult for the potential offender to engage in criminal activity. Installing dead-bolt locks on doors, using steering wheel locks for cars, and putting iron bars on windows are a few examples of target hardening. The PRASA, as the custodian of railways, can create safety in the trains by installing cameras inside trains and outside on the train station as a way of identifying criminals that are tormenting commuters and targeting railway assets. Page, Moeketsi, Schurink, Molefe and Bruce (2001:257) indicate that target-hardening is an attempt to make it difficult for criminals to steal the targeted objects by installing closed-circuit television (CCTV) cameras and erecting electric fences. Target hardening further means making objects stronger and buildings more difficult to break into, for example

by installing burglar-proofing. Smith (2004:np) mentions that secondary crime prevention endeavours to change people, more especially those who are at high risk of engaging in criminal activities. When criminals realise that there are cameras installed in the trains or on the train stations, they will be hesitant to commit crime. The attention should be on early intervention programmes that educate people about the consequences of committing crime in the railway environment.

Community-based initiatives to prevent crime

Winterdyk (2017:224) refers to community crime prevention as the strategies and programmes that target changes in the community infrastructure, culture, or the physical environment. In order to reduce crime, community-based crime-prevention programmes include those that function within the community and involve community residents, actively working with their local government agencies to address issues contributing to crime, delinquency and disorder.

Page et al (2001:257) indicate that there are some community-based initiatives that were highlighted by organisations visited during their studies. It is imperative that people in the community should be able to interact with each other in order to build a well-organised community, but the first step is to ensure that the community becomes involved. Communities have to work together to prevent crime. Observing someone who is about to engage in a criminal act means that the community should alert the police to prevent the crime from taking place. That will build good relationships within neighbourhoods. The police also play a big role in creating good relationships among communities by means of various structures within the communities, for example the CPF. Police officers alone cannot create safe and healthy communities. Every community resident should take some responsibility.

The SAPS is responsible for the creation of a safe and secure environment for all, yet the communities should also collaborate with the police in the prevention of crime. Whistle-blowing by community members when criminals are in the act also assist in the reduction and combating of crime, and that can be achieved in various ways, including anonymously reporting the criminal act that is about to take place or has already happened.

Bezuidenhout (2011: 350) indicates that the role of the communities in positive socialisation is the most important component of crime prevention. A close-knit, supportive community, with good values and an understanding of what is right and wrong will be better able to successfully convince its members not to commit crime. This kind of community is known as an 'intact community', in which it is easy to cultivate voluntary compliance with society's norms and where people obey the law. Depending solely on the police for crime prevention does not work, therefore communities and private companies are important partnerships. How this partnership is developed, managed and encouraged is of great importance for introducing crime-prevention initiatives.

The primary, secondary and tertiary prevention models all support the notion that crime should be prevented from occurring. Primary prevention focuses on prevention before a crime occurs, secondary concentrating on those persons who are at high risk of committing crime, and finally tertiary prevention which, by means of the justice system, focuses on crime that has already occurred, with the aim of preventing repeat offences. All three levels are relevant to the study, as the SAPSRRPU's functions embrace all levels.

The application of models of crime prevention will enhance effective crime prevention, and bearing in mind that the SAPS alone cannot do it, all the role-players should cooperate in the prevention of crime. The community, local municipality and PRASA, as the custodian of the railway environment, should assist the police by also deploying extra security personnel in the railway environment. Community members should assist the police by providing information about the criminals in order to bring them to justice. The victims of crime somehow feel failed by the justice system because the very same criminals are seen in the streets, no reports are given to the victims on why the perpetrators were released, and no proper counselling is administered to the victims of crime after their traumatic experiences. The police are not the sole role-players in crime prevention, hence the community, the local government and other law enforcement agencies have to play their respective roles in ensuring a safer environment for all.

2.2.3 Tertiary Prevention

Burger (2007:12) points out that tertiary crime prevention deals with offenders and involves intervention in such a manner that they will not commit further offences. This implies that tertiary prevention is involved after the act has taken place. Where arrests, prosecutions, treatment and rehabilitation are carried out this stage.

This approach applies mostly to the activities in the CJS after arrest. UNODC (2010:17) recommends tertiary prevention programmes for those who are in the CJS and returning to the community, with the aim of preventing repeated offences. Lab (2014:30) reveals that tertiary prevention deals with real offenders and involves intervention in such a way that they will not commit further offences. When a person is released from prison it does not mean that he/she will not engage in criminal acts again, therefore it is important that correctional services officials follow up on the offenders to prevent them from re-offending. The other approach that the SAPSRRPU applies is that of carrying out operations. Some operations are conducted in order to gather information that identifies suspects, when the criminal act took place, and where it took place. It is normally a covert operation for collecting information. After collecting the information, the police conduct a 'disruptive operation' that aims to disrupt the plan of the criminal/s by arresting the offenders and recovering stolen items.

The SAPS (2010:np) highlights in the SAPSRRPU that there is a Crime Information Management Office (CIMO), which is responsible for providing a crime information management service to rapid rail police and verification of all information pertaining to crimes reported in the rail environment. The crime analysts are the persons who give information after conducting a Crime Pattern Analysis (CPA). This is an analysis that indicates the occurrence of crime in the area in terms of when, where and how crime is committed.

It also indicates the modus operandi used by criminals in committing crime, who are the criminals and victims, as well as the date and time of occurrence. CPA also indicates the comparative statistics of crime. For example, how many cases were reported in the current year in comparison to those of the previous year. SAPS Annual Report 2016/2017 (2017c:124) highlights that crime patterns and crime threat analysis

played a role in the decrease of crime in the previous year. During the disruptive operations, experts who deal with non-ferrous metal also form part of the operation, as it is known that one of the crimes that take place in the railway environment is cable theft.

The RSR State of Safety Report 2017/2018 (2018:68) highlights that the SAPSRRPU gathers security incident statistics by means of the Case Administration System (CAS) via the national police stations located country-wide. By using the entries in the CAS system, the SAPSRRPU gathers intelligence about the security challenges experienced within the railway environment. Maluleke (2010:29) states that the SAPSRRPU networks with various rail stakeholders at the NRCCF, and as a result of this collaboration, the SAPSRRPU is able to conduct an appropriate railway crime analysis to enable them to plan and implement various operations in the rail environment. It is during the NRCCF meeting that crime matters pertaining to the rail environment are discussed. Operations are planned during this meeting in order to address the level of crime and implement appropriate measures to reduce it.

The current primary form of tertiary prevention is that of incapacitation. Even though tertiary prevention does not always prevent criminals from committing crimes after they leave prison, it temporarily protects other citizens from further victimisation. Mackey ([s.a]:5) explains that tertiary prevention aims to stop further crime and delinquency by those who are already incarcerated under the justice system. Smith (2004:np) argues that tertiary crime prevention focuses on the operations of the CJS and deals with offending after it has occurred. The primary focus is on playing a positive role in the lives of the known offenders by creating programmes that will deter them from re-offending, either by means of periods of incarceration, community-based sanctions, or monitoring them during periods of probation.

The CJS focuses on preventing further commission of crime in the community by making an example of the imprisoned offender and educating the community concerning the punishments associated with crime.

Frank (2006:10) further adds that in tertiary crime prevention, strategies are aimed at addressing those who are already involved in crime, and endeavour to help them so that they do not commit crime again, while they are serving their sentences in prison,

offenders should be subjected to rehabilitation efforts so that they can be reintegrated into society. The criminal justice system also offers support programmes in order to prevent criminals from relapsing. This is done by developing their personal skills and teaching them strategies to prevent a relapse. As a result of being involved in the support groups, offenders are able to change and show remorse for their behaviour. After completion of their prison sentence, offenders are visited at home in order to check on their progress. An example is the drug addict, who must be rehabilitated so that after being released from prison, he/she will not use drugs again. Hughes (1998:20) posits that tertiary crime prevention focuses on curtailing the criminal career, or reducing the likelihood of offending, for example engaging known criminals in programmes such as community projects that will keep them away from criminal activities. An example is to create jobs such as woodwork, where they can make, sell and benefit themselves.

In summation, the interventions at primary, secondary and tertiary prevention levels relate to the general public or environment, where the secondary prevention level is regarded as the person being at risk of offending or of criminal victimisation. The latter refers to those persons who have already succumbed to either criminality or victimisation. It is through a combination of the three prevention levels, i.e. primary, secondary and tertiary, that safety can be achieved in communities.

2.3 THE MODELS OF CRIME PREVENTION

There are several models for crime prevention. The researcher discusses each model in an attempt to determine how the SAPSRRPU could apply each model in the railway environment to prevent crime. The models are CPTED, situational crime prevention, social crime prevention and effective criminal justice.

2.3.1 Crime Prevention through Environmental Design Model

Zahm (2007:5) asserts that CPTED is an approach to problem-solving that considers environmental conditions and the opportunities they offer for crime or other non-premeditated but nonetheless undesirable behaviours. CPTED attempts to reduce or eliminate those opportunities by using elements of the environment to control access, provide opportunities to see and be seen, and define ownership and encourage the

maintenance of territory. Smith et al. (2004:77) advocate that bushes, high walls and the absence of lighting create space where crime could occur.

The routes that commuters use when going to the railway environment such as train stations are often characterised by bushes and are not well looked after, even in the suburban areas. Passengers usually disembark from trains and walk long distances on their own along bushy paths or small roads, and they are usually targeted by criminals. It is very important that maintenance of the area should at all times be priority. The aim of environmental design is to spread feelings of safety to the communities. Cozens and Van der Linde (2015:74) opine that CPTED has been increasingly used to curb crime on public transport and, in particular, in and around railway stations.

Police are deployed every day and patrols by SAPSRRPU are vital. However, the communities are also being sensitised to alert the police about any criminal act that might take place, and they can do that by whistle-blowing. Furthermore, the documentation of the International CPTED Association (2016.np) highlights that CPTED is defined as a multi-disciplinary approach to discouraging criminal behaviour by means of environmental design. CPTED strategies depend on the ability to influence offender decisions that precede criminal acts by affecting the built, social and administrative environment. Page et al (2001:247) assert that CPTED is based on the notion that the proper design and effective use of the built environment could lead to a reduction in the incidence and fear of crime, and an improvement in the quality of life.

The local municipality also participates by ensuring that proper maintenance is carried out in the railway environment, as the police cannot be deployed along every kilometre of the railway environment.

The police sometimes experience problems in accessing the railway crime scenes in time, due to environmental factors, such as areas that are not well maintained. Meyer (2016:np), citing Bothman, writes that the challenges facing police include infrastructure, the status of service roads, trains, the easy access to the rail network, and its close proximity to residential areas. The lack of proper lighting and security

cameras hamper policing, and roads are not always maintained, making it difficult for police to move swiftly to crime scenes.

The Parliamentary Monitoring Group (2018:np) highlighted that there was a meeting held by the WC standing committee which on the 26th of September 26 September 2018. The meeting was about community safety on in respect of matters related to railway policing and the crime situation in the Western Cape. During the meeting, the SAPSRRPU mentions stated that the CCTV cameras at Cape Town's train stations have not been working since 2015.

SAPS National Crime Prevention Strategy ([s.a]) indicates that CPTED is one of the pillars in the four-pillar approach to crime prevention. Government has adopted the four-pillar approach as a model that sets out the various areas in which crime prevention should be developed, and CPTED as pillar number two focuses on designing systems to reduce the opportunity for crime and increase the ease of detection and identification of criminals. The document from the Queensland government (2007:np) highlights that the fundamental idea of CPTED is that it is possible to use knowledge and creativity to design those built environments in ways that lessen or prevent the incidence of crime. It will be possible to reduce assaults on people and property by taking a 'medieval fortress approach, making buildings invincible and locking everything and everyone away behind high walls. This can be supported by numerous security cameras and many guards. However, this approach does not endeavour to ensure the safety of the public realm, in particular that network of streets, paths and places that connect those fortresses. It is the responsibility of the stakeholders which are PRASA (that is the custodian of the railway environment), TFR, RSR, SAPSRRPU, local municipality that owns the land and the Department of Transport to ensure that commuters are safe at all times.

The concept forms part of their agenda that not only the police are responsible in the prevention of crime, but also that together they have to do it. Tshela (2007:np) reports that the train commuting environment is conducive to crime. It is fair to say that until the commuters get to the train station they are completely vulnerable. A visible difference in this commuter vulnerability is that if one uses Kempton Park station in Gauteng as an example, one sees a high level of police visibility of members of the

SAPS and the Metro Police. However, once one moves off the main road, which is a necessity for a train commuter, one enters no-man's land.

It should be noted that the railway environment consists of only 200 meter beyond the railway building or station. Further than that, it is no longer considered a railway issue and there might not be any police visibility; however, the SAPS prevents crime anywhere in the country because it is their duty to do so.

The municipality assists by maintaining the surroundings by:

- cutting long grass. That will inhibit criminals from attacking commuters because everything will be visible, unlike when the grass is long and creates a chance of for a criminal act;
- making sure that the lights in and around the railway environment are working properly. Lights will help commuters who disembark from trains and set out on their way home, since criminals will be scared to commit crime where there is light but when it is dark, evil usually takes place.

Lab (2014:54) refers to CPTED as the efforts to modify the physical design of an area or location to reduce crime. He further mentions that included in this approach should be architectural designs that enhance territoriality and surveillance, target hardening, and recognition of the legitimate users of an area. Greater Manchester Police (2009:np) indicates that CPTED is a crime-prevention model concentrating on planned design and effective use of the built environment which, when applied, reduces both crime and the fear of crime. The fundamental objective of CPTED is to reduce the opportunity for crime to occur in an environment, and promote positive interaction with the space by legitimate users. CPTED is a preventive, pro-active model, and not a reactive one.

They further highlight that CPTED encompasses five principles, namely physical security, surveillance, movement control, management, maintenance, and defensible space.

- **Physical security:** This represents the measures that are used at people's private homes to ensure that they are not attacked.
- **Surveillance:** This is designed to enable citizens to see what is happening in their homes. Surveillance can be facilitated by making sure that front doors face onto the street, that areas are well-lit and high walls are avoided.
- **Movement control:** This limits entrance and unnecessary movement. High levels of movement allow criminals to access and enter the area. This type of control also allows identification of targets and increases privacy.
- **Management and maintenance:** Procedures are in place to ensure that buildings do not present opportunities for the commission of crime. The ownership of space in a neighbourhood should be clearly defined. For example, public is pavement, semi-public is front garden, semi-private is rear garden and private is inside the home.

Gardner (1981:np) contends that the main purpose of CPTED is to reduce the occurrence of crime. He further suggests that it can be accomplished by employing physical design features that discourage crime, while at the same time encouraging the legitimate use of the environment. Fennelly (2004:4) indicates that CPTED attempts to use physical design, engage citizens, and employ law enforcement strategies in a well-planned way to entire neighbourhoods and main urban districts, as well as to specific urban subsystems, such as public schools and the transportation system. If CPTED pays more attention to the buildings and physical security is applied, the citizens will encounter less crime. The researcher is of the opinion that the strategies of CPTED that Fennelly (2004:4) highlights could also be relevant to this study. The strategies are the following:

2.3.1.1 Transportation strategy: Fennelly (2004:4) argues that the strategy aims at improving public transport so that people will not be exposed to criminal activities or

be victimised. The challenge to commuters is when they disembark from trains and walk alone to their homes, and that is when they are attacked. For instance, transit waiting stations (bus, trolley) could be situated in areas of safe activity and with good surveillance, or the distance between stations could be patrolled by police or security guards in order to monitor criminal activity.

2.3.1.2 Law enforcement strategy: The police's patrol strategy concentrates on ways in which police deployment procedures can improve the police's effectiveness by responding to calls and arresting criminals. Citizens and the police support these strategies that involve police working together with citizens as a way of protecting them from any harm caused by criminals. The police also encourage citizens to cooperate with the SAPS by reporting crime incidents.

Page (2001:np) indicates that the provision of increased security in the form of SAPS officers in the transport environment is the one strategy that could impact positively on the personal security of the commuter. Kruger and Landmark ([s.a]) indicate that comprehensive national policies and strategies could provide much-wanted guidance regarding the coordination of efforts to increase levels of safety in public transport. In addition, context-specific, local-level strategies that are incorporated with other local strategies and development plans are critical in addressing crime problems holistically. Strategies specifically aimed at the planning, design and management of the physical environment should be linked to other strategies dealing with law enforcement and social crime prevention. In view of the fact that the crime on public transport impacts on the broader community, community safety initiatives must also address crime occurring on public transport in order for the initiatives to be effective.

This kind of strategy calls for the interaction of the police, local municipality and the railway authorities to take charge in the reduction of crime. Police visibility alone is not enough. The involvement of all role-players in the prevention of crime will reduce the occurrence of crime in society as together they can do more. The deployment of security personnel inside trains and outside on the train stations contributes effectively to the prevention of crime. Though CPTED is effective in the reduction of crime it does not contribute anything to changing the behaviour of the offenders. Criminals are not afraid of surveillance. Once they notice that there are cameras installed, they know

how to act to avoid cameras, which is why in most cases, criminals wear balaclavas to hide their faces, thereby avoiding the cameras.

2.3.2 Situational Crime-prevention Model

Welsh and Farrington (2010:22) assert that Situational Crime Prevention (SCP) has been defined as a preventive approach that relies upon reducing the opportunities for crime and not upon improving society or its institutions. Reducing opportunities for crime is achieved by means of some alterations and manipulation of the physical environment in order to directly affect offenders' perceptions of increased risks and effort, and decreased rewards, provocations and excuses (Cornish & Clarke, 2003:np).

SCP is the primary prevention measure and this means that it is focused on preventing the crime problem before it occurs (AN, 2003:np). Similar to other primary crime-prevention measures, situational prevention concentrates on reducing opportunities for crime rather than on the characteristics of criminals or potential criminals. Tilley (2009:105) defines SCP as a model that attempts to find ways of reducing crime problems by reducing opportunities, in particular where current efforts do not appear to be adequate. Clarke (1997:2) states that this kind of model is focused on the crime taking place, rather than upon those committing the illegal acts. It aims at preventing the occurrence of crime, rather than to identify and punish offenders. SCP does not attempt to eradicate criminal or delinquent tendencies by improving the area or surroundings, but by merely making criminal action less attractive to offenders. The objective is to ensure that all those factors that contribute to the commission of crime are dealt with in order to curb crime. Shaftoe (2004:80) indicates that SCP is possibly the purest application of the classic choice theory. Criminals should find it difficult to commit crime and in the process, lose the desire to profit from the criminal act.

Lab (2014:216) indicates that "situational crime prevention can be characterised as including measures directed at highly specific forms of crime that involve the management, design or manipulation of the immediate environment in as systematic and permanent a way as possible so as to reduce the opportunities for crime and increase the risk as perceived by a wide range of offenders." Plant and Scott (2009:np)

advocate that SCP originated not as a policing method, but more broadly as a scientific approach to crime prevention. It focuses more on making sure that the environment is safe for everyone who lives in it. It moves the attention away from just trying to prevent offenders by means of punishment and rehabilitation, and more towards convincing offenders that committing a particular crime in a particular place at a particular time is not worthwhile.

SCP achieves this in five main ways, by (i) increasing the effort it takes to commit an offence (ii) increasing the risk to offenders of getting caught, (iii) reducing the rewards of offending, (iv) reducing temptations to offend, and (v) removing excuses for offending. This type of model discourages the offenders from committing crime because it focuses mainly on eliminating their chances to commit crime. As stated by the authors named in the section above, it is clear that the focus of SCP should be on the setting of the crime rather than on the criminals. An improved setting makes it difficult for the criminal to commit crime by making the target inaccessible by way of several techniques, based on the manipulation of the environment and the application of technology. SCP works on the premise that a decline in crime is possible if the opportunities for crime are significantly reduced. This objective is attainable in various ways. Sometimes it may be by making the target less accessible and less vulnerable, and hardening the target by increasing natural hardening, (e.g. locks and keys, guard patrol on site) and techno-surveillance, e.g. CCTV cameras and intercoms, or by making criminal action riskier and the gains less rewarding.

Situational prevention comprises a variety of measures that highlight the importance of targeting very specific forms of crime in certain circumstances (Clarke 1997:np). Australian Institute of Criminology (2017:np) highlights that SCP involves identifying, manipulating and controlling the situational or environmental factors associated with certain types of crime. It is also based upon expectations regarding the nature of offending and of offenders.

Hirsch, Garland and Wakefield (2000:np) state that SCP is the name given by criminologists to crime-prevention strategies that are directed at reducing the criminal opportunities that arise from the routines of everyday life. Such strategies include hardening of potential targets, improving surveillance of areas that might attract crime,

for example by means of Closed-circuit Television (CCTV) surveillance, and deflecting potential offenders from settings in which crimes might occur, for example by limiting access of such persons to shopping malls and other locales. While there have been much research and criminological discussion of SCP, it has focused on issues of effectiveness and other technical aspects, for example, CCTV surveillance works in the sense of deterring offenders from committing offences.

Clarke (1997:2) states that SCP endeavours to foresee the incidence of crime, rather than to identify and sanction offenders. Tilley (2009:106) mentions that SCP includes opportunity-reducing measures that are directed at highly specific forms of crime involving the management, design or manipulation of the immediate environment as systematically and permanently as possible. These measures make crime more difficult and risky, or less rewarding and justifiable, as acknowledged by a wide range of offenders.

UNODC (2010:15) highlights that SCP has often been criticized for concentrating too much on opportunistic crime and target-hardening techniques or surveillance, because it could shift crime and disorder to other areas; for example, private space and gated communities are developed and the social or economic causes of crime are not addressed. Some of the recent developments in situational prevention have focused on better use of the regulations, such as municipal and local by-laws and their enforcement, and this is seen as a valuable tool that encourages businesses or local residents to change and regulate their own behaviours. Bezuidenhout (2011:359) states that SCP aims to reduce opportunities for crime by changing the situation or environment in which crimes occur. The situational theorists and researchers strongly engage with police and other governmental agencies to help solve crime problems in the community.

2.3.3 Social Crime-prevention Model

Smith (2004:76) refers to social crime prevention as the prevention of social ills that exacerbate and facilitate crime. Rather than focusing on the physical environment, social crime prevention is focused on trying to influence the fundamental social and economic causes of crime, as well as offender motivation (AN, 2015:np). This approach tends to include crime-prevention measures that take some time to produce

the intended results. This may include action to improve housing, health and educational achievement, as well as improved community cohesion by taking community development measures.

Winterdyk (2017: 216) argues that social crime prevention focuses on the root cause of crime, particularly the factors that contribute to delinquency, drug abuse and adolescent problems. Kwazulu-Natal Department of Community Safety and Liaison (2011:np) defines social crime prevention as an approach to crime prevention that addresses the root causes of crime. The focus is primarily on the social elements that lead to crime, such as the lack of community cohesion, ignorance, breakdown in family and societal values, and poor environmental conditions. Page et al. (2001:73) argue that social crime prevention is the reduction of crime by changing the attitudes and behaviour of the potential offenders. The SAPSRRPU conduct school and door-to-door campaigns since they believe in the notion that illegal and dangerous activities by the youth, such as moving from one coach to another while the train is in motion, are caused by the factors mentioned above, since family and societal values play a big role in the upbringing of children. Oftentimes the youth want to prove that they have some sort of talent and demonstrate this by train-surfing and jumping coaches, hence it exposes them to the danger of being electrocuted and falling under the train's wheels.

SAPS (2016a:np) indicates that on 12 December 2016, there was an invitation to the media from SAPS with regard to the Rapid Rail Police that were embarking on a rail safety awareness campaign, which formed part of the operation 'Back to Basics'. It was aimed at sensitising and raising awareness among rail commuters regarding crimes that are prevalent in the rail environment, and furthermore to ensure a safe and secure festive season. It was further indicated that Rapid Rail Police would ensure optimal police visibility within the rail environment, by means of the deployment of police officials, in line with the expectations and needs of the commuters and stakeholders.

Page et al. (2001:73) further maintain that in order to prevent social crimes, there has to be an understanding of societal problems that prevail in the community. What is also needed is an evaluation of current initiatives directed at preventing social crime,

as well as recommendations for preventing future occurrences. Furthermore, social crime prevention can also be achieved by changing people's values by means of public education and allowing communities to be agents of social change in their own areas. Communities are encouraged to involve themselves in social crime-prevention initiatives and in moral-regeneration efforts. The communities usually utilize different structures to raise their concerns, and it is through those structures that the commuters can do the same, for example CPF. SAPS (2016b:6) highlights that one of the stakeholders and partnerships they have is a commuter's forum. It is believed that it is through these forums that the commuters' concerns and problems are raised and solutions are proposed as a way of addressing their concerns and be further addressed by PRASA and the police.

Smit et al. (2004:61) indicate that community policing is a style that requires the police to establish partnerships with and respond to the needs of the community. The latter is now seen as an active partner when the police are dealing with crime. This is an indication that it is important that the commuters and the police should form a partnership in order to deal with crime in the railway environment. Structures such as the CPF represent the community and their functions include improving service delivery, strengthening partnerships between the community and the police, ensuring police accountability and transparency, promoting joint problem-identification and problem-solving, and lastly, enhancing consultation and communication between the police and the community. It is through this kind of partnership that the commuter's problems can be heard and addressed.

Clancey ([s.a]) mentions that local communities that have strong bonds and where people know each other are less prone to experiencing crime. Increasing social capital or the relationships between people could be beneficial in protecting people from crime. Effective social crime prevention is difficult to achieve because it can involve so many different aspects. Community-building activities, provision of welfare services and increasing community support groups all help to enhance the sense of community and prevent crime. Rather than focusing on the physical environment, social crime prevention is most commonly directed at trying to influence the underlying social and economic causes of crime, as well as offender motivation (AN, 2015:np). This approach tends to include crime-prevention measures that take some time to produce

the intended results. This may include action to improve housing, health and educational achievement, as well as community cohesion by means of community development measures. Gauteng Department of Community Safety (2013:np) states that social crime prevention aims to effectively prevent crime through the department's interventions, empower communities to deal with social issues that lead to crime, and address the fear of crime and the perception of insecure environments.

In light of the above discussion, the researcher is of the view that some of the factors that cause crime in South Africa include gender inequality, the proliferation of firearms, and psychosocial factors. The emphasis of the social prevention approach is on targeting these underlying causes of crime, rather than focusing on the punishment of offenders. The causes of crime are regarded as social and situational in nature, rather than being a result of individual deviance. The social prevention approach therefore relies heavily on the causes of crime, adequate research skills for the monitoring of crime trends, and the evaluation of intervention programmes.

Furthermore, police visibility has historically been regarded as the main strategy to reduce crime in South Africa. Even the local governments themselves are involved in the provision of some form of policing. In many places, council officials are involved in guarding council property, and the use of uniforms and patrols in carrying out this activity could help to increase visibility around council premises. In more poorly resourced cities or areas where private security cannot be hired to undertake this activity, council officials tend to perform this function. The fact that the municipality is taking charge of the maintenance of the environment plays an important role in the prevention of crime. The SAPSRRPU members are deployed daily in the railway environment for crime-prevention purposes. Even though PRASA has its own security guards that are responsible for the assets, they do not have the legal mandate to arrest people such as the police have. Oftentimes these guards arrest criminals and call the local police to take over the scene or to take them to police stations where the necessary documents will be completed. When the suspects appear in court, the guards go there as witnesses.

2.3.4 Effective Criminal Justice Model

The CJS forms part of the effective prevention of crime in the country. Good relationships between the community and the CJS, which includes the police, courts and correctional services, is important. Community members should be able to report crime to the police. The law enforcement agencies, such as the police, also depend on the community to assist them in the prevention of crime. More police, improved arrest rates, harsher penalties and prison are some of the common strategies associated with the CJS. Increasingly there is recognition that there are smarter ways to stop crime than just relying on police visibility. Crime can also be reduced by the application of all the models of crime prevention.

SAPS ([s.a]) indicates that the SAPSRRPU establish programmes that involve the public as a way of encouraging them to actively participate in the prevention of crime. They do that by also recruiting informers that provide them with information that could lead to the arrest and conviction of criminals, recovery of stolen goods, which include railway property, or apprehending those individuals that are responsible for vandalising railway property. Community involvement also helps to identify the gangs that are tormenting commuters in and around railway environments. Through the initiation of projects, police also train members of the public in how to report criminal activities or how to become aware that a criminal act is about to take place and report it to the police by calling SAPS on their toll-free numbers.

UNODC (2010:20) explains that in all countries, the CJS is very expensive to maintain, hence any reductions in the rates of crime and in the numbers of people passing through the courts and prisons are likely to save on policing, prosecution, court costs and the considerable expenses of running prisons and parole systems. Apart from the criminal justice costs, there are many long-term economic costs associated with lost productivity as well as the social and welfare services required by offenders and their families, for example when breadwinners are imprisoned or children taken into care. The costs of crime also include that of the victims, in terms of their health and their ability to work or go to school and to take care of their own families. Estimates of the costs of crime in respect of victims and society in terms of health, lost earnings and productivity suggest that these could be even higher than the criminal justice ones. All

expenditure regarding protective security such as technological systems, private policing or fencing and barriers must be included in the costs of crime. Some of the theories that could be applied in the CJS model include the following:

- *Deterrence*: The theory suggests that people refrain from committing criminal acts because of their fear of sanctions or punishment, therefore, any CJS action that increases the costs or reduces the benefits should act as a deterrent. One way of increasing the costs is by increasing the perceived likelihood of being caught and punished. Specific police tactics could increase the perceived likelihood of being caught for example; patrolling the known hotspots has been shown to reduce crime, particularly when accompanied by other strategies or pro-active measures.
- *Legitimacy*: Theories about procedural justice suggest that by engaging positively with people and treating them fairly, those working in the CJS could increase the system's legitimacy in the eyes of the public and foster greater compliance with the law. A systematic review of the evidence in respect of police legitimacy showed a greater impact on public satisfaction and confidence than on crime, but also indicated that restorative justice conferences involving mediation between victims and offenders could reduce the volume of reoffending.
- *Incapacitation*: Studies have shown that preventing offenders from committing further offences by imprisoning them could reduce crime overall, particularly if the most prolific offenders are targeted and incapacitated in this way. However, the evidence also suggests that the incapacitation effect diminishes as imprisonment rates increase, because a smaller proportion of those imprisoned will be prolific offenders.
- *Rehabilitation*: There is evidence that some rehabilitation programmes delivered via the CJS could be effective in reducing crime and reoffending, particularly where the programmes aim to address the causes of offending. Programmes such as treatment for drug addiction, programmes to improve offenders' cognitive skills, or anger-management programmes could reduce reoffending.

During the execution of their crime-prevention duties, the SAPSRRPU carry out rapid arrests of suspects on the local and long-distance trains as part of their mandatory

roles. Smit et al. (2004:76) state that the argument for the role of an effective CJS in crime prevention is based on the theory of criminology, called 'rational choice', which assumes that individuals choose whether or not to commit crime. If the system were 100% effective in identifying and bringing perpetrators of crime to justice, it would make potential criminals think twice before committing a crime. This kind of model is too costly. It pays attention to justice, for the victims and their families attending the court proceedings. The suspect arrested might be the breadwinner in the family, and as a result the family suffer because the offender will not be able to provide for them while attending the court proceedings. However, he has to face the consequences of his crime.

2.4 INITIATIVES FOR CRIME PREVENTION IN SOUTH AFRICA

There are some initiatives that are directed towards the prevention of crime that can be achieved by adopting the integrated approach, which refers to the philosophy of working together with other law enforcement agencies, as it is very important in the process of creating a safe and secure environment for all citizens and introducing new developments to involve the community and the local government. Pienaar (2012:11) states that for effective crime prevention both the internal and external role-players, which include the government, other law enforcement agencies, non-governmental organisations, civil society and business, should work together.

Coordination with the private security industry and private security initiatives, and the involvement of private securities within the communities they serve are vital. Though the police are the organs of state responsible for the safety and security of citizens, communities find that it is not enough to rely only on them, thus the citizens still utilise private security for their safety. Most of them install alarms in their homes; however, for reporting of crimes to be registered and investigated the police are needed. It is therefore important that they work together to ensure the safety of people. Oftentimes, community volunteers are seen patrolling the streets in the fight against crime and their visibility plays a significant role in reducing crime.

In the description of new developments to involve the community and local government it is stated that in the local government, for example, the municipality plays

a role in the reduction of crime, as the organization usually takes part in the planning of operations that are conducted by police stations by posting their additional Metro Police officials to those operations. When SAPS members are deployed to conduct operations in the station areas, metro police members are also posted and form part of the integrated approach. The municipality's role also includes the maintenance of environmental design. For example, the long grass where the communities use the routes for going to work early in the morning and late afternoons create an opportunity for criminals to commit crimes. The abandoned houses are used as hideouts by criminals, and as a result they commit crime, knowing that they have a place to hide themselves. Pheiffer (2013:90) suggests that the community should participate by partnering with the police to facilitate effective prevention of crime. It is also the duty of the police to show their willingness to engage the community in crime prevention.

The priority of the SAPS should be the fostering of cooperation between local community members and all other stakeholders in order to create a safe and secure environment for all citizens. Additionally, the Civilian Secretariat for Police ([s.a]) highlights that visible policing could be conducted in various ways to achieve specific objectives:

- *Preventive patrol*: This consists of a continual uniformed police presence in an area targeted on the basis of an analysis of crime patterns. Officers on patrol duty could also respond to incidents reported by the public. The swiftness of the police's response is determined by the seriousness of the incident. The visibility of the police in the railway environment plays a major role in the prevention of crime. The more the police visibility, the more the criminals should be afraid to commit crime.
- *Directed patrol*: This involves the patrol officers to provide a visible presence in a specified location for a limited period and for a particular purpose. Directed patrol relies on crime pattern analysis to provide timely information of crime in a specific area. The crime-pattern analysis that is provided by the crime analyst helps the police to know at what time and where to pay attention. It might happen that crime in the railway environment is at its worst when commuters

are boarding or disembarking from the train, therefore the police should be deployed as directed by the analysis. The time and hotspots are very important.

- *High-density policing:* This entails the deployment of patrolling police officers in areas experiencing high levels of crime. Policing of this nature is often required to stabilise high-crime areas so that normal policing can continue. Such interventions go beyond merely deploying police in any area. It entails increasing the number of police officers for a particular purpose, with the added goal of making arrests. In South Africa, public order policing units are the ones that are deployed for high-density policing. These units are tasked with the primary function of managing incidents of collective public action.

The deployment of a large number of police officials in the railway environment is important and should be guided by the number of reported cases. Table 1.1 in the previous chapter indicates the number of crimes that are committed in the railway environment and this information is therefore an indication that more police officials are required in the vicinity.

- *Sector policing:* Sector policing is an approach to policing whereby the service area of a police station is divided into smaller, manageable areas known as sectors. SAPS Annual Report 2015/2016 (2016c :130) highlights that sector policing was implemented by the SAPS as a community-centred policing approach to boost service delivery, police response, interaction and the participation of the community in crime prevention. Burger (2007:13) states that sector policing is used in a smaller, manageable geographical sector in a police station area. A police official is appointed as a sector commander, who works closely with role-players to identify the particular policing needs in the sector, and address the root causes and contributing factors of crime. The objective is to bring effective crime prevention to the sector
- *Intelligence-led policing:* Swift globalisation and communication, as well as other technologies are some of the factors that have given rise to a constantly changing criminal environment in South Africa. Criminal initiatives have become increasingly organised and sophisticated in their operations. This

requires SAPS to respond both tactically and strategically to a range of crime problems in the most effective and efficient manner. Strategies aimed at reducing and combating crime must thus be guided by the proactive analysis of crime information. Information from the community regarding crime will contribute to keeping the community safe at all times.

2.5 SUMMARY

This chapter details the levels of crime prevention. Primary prevention focuses on the crime before it happens and the SAPSRRPU applies that principle by means of visibility in the rail environment. Secondary prevention focuses on offenders who are at risk of committing crime and the SAPSRRPU is involved in the prevention of crime by conducting crime awareness exercises in the moving trains, at the railway stations, and even at schools, as a way of discouraging criminals from committing crime and alerting commuters about crime. Tertiary prevention becomes applicable after the crime has been committed. The SAPSRRPU conducts disruptive operations as a way of arresting criminals that may be involved in criminal activities at the railways, and also to recover stolen items. The models of crime prevention are discussed to assess the impact they have on the prevention of crime in the railway environment.

CHAPTER THREE: AN OVERVIEW OF RAILWAY POLICING IN SOUTH AFRICA

3.1 INTRODUCTION

This chapter presents an overview of railway policing in South Africa. The role of the SAPS is explained briefly in order to understand the origins and functions of the SAPSRRPU. The other aspects that are discussed in this chapter include the crime prevention mandate of the Division Visible Policing, the SAPS Code of Conduct, the history of the development of railway policing, the structure of the SAPS railway policing, the current state of railway policing in South Africa, the constitutional mandate of the SAPS, and the role of the SAPS railway policing in crime prevention. The SAPSRRPU falls under this division, and for the purpose of understanding how the unit operates, it is prudent to first discuss the crime-prevention mandate of the Division Visible Policing, the initiatives in respect of crime prevention, the division's structure of command in order to obtain a clear view of who is responsible for what, and the police Code of Conduct, as these are the fundamental aspects regarding good conduct by the members of the organisation, including the SAPSRRPU.

3.2 THE ROLE OF THE SOUTH AFRICAN POLICE SERVICE

It is important to highlight what the SAPS is and explain its role as an organisation. The police service during the Apartheid era was called the South African Police (SAP) and after the amalgamation of the eleven police forces in 1994 they are now called the SAPS. Burger (2007:27) defined the police as the organised public force of a government that is responsible for maintenance of law and order. SAPS has to investigate crimes, protect life and property, and take responsibility for the official duties assigned to it. In order to fulfil these duties, the SAPS officers should have a comprehensive knowledge of the country's legal system and undergo thorough training in all aspects of the job. Training is continued throughout their service. Bernabei (2013:np) indicates that a police officer acts as an official representative of Government, and is required and trusted to work within the confines of the law. The fundamental duties of a police officer include serving the community, safeguarding lives and property, protecting the innocent, keeping the peace, and ensuring the rights of all to liberty, equality and justice.

Civilian Secretariat for Police ([s.a]) highlights that South Africans are directly and indirectly affected by criminal acts and the increasing violence that has come to be associated with these acts. Internationally it has been found that crime and violence erode social cohesion, limit mobility, and destroy citizens' trust in the State to protect them. People now live in fear and their only hope is the police. The Department of Safety and Security (1998:np) highlights the means of realising the vision of improving the safety of the citizens by preventing anything that may threaten their safety or security, ensuring that criminals are brought to justice, and participating in an effort to address the root cause of crime.

There is the challenge of enhancing the transformation of the police so that they are able to function effectively the new democracy, and increasing social crime prevention activities in order to reduce the occurrence of crime. This requires, on the one hand, focusing on issues relating to the role of the police within the constitutional order, their legitimacy and the delivery of an effective service to the public. On the other hand, this also requires a dedicated focus on preventing citizens from becoming victims of crime.

The police have to deal with increasing demands for police service delivery, as well as high crime levels and the growth of organised crime. To ensure an effective service, the police must understand their role and function in society. Police action must always be based on sound knowledge of the police's purpose and must involve constant application of the law. It should be noted that the Constitution of the Republic of South Africa, 1996, is discussed in detail in the section regarding the South African Legal Framework for crime prevention. It also provides checks and balances with regard to police powers and the protection of the rights of citizens, but it does not prevent the police from vigorously fighting crime. The SAPS has the legal authority to use force to achieve its constitutional mandate. The application of force must, however, not be left to the unfettered discretion of police officers, but must be guided by clear policy guidelines and regulations. This use of force must be balanced against citizens' rights, as protected in the Bill of Rights.

The SAPS has a Code of Conduct, as it is the culture of the police that every police official shall abide by it since it is a tool used towards professional conduct within the organization. Pfeiffer (2013:58) mentions that the performance plan highlights the code of ethics and underpins the way in which every member of the organisation should behave, irrespective of whether they are on duty or not. This code has the specific purpose of providing a standard of police behaviour that does not allow any leniency for poor service-delivery or corrupt activities by members and must therefore be applied by all members in their daily tasks

Faull (2017:1) mentions that the SAPS introduced a Code of Conduct in 1997. The Code of Conduct was part of sweeping reforms in the wake of South Africa's first democratic elections in 1994 and the formation of the SAPS through a merger of apartheid's eleven police forces in 1995. It was intended to aid the new organisation's shift from authoritarian to democratic policing and has remained in place ever since. The SAPS Code of Conduct offers what appears to be a good normative guide to democratic policing, and yet the organisation has been plagued by complaints of corruption, abuse of force, political capture and other undemocratic and unprofessional practices since its founding.

The SAPS ([s.a]) indicates that all police officials are bound by the provisions of the Code of Conduct of the SAPS and those who contravene it are guilty of misconduct in terms of regulation 20(q) of the SAPS Discipline Regulation, 2005. The important aspect highlighted by the code is as follows: commitment to creating a safe and secure environment for all people in South Africa by doing the following:

Participating in the endeavours aimed at addressing the root cause of crime, the police are seen as the first-line agents in addressing any kind of crime that happens within the communities. The police are deployed in the railway environment in order to keep the commuters safe, address any kind of criminal act in and around the train stations, and inhibit all acts that may threaten the safety or security of communities. It is the duty of the police to prevent all ills that may hamper the normal functioning of societal activities, including the life of people. The police's visibility is meant to discourage criminals from engaging in criminal activities. The police are mandated to investigate criminal acts that may threaten the safety or security of any community. Part of the

police's duties is to investigate crime and to reduce further commission of crime. The SAPS Code of Conduct states that the police's duties include: Investigating criminal conduct that threatens the safety or security of the community, upholding the Constitution and the law, being guided by the needs of the community, giving full recognition to the needs of the SAPS as employer, and cooperating with the community, government at every level and all other related role-players.

The SAPS Code of Conduct further indicates that the police officer should act with honesty in rendering an effective service of a high standard that is available to everyone, and should continuously strive towards improving the service. The public demands that the integrity of police officers be above reproach. Bernabei (2013:np) indicates that police officers must, therefore, avoid any conduct that might compromise their integrity and thus weaken the public confidence in the law enforcement agency. Officers must refuse to accept any gifts, presents, subscriptions, favours, donations or promises that could be interpreted as seeking to cause the officer to refrain from performing official responsibilities honestly and within the law.

Police officers must not receive private or special advantage as a result of their official status. Respect from the public cannot be bought; it can only be earned and cultivated. The SAPS Code of Conduct prescribes that SAPS must work towards preventing any form of corruption and must bring the criminals to justice. The railway environment is no exception to these types of criminal elements. This means that the Code of Conduct applies across the organisation, with the inclusion of the SAPSRRPU members. When they are performing their duties in the railway environment, they must not engage in any form of corruption.

Bernabei (2013:np) further argues that a police officer shall not engage in acts of corruption or bribery, nor shall an officer condone such acts by other police officers. The Police Code of Conduct must also be in line with the National Development Plan (NDP). Faull (2017:3) advocates that one of the key means through which the NDP suggests this vision should be achieved is by linking the Police Code of Conduct and a Code of Professional Police Practice to promotion and disciplinary regulations. In addition to the recommendation that the Code be linked to disciplinary regulations, the NDP recommends that oversight bodies such as the Independent Police Investigative

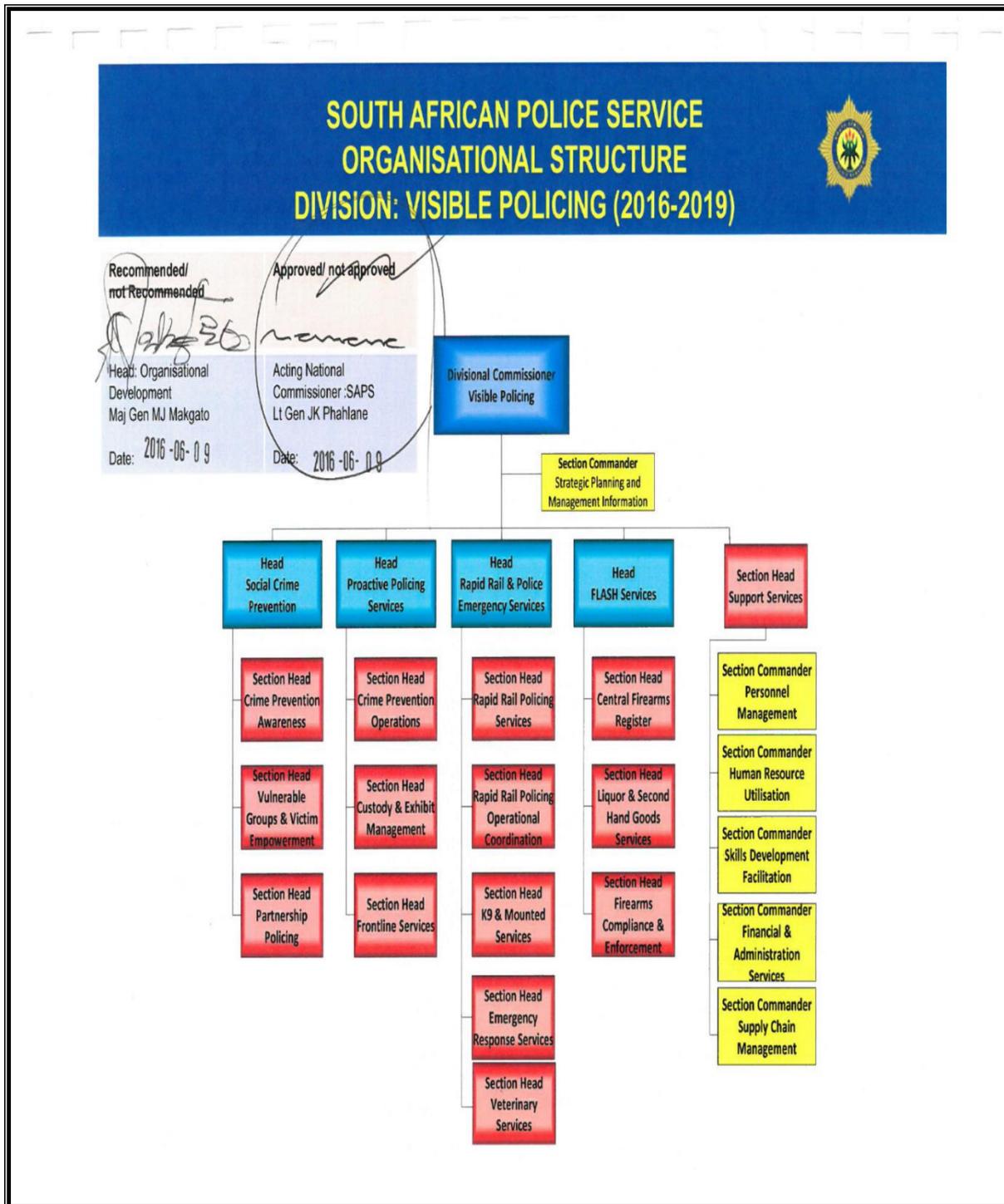
Directorate (IPID) or a hypothetical Policing Board should be able to request a review of the professional ethics of an individual police official, unit or section of a police or law enforcement agency, and that authorised supervisory bodies should monitor adherence to professional ethics and recommend sanctions when necessary.

3.3 CRIME PREVENTION MANDATE FOR VISIBLE POLICING

Bezuidenhout (2011:63) suggests that the division aims to reduce the occurrence of crime by providing visible proactive and responsive police service. The Civilian Secretariat for Police ([s.a]) highlights that visible policing entails the visible performance of duties as well as the regular and visible presence of the police in public spaces. This visible presence has a vital bearing on the perception of communities that the police are alive and efficient. The resultant effect is a heightened feeling of safety, coupled with improved confidence in the SAPS. The SAPS annual report for 2016/2017 (2017c:21) reports that the mission of the police is to prevent, combat and investigate crime, maintain public order, protect and secure the inhabitants of the RSA and their property, and to uphold and enforce the law.

The structure below indicates all the components and sections within the Visible Policing Division, as well as its commanders.

Figure 3.1 The Organisational Structure of the Visible Policing Division



Source: SAPS ([s.a])

SAPS (2017b: n.p) points out that Visible Policing is regarded as a line-function division of the SAPS, specifically responsible for the following:

- **Combating crime by means of crime operations:** The SAPS conducts operations that are aimed at addressing the crime in an area. The crime pattern analysis done by the Crime Information Analysis Centre assists the police in focusing on the right hot spots and deploying the necessary resources.
- **Providing for the activities at police stations:** Community members are attended to at the Client Service Centre (CSC) at the police stations. The services rendered include opening case dockets, certifying documents, and attending to trauma-related incidents emanating from domestic violence cases.
- **Combating crimes in the railway environment:** The SAPSRRPU members are deployed daily to perform their duties in the railway environment. They are posted in the train stations' surroundings as well as inside the trains to protect commuters and keep them safe.
- **Dealing with crimes affecting the social interest of society, including crimes against women and children and community-based crime prevention:** Campaigns are conducted by police as a way of addressing cases of crime against women and children.
- **Rapid-response service in respect of crimes in progress:** complaints that are reported via phones are attended to in a speedy manner. After the complaint has been reported to the CSC, a vehicle with a number of police members is dispatched to attend to the complaint immediately.
- **Eliminating the proliferation of unlawful weapons available for use in crime and violence:** during operations that are held in the police stations, they also address the problem of illegal firearms. During raids and stop-and-search operations, people that are found to be in possession of illegal firearms are arrested and the weapons are confiscated.
- **Safeguarding effective compliance and enforcement of liquor control and second-hand goods legislation to address serious crime in South Africa:** part of

the operations by SAPS as indicated above also include concentrating on second-hand goods, therefore chop shops are visited regularly to check the illegal dealings of the shops and to check whether there are any stolen goods.

The Civilian Secretariat for Police ([s.a]) highlights that visible policing members must be active, front-line police officers who have to assertively and fairly perform their policing functions. This necessitates communicating with members of the public and engaging in street-level law enforcement. Because effective visible policing entails strong law enforcement, it relies on the support of the local community. It must therefore be conducted in accordance with the relevant principles of service delivery and carried out in a responsive and fair manner. Bezuidenhout (2011:63) comments that the Visible Policing Division aims to combat the occurrence of crime by providing a visible, proactive and responsive police service. The police are expected to prevent crime before it happens by deploying members in the streets to do patrols. By doing so, the message will be sent to the criminals that the police are watching them. The responsive police service will attend to complaints, conduct operations to find wanted criminals, and recover stolen items. Vuma (2011:29) mentions that the core functions of the SAPS, as stipulated in section 205(3) of the Constitution of the Republic of South Africa, 1996, are to investigate crime, maintain public order, protect and secure the inhabitants of the Republic and their property, and to uphold and enforce the law.

The Civilian Secretariat for Police ([s.a]) highlights that the White Paper on Safety and Security provides the means for realising the vision of improving the safety of the citizens. At the heart of the White Paper lies the challenge of enhancing the transformation of the police so that they are able to function effectively in the new democracy, and increasing social crime-prevention activities to reduce the occurrence of crime. This requires, on the one hand, focusing on issues relating to the role of the police within the constitutional order, their legitimacy and the delivery of an effective service to the public. On the other hand, this also requires a dedicated focus on preventing citizens from becoming victims of crime. To ensure an effective service, the police must understand their role and function in society. Police action must always be motivated by a sound knowledge of police purpose, and involve continuous application of the law. It should be noted that while the Constitution also provides for checks and

balances in respect of police powers and protection of the rights of citizens, it does not prevent the police from vigorously fighting crime.

Burger (2007:111) further states that in order for police to be really effective in the deterrence of crime, intervention is required before a crime is even planned. That means that the police should not wait for crime to occur, but rather put measures in place to prevent its occurrence. Executing disruptive operations is one of the examples of police action that will result in the criminals being afraid to commit crime. The visibility of SAPSRRPU in the railway environment plays a major role.

The vision of the SAPS is to create a safe and secure environment for all citizens. Community members feel safe when they see the SAPS members on patrols in their communities. Criminal acts cast fear in the citizens and it is therefore important that SAPS should focus on its designated role and serve the community with honesty and integrity. Smit, Minnaar and Schnetler (2007:12) mention that the focus of the police should be community-oriented and based on the needs of communities. They further maintain that the Green Paper outlined principles such as community participation by means of community policing, as well as democratic control and accountability, as envisaged in the Constitution. Pfeiffer (2013:89) further states that a policing career should focus on working with people to ensure public safety by means of crime prevention and law enforcement. Police work necessitates that a police officer be able to build relationships in the community, and to show compassion and concern for the needs of people from all races, cultures and backgrounds.

The SAPS' main function is to prevent crime in the country. One of the SAPS divisions is Visible Policing, which is mandated by section 205 of the 1996 Constitution of the Republic of South Africa, 1996, to prevent crime. It is indicated in the introduction of Chapter one of this thesis that the SAPSRRPU falls under the Division Visible Policing, and that it is responsible for crime prevention in the railway environment, therefore it is expected of the unit to execute its functions in accordance with their mandate.

3.4 BRIEF HISTORY OF THE DEVELOPMENT OF RAILWAY POLICING

Policing in the railway environment can be traced as far back as the year 1884. At the time it was under the control of chief Inspector Alexander Clark (SAPS 2006:np). On 1 July 1934, the SAP Railway and Harbour Police was introduced by means of a special notice, No. 2214, by the then Executive Manager, South African Railway and Harbours. The Railway Police functioned only until October 1986, when it was incorporated into the SAP. That resulted in an increase in crime and disorder the railway environment. As part of the privatisation of the railways, Transnet was created and included the following sub-business units: Spoornet, National Ports Authority, Metro Rail and Transwerk, and Government is the only shareholder. Van der Mescht ([s.a]) mentions that the old South African Railways (SAR) was a large railway enterprise, which performed most of its functions internally. Van der Mescht ([s.a]) mentions that the old South African Railways (SAR) was not extended countrywide; it was intended for local areas only. Van der Mescht ([s.a]) further alludes that SAR, with a workforce of more than 230 000 in 1975, offered a countrywide road transport service to supplement its train services and even managed its own catering department, Railway Police, and travel and publicity department .

Janse Van Rensburg (1996:2) argues that like the railway systems of most countries in the 19th century, that of South Africa was the indirect product of the great Railway Boom in England. However, development in South Africa was hesitant and beset with difficulties. From a population point of view, South Africa in the first half of the 19th century was insignificant, as there were no industries, not many large urban communities, and even agriculture was still in the early pastoral stage. The Cape of Good Hope was the only part of the sub-continent known to the outside world.

Hart (1998:np) states that the development of the railways in South Africa did not initially begin as the result of a vision to open up the country but rather as several undertakings by a number of small companies to service local needs. The first working railway line was built in Natal. At first it was drawn by horse, until the Natal Railway Company in 1860 purchased a 4' 8½"-gauge steam locomotive, which ran between Durban and The Point. The Cape Town Railway and Dock Company, which had obtained its locomotive a year earlier, had not yet completed its railway line. Eventually

Cape Town had three small railway companies, operating lines from Cape Town to Wellington, Wynberg and Sea Point.

Fourie and Herranz-Loncan (2015:1) indicate that the railway was the dominant force during the late 19th century because of the shortage of transport infrastructure. Before the development of the railways, the effects of globalisation were evident only in the narrow strips of land along the coasts or close to navigable rivers. The railway was more vital for economic growth on the periphery than in the industrialised countries, which already had good transport infrastructure and well-incorporated markets at the commencement of the railway era.

DoT (2017:10) highlights that “the revolution also nurtured other transport modes, so as industrialisation advanced, machines came to power ships, road vehicles and aircraft. In creating land transport networks, rail and road leveraged their unique strengths to differentiate one from the other, while offsetting their respective weaknesses as best they could”. As a result, they came to compete in some situations, and complement one another in others, as they still do today. Long-distance passenger trains were a significant constituent of the country's early railways. Daily trains were the norm, several on main routes but only one on branch lines.

Railway Country ([s.a]) highlights that, traditionally speaking, the railways have played a major role in the everyday lives of South African communities, especially in rural areas, and it was often the vital link to the outside world. Before the Second World War, few people, if any, had motor cars or access to any such transport other than the horse and carriage. The railway station was often the centre of public and business life, a social meeting place for arriving and departing passengers, and a point of collection and delivery for town people and businessmen.

During that time, the mail and newspapers arrived regularly, as well as milk and fresh produce and the farmers would dispatch their harvests to the markets. In some towns and villages, the railway station was often the main reason for the town's existence, especially in dry regions such as the Karoo and the Kalahari where vast distances separated the inhabitants from the next town. In many cases, farming became an economically sustainable venture only once a train station had been established in the region.

Mathabatha (2015:8) mentions that South Africa has an extensive rail network, the 14th longest in the world. It connects to the sub-Saharan region network. The country's rail infrastructure accounts for about 80% of Africa's total and it connects the ports with the rest of South Africa. The government has made enhancing the country's 20 247 km rail network a top priority and the project is aimed at increasing the freight rail volumes and market share of rail container traffic. The rail network is managed by the Department of Public Enterprises through Transnet.

Railway policing existed before SAPS launched its own railway policing in 1986. SAPS (2015a:2) indicates that the initial South African Railway Police (SARP) was established in 1934 and amalgamated with the SAP in 1986, with 16 000 members. The Railway Police function gradually deteriorated to such an extent that the Cabinet established a task team in 2002 to investigate the establishment of a dedicated capacity in the rail environment. During October 1986, the Department of Transport decided that the Railway Police should cease to exist and operate as an independent, self-regulated force (SAP, 1986). Pursuant to this resolution, the Railway Police Force was disbanded and the members were incorporated into the South African Police, as indicated earlier in the study, in terms of the transfer of the SARPF (SAP, 1986).

The incorporation of the Railway Police into the SAP resulted in an increase of the latter by approximately 6 500 members (SAP, 1986). However, the SATS lost control of the Railway Police function on its premises and henceforth had to rely on the SAP, a separate department, to maintain law and order (SAP, 1986). In this manner, the specialized service of the Railway Police and their expertise were lost, and this appears to have created certain security problems and resulted in an increase in general lawlessness in the rail environment. In 2003, the concept of railway was reintroduced to the SAPS. Twenty-four Railway Police stations, six provincial offices and five national mobile train units were established. This capacity functioned as a national entity.

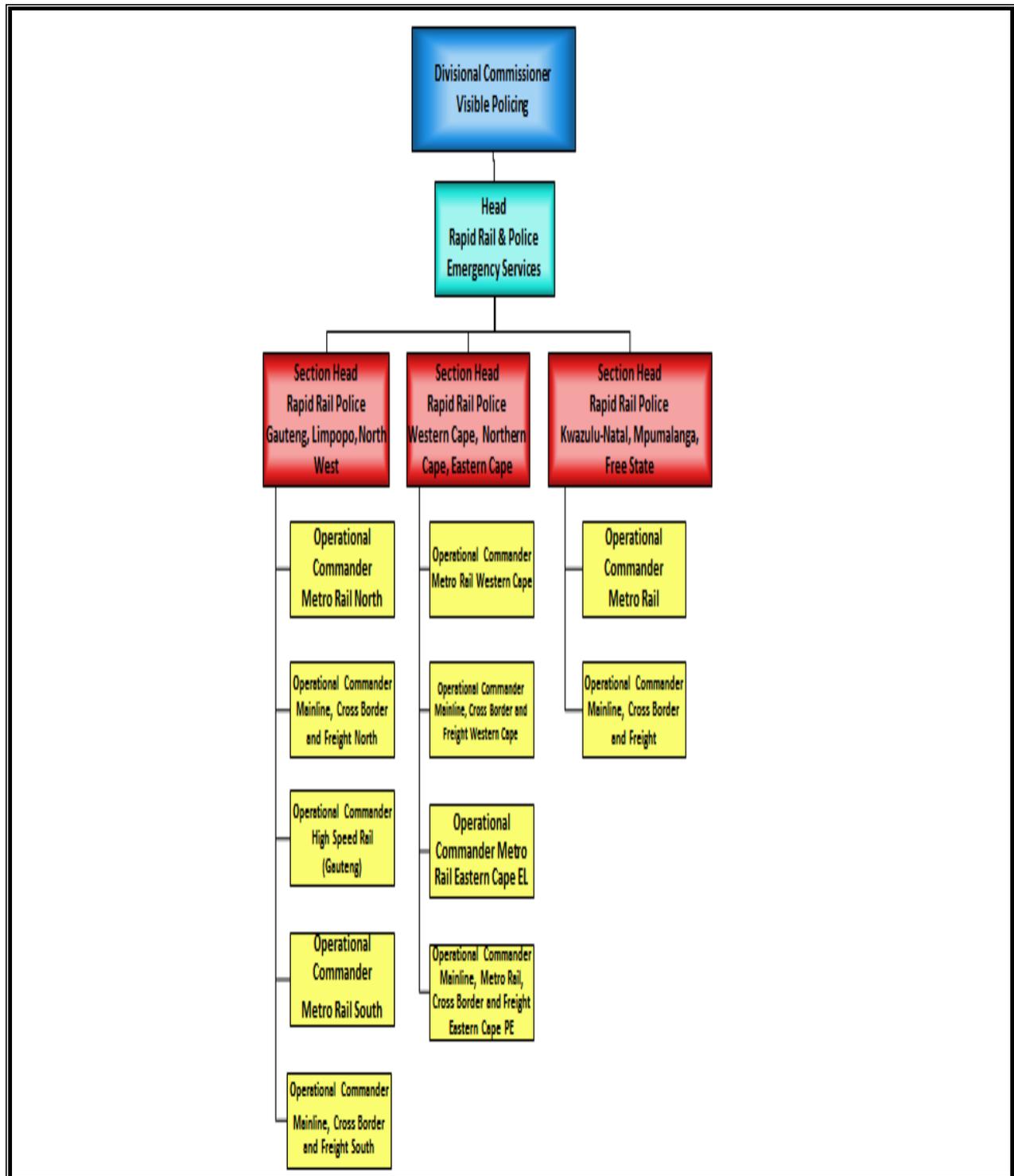
DoT (2017:22) points out that the railway has played an important role in the country since its establishment, after which successive governments developed the infrastructure and services. The continuous developments in the railways bring pride to the country. The Gautrain introduced modern provincial rapid transportation,

PRASA initiated the world's largest commuter train procurement programme, and TFR's Integrated Solutions technology will position its services among leading freight railways.

3.5 THE STRUCTURE OF THE RAPID RAIL POLICING UNIT

The study indicates in Chapter 1 that the Division Visible Policing implemented the concept of rapid rail policing in 2013. Rapid rail falls under the Division Visible Policing, and the structure below indicates the commanders of the Rapid Rail Police with its Visible Policing Commander. This is a national structure, as all the provinces are included.

Figure 3.2 The Structure of the SAPSRRPU



Source: SAPS ([s.a])

SAPS Annual Report 2016/17 (2017c:123) indicates that the SAPSRRPU provides a centralised operational reinforcement service to ensure an efficient policing service in

the railway environment. The functions of the SAPSRRPU are well placed throughout the country and include among other things, (a) providing a visible policing service in the railway corridors so as to ensure the safety of commuters/passengers on trains, (b) providing a rapid rail police response service, (c) conducting preventive and reactive crime-combating operations, and (d) conducting crime-awareness campaigns. The rail environment in South Africa includes approximately 33 000 km of railway lines that passengers on Metro Rail, Shosholoza Meyl and Gautrain. A total number of 3 196 SAPS Act and 174 Public Service Act (PSA) members are deployed in the rail environment.

SAPS Annual Report 2004/05 (2005:13) indicates that the services of the SAPSRRPU commenced with a pilot programme in the Western Cape Province (WCP) commuter rail environment. Besides the command posts, which were largely promotional, more than 319 young people were recruited and trained (entry-level constables) to be deployed in the WCP as part of the pilot programme and later the national roll-out programme. The Government, through the PRASA, invested an amount of R70 million for the provision of infrastructure and other resources for the newly established SAPSRRPU.

3.6 CURRENT SITUATION OF RAPID RAILWAY POLICING IN SOUTH AFRICA

SAPS (2017a:np) highlights that after the conversion of the Rapid Rail Police in 2013, the structure was revised to consist of five units. The unit structure comprises the metro function, national mainline services (long-distance passenger trains and freight) and a cross-border function, and the Gautrain, which operates only in Gauteng Province, and in 2015 the Rapid Rail and Police Emergency Services were added. There are 33 Rapid Rail Police Units nationally. These units are strategically situated in the respective provinces, with the aim of enhancing proactive policing in the railway sector. It is further indicated that the deployment strategy is an operational concept, designated to complement the aim and objectives of the SAPS. This approach restores the confidence and trust of the commuters/passengers as well as the public in the availability of the police in the rail environment. The SAPSRRPU functions were also extended to the provinces to supplement policing functions, as these functions are a force multiplier and add value to the endeavours to prevent and combat crime in

the cluster-policing precinct. SAPS Annual Report 2016/2017 (2017c:124) highlights that the SAPSRRPU covers about 33 000 km of rail lines and transports an estimated 469 876 215 passengers annually. They are involved in policing the long-distance passenger trains, the Shosholozza Meyl, the Blue Train, the Gautrain and freight rail. The SAPSRRPU functions include conducting cross-border and disruptive operations that are guided by the CPA and Crime Threat Analysis (CTA), and act as a rapid response service to the rail environment.

3.7 THE ROLE OF THE SOUTH AFRICAN POLICE SERVICE RAILWAY POLICING IN CRIME PREVENTION

The SAPSRRPU falls under the Division Visible Policing and is responsible for crime prevention mainly in the railway environment. SAPS (2006:10) indicates that the SAPS members deployed in the railway environment are more exposed to the commercial business environment as part of their daily functions to ensure law and order than any other operational functions of the SAPS.

DoT (2017:52) provides that rail is not considered to be a safe mode of transport, which prevents many people from using the service. Protection and security for rail assets, freight and passengers at railway stations and other fixed facilities, as well as on board the freight and passenger trains, must be seen in the context of the requirement to provide reasonable security at other railway transport facilities, routes and public premises throughout the country. Enforcing the law on trains is difficult, as trains cross many jurisdictions en route, while authority applies only within a specific jurisdiction. SAPSRRPU will therefore continue to enforce the law within the rail setting, i.e. both at fixed facilities and on trains. Railway network, train and station operators, in-house and external security companies and Railway Police cooperate in addressing safety and security. The RSR State of Safety Report 2017/2018 (2018:68) highlights that the SAPSRRPU is committed to addressing security incidents in the railway environment.

SAPS (2016a:4) report that the mandate of the Rapid Rail Unit is embedded in the directives of the SAPS, which were derived from section 205 of the Constitution of the Republic of South Africa, 1996. The approved functions of the SAPSRRPU include the following:

- Rendering visible policing services in the railway environment to address the safety of commuter/passengers, freight and the rail transport system. The SAPSRRPU is deployed in the railway environment for the purpose of keeping the commuters safe and protecting them from criminals. The police are deployed around train stations and inside the trains. Whether it is a local or long-distance train, the SAPSRRPUs are always available.
- Conducting preventive and reactionary policing services in the railway environment. The visibility of police in the railway areas discourages criminals from committing crimes. The police react quickly to complaints or any incidents that might need their attention. It forms part of their daily duties.
- Providing speedy rail-policing service in the rail environment. Police are there to assist clients as quickly as possible. Incidents of commuters being robbed on the trains and need the quick response of the police.
- Performing crime prevention and crime combating operations in the railway environment. It is expected of the police to conduct operations therefore people are searched by police inside the moving trains. Criminals with illegal goods are arrested and the goods confiscated.

The section highlighted the history of the development of the Railway Police, at the time was called the South African Railway Police (SARP) before it was called South African Police Service Rapid Rail Unit (SAPSRRPU) from 2003. The structure and the functions of the Unit are discussed in order to understand its roles in the railway environment.

SAPS (2015a:8) highlights the deployment strategy of the SAPSRRPU and this is referred to as an operational concept designed to complement the aim and objectives of the SAPS in line with the approach that will ensure that the maximum resources

possible are dedicated to frontline policing. This will enable the members who are in everyday contact with the commuters/passengers as well as the public to directly intervene in order to keep them safe and enforce the law. Police visibility is the key driver behind public confidence, particularly during peak periods on trains, on platforms, and more aggressively during evenings and the early hours of the morning.

Policing of cable theft on the rail reserve is not easy. Such criminal act contributes to disruptions of services and delays to passengers. As a result of the police's planned intelligence-driven operations targeting hot-spot areas, criminals will find it more difficult to commit crimes such as stealing equipment that is essential for keeping the railway running. SAPS (2015a:8) further highlights that partnerships and joint operations are key to addressing specific trends and *modi operandi*, and in order to achieve that, the SAPSRRPU must be deployed optimally in the rail environment and focus on the following:

- Operational deployment on local commuter and long-distance passenger trains
- High visibility in the rail environment
- Joint intelligence-integrated operations
- Disruptive operations in accordance with CPA and CTA
- Special trains and major events
- Render a continuous, 24/7 service, throughout the day and night, in compliance with operation rules, and
- Respond to serious rail incidents, disasters, derailments and service delivery strikes.

The SAPS ([s.a]) highlights that the SAPSRRPUs commit themselves to meeting the needs of the public by ensuring law and order in the railway environment and providing the best possible policing service, of the highest quality, to the communities they serve. To achieve this, they focus on the available resources in order to ensure that law and order are maintained, and that the policing function is maintained and improved. They conduct regular management reviews and audits, and implement special policing operations so as to ensure that not only law and order, but also public safety are maintained. The members are trained and developed regularly, based on appropriate

and approved training standards in order to bring about sustainable quality and effective policing approaches in the railway environment.

RSR State of Safety Report 2016/2017 (2017:46) highlights that the SAPSRRPUs have increased their visibility during the 2016/2017 financial year and have also increased their focus on arresting those who are contravening the law in the rail environment. Reporter (2016:np) indicates that the union's general secretary, Steve Harris, said that if the SAPS is serious about fighting the drastic increase in violent crime at railway stations across the country, it would re-establish the Railway Police as it existed before it was incorporated into the regular police in 1986. That is the only way the SAPS will prevent more people dying at the railway stations.

SAPS Annual Report for 2014/2015 (2015b:161) highlights that the functions of the SAPSRRPU include the provision of a visible policing service in the railway corridors to address the safety of commuters/passengers on trains, provide a rapid-rail police service, conduct preventive and reactive crime-combating operations, and execute crime awareness campaigns. Reporter (2016:np) indicates that the UNTU general secretary, Steve Harris, further mentioned that there was a requirement for devoted railway police who should be permanently deployed around stations and on the trains, and who would prioritize the combating of all crime. SAPS Annual Report 2015/2016 (2016c:126) highlights that the SAPSRRPU delivers a sustainable proactive and reactive policing service in the rail environment and that the units have established positive relationships with the commuters/passengers and stakeholders, thereby ensuring a safe and secure rail environment in South Africa.

SAPS (2006:np) highlights that SAPS members functioning in the railway environment cannot effectively prepare for duty if they do not first identify the crime problem. Crime prevention in the railway environment has to be treated differently from crime prevention in general, due to the fact that the railway environment is confined, it constantly changes, and is influenced by various internal and external factors. Crime problem identification in the railway environment is focused on a logistical chain of events and the impact that crime is having on the logistical chain of events. Infrastructure and assets linked to the vast rail network and impact of crime prevention actions on the railway environment. Tables 3.2 and 3.3 below indicate crimes that

were reported in the railway environment as well as the arrests made during the past five years. The purpose of the tables is to determine the crime trends and to establish whether there has been success in the railway environment in terms of arrest made.

Table 3.1 Crimes Reported in the Railway Environment

Crime Category	2013/2014	2014/2015	2015/2016	2016/2017
Contact crime	2 313	2 730	2 516	2 668
Contact-related crime	422	443	534	570
Property-related crime	4 131	4 832	339	288
Crime dependent on police action for detection	2 134	2 002	2 423	2 151
Other serious crimes	1 338	1 173	4 762	5 059
Less serious crimes	21 578	21 841	30 205	25 354
Total	31 916	33 021	40 779	36 090

Source: SAPS Annual Reports 2013/2014 to 2016/2017

The report covers only the past four years because there were no Rapid Rail statistics for the 2012/2013 financial year (during the time of the study) and the 2017/2018 annual report has not been released.

The most reported crime category is 'less serious crimes', although there was an increase in-'contact' and 'other serious crimes', that might be due to factors such as the increase in the number of commuters and they become victims of crime. The increase in property related crimes can also be attributed to service delivery strikes, labour disputes. The most common types of crime experienced by the victims include pickpocketing, bag snatching, jewellery theft, and laptop and cellphone theft. The rail

environment has been experiencing an increase in the theft and damage of infrastructure such as signal cable, copper cable, track boxes and Pandrol clips, which are essential for the smooth running of the railways.

The statistics provided in Table 3.2 below indicate the arrests made in the railway environment during the past four financial years.

Table 3.2 Arrests made in the railway environment

Crime Category	2013/2014	2014/2015	2015/2016	2016/2017
Contact crime	1 055	1 026	587	521
Contact-related crime	181	117	71	76
Property-related crime	677	597	423	374
Crime dependent on police action for detection	3 752	3 539	4 193	3 197
Other serious crimes	2 053	1 015	1 316	873
Less serious crimes	8 875	23 848	31 914	22 852
Total	13 593	30 142	38 504	27 893

Source: SAPS Annual Reports 2013/2014 to 2016/2017

The arrests in the railway environment are mostly for 'less serious crime', which has proved to be the most reported crime category in Table 3.2. However, the statistics shows that there has been a decrease in arrests from the financial year 2014/2015, except for contact-related crime, which shows an increase in, arrests during 2016/2017 only, as compared to the 2015/2016 financial year. SAPS Annual Report 2016/2017 (2017c:125) highlights that SAPSRRPUs have been posted in and outside

the railway environment in order to conduct disruptive and intelligence-driven operations that are deemed necessary, as guided by the CTA and CPA.

A multidisciplinary approach that was implemented during the 2014/2015 financial year was extended, and several awareness campaigns were conducted in the rail corridors, focusing on personal safety on trains, platforms and rail reserves, on cable and copper cable theft, contact crime, and crime affecting women and children. Table 3.3 indicates crimes that were committed in the railway environment as well as the arrests that were made by the SAPSRRPU. This suggests that for some of the crimes that were committed, there were also arrests made by the police, and that is an indication that successes are being achieved. The RSR State of Safety Report 2016/2017 (2017:45) indicates that SAPSRRPUs have increased their visibility during the reporting period and have also increased their focus on arresting those who were infringing the law in the rail environment. In addition, 169 firearms with a value of R749 580, and 7 592 kg of cables with a value of R1 051 205, were recovered during RRP operations. The RSR report 2017/2018 (2018:45) further illustrated some security-related successes achieved by the SAPSRRPU. Refer to Table 3.4.

Table 3.3: Successes achieved by SAPSRRPU

TYPE OF CRIME	TOTAL NUMBER OF CRIMES
Illegal railway crossing	15 887
Travelling without valid train ticket	2 559
Keeping train doors open	68
Blocking train doors	16
Standing between coaches	54
Walking between coaches	97
Staff riding (boards when train is in motion)	5
Fair evasion	182
Illegal smoking on the train	127
Embarking onto or disembarking from a moving train	9
Drinking inside the train	10
Train surfing	1
Walking where not allowed, e.g. on/between railway tracks	3
TOTAL	19 018

Source: RSR State of Safety Report 2017/2018

The table above indicates that illegal crossing, i.e. walking over/on/between railway tracks, is high, and followed by travelling without a valid train ticket.

3.8 SUMMARY

The chapter provides the historical background of the topic under study. The structure of the SAPSRRPU, the current situation regarding railway policing in South Africa in terms of the SAPS' role in crime prevention, their code of conduct, their initiatives, mandate of visible policing as well as the legislative frameworks are also discussed. The role of the SAPSRRPU and its impact in the railway environment are also discussed, including their deployment strategy and the arrests made. The next chapter presents the legislative framework, specifically applicable to crime-prevention processes.

CHAPTER FOUR: LEGISLATIVE FRAMEWORK FOR CRIME PREVENTION

4.1 INTRODUCTION

This chapter presents the international legal framework for crime prevention. The bodies that the researcher includes in the study are United Nations (UN), African Union (AU) and Southern African Development Community (SADC). From the South African perspective, the Constitution of the country, the SAPS Act, 1995 (Act 68 of 1995) and the Railway Act, 2002 (Act 16 of 2002) are discussed. The strategic planning and policy framework are also discussed, including the SAPS annual planning, the National Security Policy, the National Crime Combating Strategy (NCCS), the NDP and the PRASA Strategic Plan.

4.2 THE INTERNATIONAL LEGISLATIVE FRAMEWORK

This study also reflects on the legal framework of other bodies, which include the UN and SADC. This is done in order to compare the legal aspects in respect of the South African railway policing to other bodies in terms of railway policing.

4.2.1 United Nations

The UN police are responsible for peacekeeping in the member countries. UNODC (2009:1) points out that the UN has been deploying police officers for service in peace operations since the 1960s. Traditionally, the mandate of the police components of peacekeeping operations and special political missions tended to be limited to monitoring, observing and reporting.

UN peacekeepers are directly responsible for all policing and other law enforcement functions and have a clear authority and responsibility for the maintenance of law and order. They are, among other things, entrusted with powers to arrest, detain and search. The SAPSRRPU and other role-players' initiatives of reducing crime are enacted by means of campaigns educating commuters and the general public, more especially the youth, on safety measures, as mentioned in section 2.2.1 of Primary Prevention. The UN also follows suit as the Department of Peacekeeping Operations (2018:19) highlights that the UN police educate the communities about preventing

crime. When the police meet with the communities, police actions are discussed, including the sharing of personal experiences by police officers and members of the public. Community members are provided with the opportunity to raise their concerns and provide suggestions as to how they think they should be policed, for example where and when police patrols might be necessary. The public are also informed about community-oriented policing and its objectives.

In consideration of the above information, the South African Government has introduced policies to address crime, which include the National Crime Prevention Strategy (NCPS). South Africa's mission as a member of the UN is to maintain peace and create a safer environment for its citizens. In order for the UN to prevent crime, factors such as social changes in the country should be taken into consideration. The more technology and other factors progress, the more the crime increases. Commuters are robbed of their cell phones while inside trains, or when walking alone in the railway environment. Big train stations such as Park Station in Johannesburg and Pretoria Station are growing in terms of business, with the result that there is an influx of people looking for jobs. As more shops are built, the higher the influx of people, and as a result crime also increases. Some people come looking for jobs and if they do not find any, they resort to committing crime. Those who suffer the most are the commuters who regularly use trains as their mode of transport.

The UN Police Magazine (2012:1) highlights that since UN peacekeepers are typically deployed to situations where trust in host-state policing is low or non-existent, helping to restore trust is therefore the peacekeepers' very first task. But UN peacekeepers are increasingly being called upon to do much more. In light of this statement, it was highlighted earlier in this section that the SAPSRRPU does engage commuters by means of awareness campaigns and that they endeavour build trust and confidence in the police. It is noted that in this regard, the UN and the SAPS in more than one instance share the same roles.

4.2.2 Southern African Development Community

Mkapa ([S.A]) points out that SADC is made up of fourteen Member States at different stages of development, but predominantly underdeveloped. As a result, social and economic growth and development across the region are heterogeneous, with some countries attaining high growth rates and others achieving very low growth rates. In spite of the economic

Figure 4.1 Southern African Development Community Map



Source: The South African history on line (2012:np)

Mkapa ([S.A]) highlights that the formal establishment of structures to promote regional co-operation and integration started as an initiative of the frontline States. The original members of which were Angola, Botswana, Lesotho, Malawi, Mauritius, Mozambique, Namibia, Swaziland, Tanzania, Zambia, and Zimbabwe. South Africa became a member after democratisation. SADC has grown from a small membership of 11 to 14 countries from 1980 to 1998 when the DRC and Sychelles became the 13th and 14th members of SADC. Nsereko (1999:np) indicates that countries in the Southern African region are grouped under the SADC. They share a common cultural affinity, a colonial legacy, common problems, and a desire for development. One of

their shared problems is crime. Not one day passes without a media report on murder, rape, robbery, assault, theft, official corruption, abuse and dealing in illegal substances, as well as illegal possession and dealing in precious stones. Crime is on the increase in all the countries of the region.

SADC (2012:np) highlights that the road transport sector, along with the railway system, comprises all surface transport throughout Southern Africa. This extensive network has the potential to offer safe, efficient, and environmentally friendly transport across the SADC region, connecting all major centres of population and economic activity with developing rural areas. South Africa is one of the SADC networks and therefore it is expected of the SAPS to employ police officials who execute their duties in the diligent and professional manner in the railway environment as the SADC networking requires.

Phiri (2001:1) states that policing during the colonial period was strictly structured so as to maintain the colonial rule. However, after democratization, South Africa has been active in the SADC team. Klipin and Harrison (2003:np) argue that this history of policing and crime prevention in SADC countries has been tainted with racist and abusive practices. The conflation of policing and military functions during the colonial period meant that objectives for the revolution of policing in post-colonial SADC states were complex.

4.3 THE SOUTH AFRICAN LEGAL FRAMEWORK FOR CRIME PREVENTION

This section covers the South African legal framework in respect of crime prevention, and includes the Constitution of the Republic, the SAPS Act, 1995 (Act 68 of 1995) and the Railway Act, 2002 (Act 16 of 2002), as indicated in the introduction to Chapter 4.

4.3.1 The Constitution of the Republic of South Africa, 1996

The Constitution of the Republic, 1996 is regarded as the highest law of the country and any other law or conduct advocating the opposite of the Constitution is regarded as invalid. The Constitution was approved by the Constitutional Court (CC) on 4 December 1996 and took effect on 4 February 1999 (South Africa, 2017a:np). South

Africa's Constitution is one of the most progressive in the world and enjoys high acclaim internationally.

According to the Constitution, Chapter 2 of the Bill of Rights, everyone has the right to freedom and security, which include the right not to be deprived of freedom arbitrarily or without just cause, to not be detained without trial, to be free from all forms of violence from either public or private sources, to not be tortured in any way and to not be treated or punished in a cruel, inhuman or degrading way (South Africa, 2018c:np). Given the statement above, it is indicated in section 1.3, in the Problem Statement, that crime causes fear and it can restrict people's freedom of movement. Numerous rail commuters are exposed to many terrifying criminal deeds such as rapes and robbery. The SAPSRRPU is mandated by the Constitution to prevent crime in the railway environment, and that includes protecting the commuters and their property. The visibility of the SAPSRRPU deters the criminals from targeting commuters.

It is further indicated in the Constitution in Chapter 11: Security Services, that the national police service must be structured to function in the national, provincial and, where appropriate, local spheres of government (South Africa, 2017d:np). National legislation must establish the powers and functions of the police service and enable the service to discharge its responsibilities effectively, taking into account the requirements of the provinces. It is indicated in section 3.5 of this document that SAPSRRPU members are well placed throughout the country, which means that they are deployed nationally in the railway environment.

The Constitution identifies the legislative responsibilities of different spheres of government with regard to airports, roads, traffic management and public transport (South Africa, 2018a:np). Transport is a function that is legislated and executed in the national, provincial and local spheres of government. The 1996 White Paper on Transport defines the various subsectors in the transport sector. Broadly, these are the infrastructure and operations incorporating rail, pipelines, roads, airports, harbours, as well as the cross-modal operations of public transport and freight.

The document of the Civilian Secretariat of the Police (2011:np) indicates that section 40 of the Constitution on Community Safety Forums (CSFs) states that Government is constituted in the national, provincial and local spheres and that spheres are

distinctive, interdependent and interrelated. Section 41 of the Constitution goes on to state that all spheres of government and all organs of state in each sphere must preserve the peace, secure the well-being of the people of the Republic, cooperate with one another in mutual trust and good faith by, *inter alia*, assisting and supporting one another and coordinating their actions and legislation with those of the others.

The Constitution of the Republic of South Africa (1996:106) stipulates the political responsibilities of the SAPS as follows:

- It is the duty of the National Commissioner appointed by the President, as head of the National Executive, to determine the national policing policy, as each province is entitled to monitor police conduct, oversee the effectiveness and efficiency of the police service, promote good relations between the police and the community, assess the effectiveness of visible policing, and liaise with the Cabinet member responsible for policing.
- The National Commissioner is responsible to appoint the Provincial Commissioner, but if the National Commissioner and the provincial executive are unable to agree on the appointment, the Cabinet member responsible for policing must mediate between the parties.
- The Provincial Commissioners are responsible for policing in their respective provinces, as prescribed by national legislation, and subject to the power of the National Commissioner, to exercise control over and manage the police service in terms of Subsection (2), and must report annually to the provincial legislature regarding policing in the province.

The responsibilities highlighted above represent the protocol in the SAPS in terms of appointing higher ranking officials, starting from the National Commissioner down to the Provincial Commissioner. The Constitution therefore indicates that it is the duty of the Commissioners mentioned above to make sure that there is an effective and efficient policing service in the country. The citizens of the Republic should feel safe at all times, and that includes the commuters who board trains.

4.3.2 The South African Police Service Act, 1995 (Act 68 of 1995)

The SAPS has its own Act that governs the service. Every member is expected to abide by SAPS Act (No. 68 1995). Smit, Minnaar and Schnetler (2004:12) mention that the SAPS Act provides for the establishment, organisation, regulation and control of the SAPS and for matters in connection to the following:

- Ensure the safety and security of all persons and property in the national territory: The police are expected to ensure the safety of commuters in the railway environment, including their property. It is indicated in section 1:3 of the problem statement in the study that commuters are exposed to terrifying criminal elements and it is therefore the duty of the police official to make sure that commuters are safe in accordance with the Act.
- Maintain and safeguard the fundamental rights of every person, as guaranteed by Chapter 3 of the Constitution: The commuters have the rights to move freely in the country, as indicated above in section 4.3.1. It is therefore the duty of the police officials to make sure that commuters feel safe around the railway environment, as envisaged by the Constitution of the Republic of South Africa, 1996.
- Ensure cooperation between the SAPS and the communities it serves in the combating of crime: The police and the railways stakeholders should always maintain a sound working relationship. This will allow them to address the dynamics of crime together, as effective policing calls for cooperation between the police, communities and other role-players, which include private security firms, business people etc. Pheiffer (2013:84) mentions that partnerships between all crime fighters, including the media, will result in an improved information-gathering database regarding crime tipoffs received from residents that will surely affect the crime conviction rates.
- Show respect for victims of crime and understand their needs: In terms of the SAPS Act, police should treat the victims of crime in a dignified manner and with respect in order to build trust between the police and the commuters.

- Ensure effective supervision of members of the Service: Supervision plays a crucial role in the prevention of crime. The Supervisor in the Police Service is expected to monitor the members on the ground to ensure that they execute their duties effectively in the railway environment. Pheiffer (2013:78) mentions that the SAPS Cluster and Station Commanders are responsible for keeping members under their command motivated and focused on the daily priorities so as to decrease crime, and root out corruption, and carry out their duties, as specified in the SAPS Act (No. 68 of 1995).

Civilian Secretariat of the Police (2016:np) indicates that, *inter alia*, the SAPS Act stipulates specific functions for the police in relation to community safety. The Secretariat of the Police states that CSFs have to be established so as to enhance community safety in an integrated and coordinated manner in order to achieve and deliver on priorities identified at national, provincial and local levels. Crime originates from a vast number of factors, which include inadequate access to basic services such as housing, education and health, social services, as well as employment. Because of crime, the socio-economic development of the country is affected. The partnership and good cooperation between the respective state organs are emphasised at national, local, provincial and community levels. The SAPS Act, (No.68 of 1995), stipulates the manner in which the members should execute their duties.

4.3.3 The Railway Act, 2002 (Act 16 of 2002)

The Government Gazette (2002:np) highlights that the Act is responsible for the establishment of an RSR, to provide for Railway objectives and functions, the manner in which it is to be managed, for its staff matters, for safety standards, and its regulatory practice for the protection of persons, property and the environment, and lastly to provide for matters connected therewith

The Heritage Railway Association of Southern Africa ([s.a]) highlights the vision, mission, values and legislative mandate of the RSR:

- **Vision:** creation of a safe railway environment. One of the visions of SAPS is to create a safe and secure environment for all the citizens of the Republic. The shared vision of the SAPS and the Railways emphasises the safety of the citizens, which include commuters. This will make it easier for the police to function in the railway environment, as they share the same vision.
- **Mission:** to administer and promote safe railway operations by means of the appropriate support, monitoring and enforcement, guided by an enabling regulatory framework. The monitoring and application of all resources by the Railways in order to promote safety will enable the commuters to feel safe when boarding trains.
- **Values:** the essential values of the RSR are fairness, equity, transparency, and innovation. It is the duty of the organisation to render a service and to treat clients fairly, equally and with integrity. Part of the SAPS Code of Conduct is to treat citizens with respect, to be transparent, and to treat everyone equally. The values applicable to both organisations will make it easier to curb crime in the railway environment.

In view of the statements above, drawn from the Railway Act, one would agree that the Railways and the SAPS share the same mission, vision and values, and that they are concerned with rendering a good service to the commuters, including that of ensuring their safety, and other service delivery issues. The shared mission, vision and values of the police and other stakeholders effectively play a role in the prevention of crime in the railway environment.

The mandate of the RSR is linked to the fact that this is a civic entity established in terms of Section 4 of the National RSR Act, 2002 (Act 16 of 2002). The RSR is ruled and controlled by a panel of directors appointed by the Minister of Transport, and they hold office for a period of three years. South Africa (2017b:np) highlights that RSR oversees and promotes safe railway operations by means of suitable support, monitoring and enforcement, guided by an enabling regulatory framework, that

includes regulations for all rail operators in South Africa and those of neighbouring countries whose rail operations enter South Africa. The mandate of the RSR can be summarised as follows; to manage the safety of railway transport, while operators remain responsible for managing the safety of their operations;

- To promote improved safety performance in order to promote the use of rail;
- To monitor and ensure compliance through the conducting of audits, inspections and occurrence investigations;
- To develop regulations;
- To conclude appropriate cooperative agreements or other arrangements with the organs of state to ensure effective management and overseeing of safe railway operations and to minimise duplication;
- To collect and disseminate information relating to safe railway operations;
- To develop, adopt or accept standards for safe railway operations;
- To collaborate with and conclude contracts, where appropriate, with any person, body or institution with the view of furthering the objectives of the RSR, including scientific and technical information, and training; and
- To promote the harmonization of the railway safety regime of South Africa with SADC railway operations.

Furthermore, the legislative mandate of the RSR originated from the National RSR Act, 2002 (Act 16 of 2002) (as amended), and is influenced by other legislation, including but not limited to the following:

- Occupational Health and Safety Act, No. 85 of 1993;
- Mines Health and Safety Act, No. 25 of 1996, legal succession to the South African Transport Services Act, No. 9 of 1989 (as amended);
- Public Finance Management Act, No.1 of 1999 (as amended);

- National Nuclear Regulatory Act, No. 47 of 1999;
- Explosives Act, No. 15 of 2003;
- National Environmental Management Act, No. 107 of 1988;
- National Disaster Management Act, No. 57 of 2002;
- Promotion of Access to Information Act, No. 2 of 2000; and
- Various pieces of labour legislation, including the Labour Relations Act, No. 66 of 1995, and the Basic Conditions of Employment Act, No. 75 of 1997.

DoT (2017:50) highlights that the RSR will, complementary to its current statutory responsibilities, develop a railway risk matrix that balances the severity of harm against the probability of its occurrence and align the risk levels with best global railway practice, to achieve inherently safe railways. The RSR will similarly ensure that the embedded technologies are protected from any risk that may occur. On portions of the network that remain where the latter does not compromise inherent safety low-speed urban rail, using single-deck vehicles, and possibly some heavy-haul lines, the RSR will similarly ensure that the embedded technologies will be protected from any risk that may appear.

Section 4.3 presented the legal framework of South Africa in terms of what the Constitution of the country stipulates with regard to police functions, Whereas the South African Police Service Act, No. 68 of 1995, emphasises the role of police in maintaining safety in the communities, the Railway Act is concerned with protection of commuters and their property in the railway environment.

4.4 STRATEGIC PLANNING AND POLICY FRAMEWORK OF THE SAPS

The Balanced Scorecard Institute 1998-2017 (1997:np) highlights that strategic planning refers to an organisational management activity that is used by a specific department or organization to set priorities that are focused on energy and resources, strengthening of operations, ensuring that employees and other stakeholders are working towards common goals, reaching agreement in respect of intended outcomes,

and assessing and adjusting the organisation's direction in response to a changing environment. A strategic plan is a document that is used to describe the organisational goals, the actions needed to achieve those goals, and all of the other critical elements developed during the planning exercise.

Burger (2007:125) argues that the strategic planning phase is nothing but a continuation of the written police plans in another form and for longer periods. During the strategic planning meetings, the vision of the organisation is determined, and the goals and objectives for the organisation are identified. The strategic plan for the South African Police is written in order to address programmes of the SAPS, namely administration, visible policing, operational response services, detective services, crime intelligence, as well as protection and security services. The strategic plan is developed for a period of three to five years; after which it is reviewed in order to determine whether the desired objective has been achieved.

The SAPSRRPU falls under the Division Visible Policing, which is Programme 2 of the SAPS programmes, as mentioned in section 1.1 of the Introduction. When the SAPSRRPU was introduced, it was under Programme 5 of the SAPS, which is PSS. However, as indicated in section 1.2, PSS was not responsible for crime prevention but its mandate was protection and security service, in other words, Railway Policing was perceived as incorrectly placed, and as a result, Railway Policing was officially transferred to the Division: Visible Policing during January 2011. In 2013, Visible Policing was tasked to implement the concept of rapid rail policing.

The Strategic Plan of the SAPS 2015-2019 (2015c:23) outlines the purpose, description and strategic objectives of the Division Visible Policing:

The purpose of Programme 2, which is Visible Policing, is to enable police stations to institute and preserve safety and security measures, and to provide for specialised interventions and the policing of South Africa's borders. Visible Policing is one of the key programmes entrusted with implementing the statutory mandate of the SAPS.

It comprises the following three sub-programmes:

- Crime Prevention provides for basic crime prevention and visible policing services rendered by police stations, including community service centres;
- Border Security provides for the policing of borders; and
- Specialised Interventions include the Air Wing, the Special Task Force, the National Intervention Unit, and Public Order Policing, among others.

The responsibility to deliver in terms of this programme is entrusted to Visible Policing and police stations. The strategic plan is developed to focus on discouraging the occurrence of all priority crimes, as stipulated by the national office, by providing proactive and responsive policing. Holtmann and Domingo-Swarts (2005:105) state that the South African Government has introduced well-respected policies to address crime and violence. These include the NCPS of 1996 and the 1998 White Paper on Safety and Security.

SAPS Strategic Planning 2015-2019 (2015c:4) points out that it is imperative for the SAPS to align its planning with the JCPS Cluster's outcome and related sub-outcomes. Relevant policy imperatives and strategies to implement the Medium-term Strategic Framework (MTSF) sub-outcomes are the following: The National Security Strategy, the Rural Safety Strategy, Public Order Policing Strategy, NCPS, Visible Policing Strategy, National Crime Detection Strategic Framework, Crime Intelligence Turnaround Strategy, SAPS Anti-Corruption Framework and NCCS. This study will focus on the National Crime Combating Strategy, as it is deemed to be the strategy most relevant to the study.

4.4.1 The National Crime Combating Strategy

The NCCS is used by the SAPS as a tool to measure its performance for a determined period. It could be for a short, medium or long term. The NCCS was produced in-house by the SAPS and has never been issued as a public document, It is explicitly a security cluster matter and focuses on the police. SAPS Strategic Plan 2015-2019 (2015c:6) highlights that the NCCS consists of two elements. The first focuses on a selection of geographic areas with the highest recorded crime levels so that resources are directed

to those areas, largely in the form of high-density, search-and-seizure type operations. The aim is also to improve service delivery and once crime has been stabilised, to initiate medium-term social crime-prevention programmes. The second element of the NCCS is to focus on organised crime, and it involves the investigation of syndicates by task teams of experienced detectives. In view of the information above, the SAPSRRPU is mandated to direct resources to the railway environment as well, in order to make the commuters feel safe. It was indicated in the problem statement that commuters are faced with threatening criminal elements.

The strategy therefore focuses on places where crime is more prevalent. Crime is being committed in the railway environment, as highlighted in section 3.7 Du Plessis and Louw (2005:431) state that the focus on service delivery is also critical to improving public confidence, and a recent opinion survey in central Johannesburg showed that the high-density Visible Police operations characteristic of the NCCS made people feel safer. Crime prevention by the SAPSRRPU by means of its visibility plays a major role in making commuters feel safe, and that results in trust between the police and the commuters. The NCCS focuses on the problematic areas where crime takes place at any given time. The crime analysis indicates the crime trends. If crime shifts, the deployment of resources is also re-directed to where it is needed most. Burger (2007:116) further indicates that the NCCC was designed to focus on four operational and two organisational priorities. These priorities are as follows:

- Operational priorities, which are: Organised crime, serious and violent crime, combating crimes against women and children, improving basic service delivery to all communities, and
- Organisational priorities, which are: Budget and resource management and Human Resources (HR) management.

SAPS (2016a: 4) states that part of the functions of the SAPSRRPU is rendering a visible policing service to address the safety of commuters/passengers, freight, and the rail transport system, as well as providing a preventive and reactive policing service in the rail environment. Crime inhibits the citizens from communicating freely with one another, from engaging in economic activity, and it prevents entrepreneurs

and investors from taking advantage of the opportunities that our country offers. The rights and freedoms entrenched in the Constitution are threatened every time a citizen becomes a victim of crime. For these reasons, the Government regards the prevention of crime as a national priority. This applies not only to the Cabinet, and the departments concerned with security and justice, but also to all other national departments that are able to make a contribution to the reduction of crime levels.

4.4.2 The South African Police Service annual planning

Burger (2007:104) indicates that according to section 11(2) (a) of the SAPS Act, No. 68 of 1995), the National Commissioner of the SAPS has a duty to develop a plan before the end of the year, setting out the priorities and objectives of policing for the following financial year. The SAPS' Operational Plan is developed every year, as guided by the Strategic Plan. This is done in order to assess the progress by means of the annual Performance Plan. Even though the national office develops an annual plan, the provincial offices, clusters as well as stations, do have their annual Operational Plans that set out their baselines and targets. These plans act as an assessment tool to determine whether the target has been reached at the end of the financial year. The SAPS annual Performance Plan details all the programmes expectations for a particular year, and includes the budget and expenditure, as well as the expected outcomes in terms of dealing with crime.

The study focuses on Programme 2, which is visible policing. SAPS' annual Performance Plan for 2017/2018 (2017d:26) highlights that the purpose of visible policing is to enable police stations to institute and preserve safety and security. and to provide for specialised interventions and the policing of South Africa's borders. This implies that everyone, including the commuters, is entitled to safe and secure travel by train to their respective destinations. That is why the police are deployed in the railway environment. Furthermore, the strategic objective that is highlighted by the annual Performance Plan is to discourage all crimes by providing a proactive and responsive policing service that will reduce the levels of priority crime. Deploying the police in the railways environment is one of the strategies of proactive policing.

4.4.3 The National Security Policy

Aftergood (2012:np) argues that the most fundamental purpose of the National Security Policy is not to keep the nation safe from physical attack but to defend the constitutional order. National security is the issue that the State and every citizen of the country should be protected from crime. People want to use transport that is safe but crime can happen to anyone. It is the duty of the SAPS, as mandated by the Constitution, to bring safety to the railway environment. The SAPSRRPU members are deployed in the railway environment in order to safeguarding the commuters that are using both local and long-distance trains.

SAPS Strategic Planning 2014-2019 (2015c:4) indicates that the National Security Strategy will firstly focus on securing the welfare, development and upliftment of the South African people. The planning includes a review of the NCCS, implementation of the National Counter-terrorism Strategy, mapping of an approach for security services to counter environmental threats, and a review of the State's disaster management capacity. Secondly, the National Security Strategy will focus on protecting the stability of the Republic, the constitutional order and state institutions. This will also include addressing various forms of violent protests, the creation of a national border security system, regulating the private security industry, implementing the National Cyber Security Policy and the Counter-intelligence Strategy, and lastly securing the sustainable growth and development of the South African economy, including combating corruption, countering illegal migration, protecting strategic resources, and combating the illicit economy. Riley (2004:4) further argues that passenger rail facilities present potentially inviting targets for terrorists for a variety of reasons. These facilities are easily accessed and may contain high concentrations of people.

Burger (2007:87) asserts that if the causes of crime and violence, namely the social and economic causes such as unemployment and poverty are allowed to escalate to the state of anarchy or mass discontent, such a situation will certainly pose a threat to the life of the nation.

Janssen (2013:6) acknowledges that the White Paper on Defence in South Africa defines security by asserting that it is an all-inclusive condition in which each and every citizen lives in freedom, peace and safety, partakes fully in the process of governance,

enjoys the protection of their fundamental rights, has access to resources and the basic necessities of life, and inhabits an environment that is not detrimental to his/her health and well-being. Burger (2007:19) claims that the recognition of crime as a national security threat implies an understanding that crime and its risk factors are multidimensional, and that the State's efforts to combat crime requires much more than a police or even a CJS approach.

The Civilian Secretariat of the Police (2015a:25) indicates that the National Security Strategy for South Africa (NSS) recognises the threat posed to the people of South Africa by violent and organised crime, and points out the negative impact of this on, among other things, peoples' sense of safety and security, and on the economy. This threat undermines the social fabric. The NSS addresses the negative impact of the perception regarding crime on the collective psyche of South Africans and the country's international reputation.

Reporter (2018:np) states that the mayoral committee member for Transport, Brett Herron, said that PRASA has failed to protect rail commuters in the Western Cape, and the city has asked Transport Minister Blade Nzimande to declare a state of emergency or disaster in so far as the rail service in Cape Town is concerned. Herron further mentions that eight commuters were robbed of the few belongings they had on them, and thrown off the train. One commuter was found with a broken knife blade embedded in his head. This suggests that commuters are not protected in the railway environment and the custodians are failing the commuters. It is further highlighted that PRASA was obligated by the Constitutional Court to ensure a safe public transport service. In May 2018 PRASA signed a memorandum of agreement and committed to co-fund, together with the city and the Western Cape government, a rail enforcement unit to deal with attacks on commuters. The city and the provincial government had stepped up to the plate and offered unlimited assistance to Metro Rail commuters. PRASA's contribution of R16 million was still being awaited and it is not known why PRASA failed to honour the agreement. The city had sent several urgent reminders to the organisation's executive to fulfil their duties and to honour their commitment. Commuters were losing their lives and their hard-earned daily wages and belongings, and some had lost their jobs because of PRASA's failure to fulfil their constitutional mandate to run a rail service that was safe, punctual, and reliable.

4.4.4 The National Development Plan

Faull (2017:1) states that South Africa's National Planning Commission released the NDP, which is an advanced, complete policy document intended to guide all government work in a bid to meet a range of developmental goals by 2030. These include eliminating poverty and inequality, and growing an inclusive economy. Chapter 12 of the NDP, titled Building Safer Communities, proposes specific targets to be introduced to the SAPS. It recommends that the SAPS demilitarise and that it recruit and train officials to be professional and impartial, responsive to community needs and competent in their work. It suggests that the realisation of these goals will inspire public confidence in the police. In this regard, the NDP approach requires of SAPSRRPU members to have adequate knowledge that enables them to execute their duties within the railway environment.

DoT (2017:58) reports that the NDP foresees private-sector partnerships as essential to upgrading the corridors and expanding the capacity for mineral exports, so that where state-owned enterprise is unable to meet the demand for freight services, the State involves the private sector. It is already involved in peripheral activities such as maintenance: Private-sector participation is therefore taken to include any and all opportunities, including long-term investment in core railway business.

The former Minister of Finance, Trevor Manuel, said at a media briefing on the implementation of the plan on 19 February 2013 that the NDP offers a long-term perspective. It defines a desired destination and identifies the role that the various sectors of society have to play in reaching that goal (South Africa, 2017b:np). The Constitutional Mandate of the Division Visible Policing is to prevent crime, and therefore it is expected of the SAPSRRPU to play its roles of crime prevention in the railway environment as anticipated by the Division. The NDP aims to eliminate poverty and reduce inequality by 2030. According to the plan, South Africa can realise these goals by drawing on the energies of its people, growing an inclusive economy, building capabilities, enhancing the capacity of the state, and promoting leadership and partnerships throughout society.

The SAPS Strategic Plan 2015-2019 (2015c:6) highlights that the NDP predicts that by 2030, people living in South Africa would feel safe at home, at school and at work,

enjoying a community life free of fear. Women will walk freely in the streets and children play safely outside their homes. In support of the above statement, it is therefore a calling to the police and community at large to fight crime together in order to realise the vision. On this note, the NDP specifically emphasises building safer communities, building a capable government, promoting accountability and fighting corruption, as important building blocks for the department in realising this vision. The Civilian Secretariat for Police (2015a:24) emphasises that the NDP identifies safety as one of the critical milestones towards the achievement of the ultimate goals of the plan, which is the reduction of crime. The Civilian Secretariat for Police (2015a:24) further points out that the police service is well-resourced and professional, operated by highly trained officers who value their work, serve the community, safeguard lives and property without discrimination, protect the peaceful against violence, and respect the rights to equality and justice.

The NDP recommends that a holistic approach has to be adopted in order to effectively address violent crime. Such an approach should direct itself to the causes of such violent crime, and requires attention over the long term. In order to achieve the NDP's vision, five key areas are targeted:

- *Strengthening the CJS:* This requires cooperation between all departments in the Government's justice, crime prevention and security clusters. The recommendations in the Review of the South African Criminal Justice System will go a long way in addressing the system's current weaknesses.
- *Making the police service professional:* The Police Code of Conduct and Code of Professionalism should be linked to promotion and discipline in the service. Recruitment should attract competent, skilled professionals by means of a two-track system - one for commissioned officers and one for non-commissioned officers.
- *Demilitarising the police service:* The decision to demilitarise the police force and move away from its history of brutality was a key goal of transformation after 1994. The re-militarisation of the police in recent years has not garnered greater respect for the police or guaranteed higher conviction rates. If anything, it has contributed

to violence. The police should be demilitarised and managed towards becoming a professional civilian service.

- *Adopting an integrated approach:* Achieving a safe society means addressing the fundamental causes of criminality, which require a wide range of State and community resources. *Building community participation:* Civil society organisations and civic participation are needed in order to establish safe communities. Community safety centres should be considered.

The main idea of the NDP is that by 2030 all its goals must have been achieved, including that of people living safely without the fear of crime. Crime should be a concern of the community as well. The main goal of the NDP can be achieved if the community participates in the reduction of crime. If everybody works together with the police, the level of crime can be reduced. People should walk in the street freely without any fear of being harmed. The commuters will be able to walk freely to the train station without being attacked and robbed of their belongings. They should be able to use trains as their mode of transport, as they find it to be affordable. Not every citizen can afford other, more expensive modes of transport.

Safety is a fundamental human right. It is a basic condition for human development, improving quality of life and enhancing productivity. When communities do not feel safe and live in fear, the country's economic development and the people's welfare are affected. hindering This fear prevents them from reaching their potential. The National Planning Commission's Diagnostic Report (2011:np) emphasises the reality that high crime levels have decelerated South Africa's social and economic development. Violent crime, contact crime and property crimes are so common that many South Africans live in fear. When people feel unsafe it makes it harder for them to pursue their personal goals, and to take part in social and economic activity. Safety and security are directly related to socio-economic development and equality, affecting the country's development objectives of economic growth and transformation, employment creation, improved education and health outcomes, and strengthened social unity.

4.4.5 PRASA Strategic Planning

One of the resources that PRASA needs in order to realise its vision is strategic planning. Strategic planning acts as a tool for measuring performance and working towards the achievement of good results for the organisation. The PRASA Corporate Plan for 2016-2019 (2016:18) highlights that the plan will not deviate from PRASA's growth and expansion phase as the end-goal towards ensuring that rail becomes the backbone of public transport. The growth and development phase, geared towards building a modern public entity and expressed in the following key strategic priorities, defines PRASA's 2016-2019 MTEF Corporate Plan as follows

Strategic priorities:

- Delivering on the mandate
- Rolling out a train system of the future
- Expanding PRASA networks and services, including
 - Telecommunication
 - Executing the Real Estate Strategy
 - Embarking on a robust assets investment programme
- Enhancing organizational capacity
- Creation of public employment
- Ensuring good corporate governance
- Improving financial position
- Delivering on the brand promise to stakeholders
- Supporting and contributing to national Government imperatives

PRASA has adopted an over-arching and interlinked four pronged strategy that will ensure that preparing for a modern public will also require getting back to basics, running the current business while modernising and rolling out a train system of the future, through modernisation. The PRASA Corporate Plan for 2016-2019 (2016:19) highlights that these strategic focus areas are guided by the requirement that PRASA should deal with the inherent challenges of running the current business, thus impacting on delivering on the mandate and meeting customer expectations. Each of the divisions and business units has developed and presented its business plans to

align with the four-pronged strategy for delivering on the objectives. Fixing the current business demands that the organisation commit itself to going back to basics, and that will be achieved in the following areas:

- *Governance and compliance:* Procedures to ensure strict adherence to supply chain management processes will ensure achievement of the desired business objectives. Control systems have been put in place to strengthen the procurement function as well as to ensure the adequacy of the control environment by means of internal audit and risk management functions.
- *Performance and consequence management:* Strict performance management, monitoring and evaluation will ensure delivery against pre-determined objectives as well as on the mandate. Management of responsibility for overseeing the achievement of business objectives will ensure the existence of performance contracts at various levels of the organisation. Consequence management will be applied in the event of ill-discipline that results in failure to deliver in accordance with the stated performance objectives.
- *Project execution and contracts management:* The implementation of the project management cycle. A proper project contract will prevent escalation of project cost and contract variations.
- *Operational efficiencies and effectiveness:* A focus on delivering a reliable, safe and predictable service, as well as faster turnaround times in business decisions and project execution will improve organisational effectiveness. Structuring assets and capital correctly within the group will allow for funding and investment in PRASA properties.
- *Organisational culture and behaviour:* Management is aware of the challenge lying ahead in creating a modern public entity that is professional and committed to delivering a quality and reliable service, while meeting customer expectations. Mobilising people around a set of collective values, beliefs and principles requires a drive towards a shared vision and pursuit of a common objective to deliver a PRASA the country wants. A PRASA that prides itself on working towards the attainment of the organisation's goals will rely on each employee's

understanding and appreciation of the national and public service agenda, and selfless in advancing the interests of the country's democratic dispensation. PRASA is committed to fulfilling the clients' expectations by making sure that they receive good service. That includes the procurement of trains that will transport commuters to their destinations with no delays.

The legal framework is important for understanding the role of the SAPSRRPU in the railway environment. It paves the way for knowing how to do things as prescribed by the organisation. It allows the SAPSRRPU to carry out their legal duties in the railway environment.

4.5 SUMMARY

This chapter discussed the legislative framework of the UN and SADC, and some of the South African Acts, in order to discuss the role of the SAPSRRPU in crime prevention in the railway environment. That clarifies the similarities that SAPS have with other bodies in the prevention of crime. Furthermore, the strategic planning and policy framework was also discussed, including the SAPS Annual Planning, the National Security Policy, the NCCS and the NNDP, as well as the PRASA Strategic Planning. The existing legislation for regulating railway policing was confined to the international legal framework as regards crime prevention. Chapter 5 presents the methodology that was followed in the study.

CHAPTER FIVE: RESEARCH METHODOLOGY

5.1 INTRODUCTION

The chapter explains the research methodology and research design, data collection, as well as the data analysis strategies that were followed. The study location is indicated, and the following aspects are considered: the paradigmatic perspective that the researcher believes in, methods used to ensure trustworthiness, as well as the ethical considerations, since it is important that the researcher follow the correct way of conducting research. It is very important to consider ethics in research, as the researcher will familiarise him-/herself with what is to be done and what is not to be done, especially when engaging with participants.

5.2 THE PHILOSOPHICAL WORLDVIEW

The philosophical worldview is important in research, and Cresswell (2014:6) indicates that in planning a study, researchers have to think through the philosophical worldview assumption that they bring to the study, the strategy of inquiry that is related to this worldview, and the specific methods or procedures of research that translate the approach into practice.

There are different worldviews of research that, among other things, include the Social Constructive Worldview, the Post-Positivist Worldview, the Advocacy/Participatory Worldview, and the Pragmatic Worldview. For the purpose of this study, the researcher adopted the Social Constructive Worldview.

Creswell (2014:3) defined these worldviews as follows:

- The Post-Positivist Worldview represents a deterministic philosophy, in which causes probably determine effects or outcomes. Thus, the problems studied by post-positivists reflect the requirement to identify and assess the causes that influence outcomes, such as those found in experiments.
- The Pragmatic Worldview arises from actions, situations, and consequences, rather than antecedent conditions. Pragmatism is not committed to any one system of philosophy and reality.
- The Advocacy/ Participatory Worldview holds that a research inquiry has to be intertwined with politics and a political agenda, thus the research contains an action agenda for reform that may change the lives of the participants, the institutions in which individuals work or live, and the researcher's life

Creswell (2014:3) points out that the Social Constructivist Worldview is a perspective and is typically seen as an approach to qualitative research. He further indicates that social constructivism holds the assumption that individuals seek understanding of the world in which they live and work. The rationale for wanting to opt for a constructivist paradigm rests on the analysis of the role of SAPS railway policing in crime prevention in South Africa, and to understand the theory and practical surrounding this application. This will be described in detail to enhance the role of SAPS in the subject to be investigated and will contribute to the prevention of crime in the railway environment.

5.3 RESEARCH DESIGN AND METHODOLOGY

The qualitative design was adopted in order to fulfil the purpose of the study. Filstead (1970:6) refers to qualitative methodology as those research methods such as participant observation, in-depth interviewing, total contribution to the activity being examined and field work, among others, that permit the researcher to obtain first-hand knowledge about the empirical social world in question. The advantages of this approach are that the researcher is close to the information, is able to do a follow-up when something is not clear, and the information is valid.

Brynard and Hanekom (2006:37) define qualitative methodology as the research that produces descriptive data, generally the participants' own written or spoken words pertaining to their experience or perception. Usually no numbers or counts are assigned to these observations. Brynard and Hanekom (2006:37) further write that qualitative methodology allows the researcher to know people personally, to see them as they are, and to experience their daily struggles when confronted with real-life situations. This enables the researcher to interpret and describe the actions of people.

De Vos et al. (2011:65) points out that qualitative researchers tend to collect data in the field at the site where the participants experience the issue or problem under study. Researchers collect data themselves by examining documents, observing behaviour and interviewing participants. They gather multiple forms of data rather than rely on a single data source and they try to develop a complex and holistic view of social phenomena.

This study is about the role of the SAPS railway policing in the prevention of crime in the railway environment. The qualitative method best suits this study because the researcher could go to the field where those participants understand the environment and have experience as a result of their duties. That means that rich information was collected.

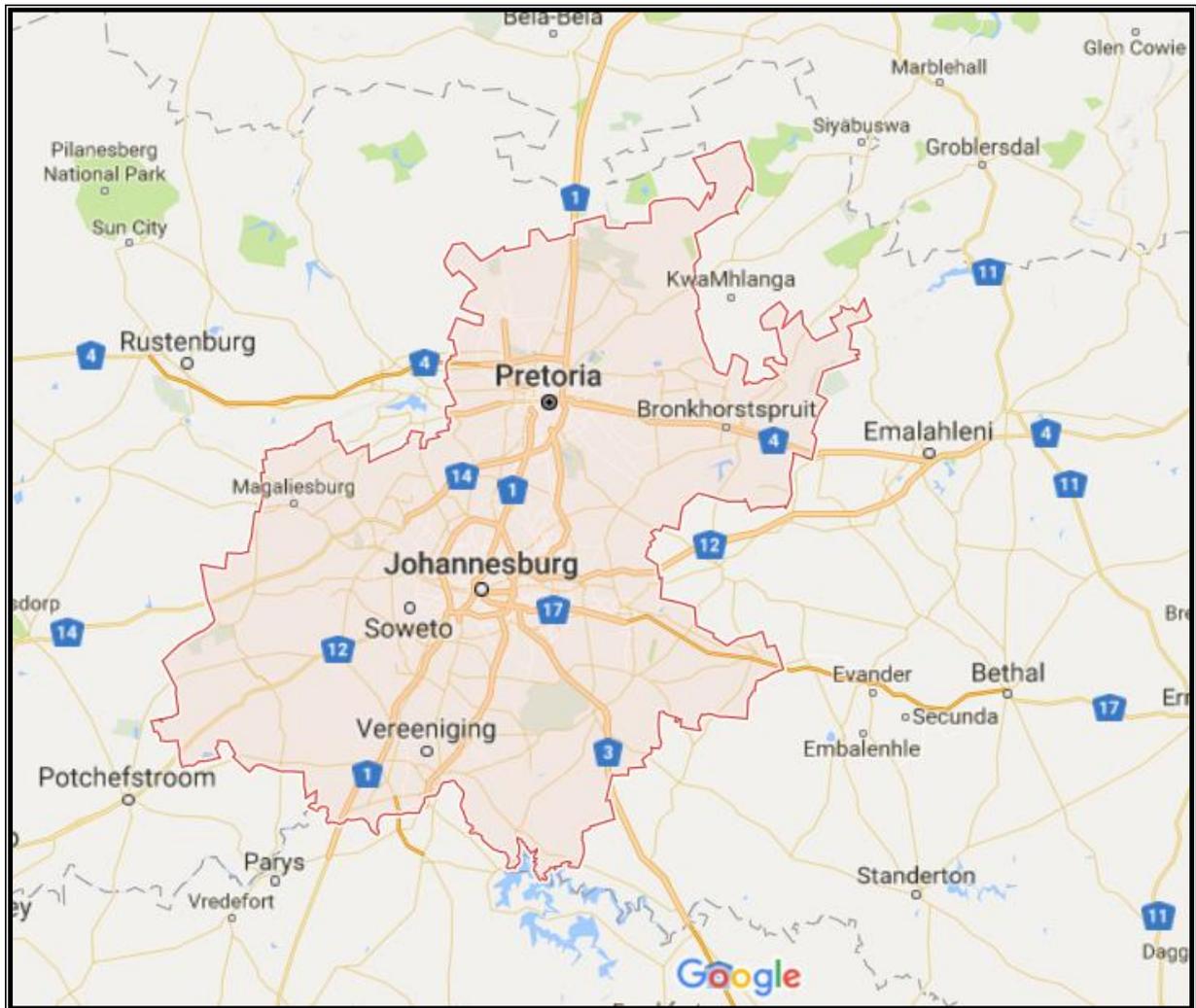
Research design is expected to produce the foundations for a competent and effective research project (Bachman & Schutt, 2010:64), and Blaickie (2009:84) argues that it is the most challenging part of a research project. Bertram and Christiansen (2014:40) assert that research design is a plan of how the researcher will systematically collect and analyse the data that is needed to answer the research question. The designed and planned nature of observation distinguishes research from other forms of observation. Research design is the planning of any systematic research from the first to the last step. It is thus obvious that the aim of the research design is to align the search for scientific knowledge with the practical considerations and margins of the project being embarked on at an exploratory level.

5.4 STUDY LOCATION

This study took place in Gauteng and is the smallest of South Africa's provinces, covering an area of 18 178 km² or approximately 1,4% of the total surface area of South Africa (Gauteng Local Government, 2018:np). The Free State, North West, Limpopo and Mpumalanga Provinces border it. While being the smallest province, it is also the most overcrowded, being home to 13 399 725 people, 24,1% of the countrywide population. Gauteng lies on the utmost part of the inner plateau on the progressing plains of South Africa's Highveld. Its capital is Johannesburg and it contains the city of Pretoria ,capital of the RSA, as well as the East Rand, West Rand and Vaal areas.

Gauteng Local Government (2018:np) highlights that Gauteng is the economic engine room of the country and the subcontinent, responsible for over 34,8% of the country's GDP. Gauteng is the centre of the economy of South Africa and the heart of its marketable business and industrial sectors. The most important parts contributing to GDP are finance, real estate and business services, manufacturing, and general government services. Gauteng is also the financial services capital of Africa. More than 70 foreign banks have their head offices here, as do at least the same number of South African banks, stockbrokers and insurance giants. The major gold and diamond mining houses all have their headquarters in Johannesburg, the biggest being Anglo American and De Beers. Gold mining constitutes 80% of Gauteng's mineral production output. Gauteng is divided into three metropolitan municipalities, namely the area of Ekurhuleni, City of Johannesburg and City of Tshwane Metropolitan Municipalities, as well as two district municipalities, which are further subdivided into six local municipalities.

Figure 5.1 : Gauteng Province Map



Source: Gauteng Local Government (2018:np)

5.5 TARGET POPULATION AND SAMPLING

This paragraph describes the population and the sample that was selected. The definition of the population as well as sampling are supplied. The researcher indicates how many people were interviewed provides the reasons for selecting them.

5.5.1 Study Population

A population is any set of people or events from which the sample is selected and to which this study results will be generalised (Marion, 2004). Brynard and Hanekom (2006:55) assert that a population refers to a group of people that possesses specific

characteristics, for example public officials with post-graduate degrees. The universe refers to all subjects who possess the attributes in which the researcher is interested, for example everyone – the entire number of inhabitants – in the world, who possesses a post-graduate degree.

Bertram and Christiansen (2014:59) posit that the word ‘population’ is used to mean the total number of people, groups or organisations that could be included in a study. It could also be objects, subjects, phenomena, cases, events and activities that the researcher wishes to research in order to establish new knowledge. According to De Vos et al. (2011:223), population is the totality of persons, events, organisation units, case records or other sampling units with which the research problem is concerned. In this study, the population consisted of 25 police officials and it comprised of both commissioned and non-commissioned officials.

5.5.2 Sampling Procedures

A sample is a group of people drawn from a population. The goal is to be able to find out true facts about the sample. Bertram and Christiansen (2014:59) say that a sample involves making decisions about which people, settings, events or behaviours to include in the study. Researchers have to decide how many individual’s groups or objects will be observed. De Vos et al. (2011:223) define sampling as a means of taking a portion or a smaller number of units of a population as having the particular characteristics of that total population. The ideal sample of this study was drawn from SAPSRRPU in the Gauteng Province and the national office.

This study utilised non-random sampling, as only information-rich participants were included in this study. Castillo (2009:np) is of the opinion that non-probability sampling is a sampling technique where the samples are gathered in a process that does not give all the individuals in the population equal chances of being selected. This study focused on Gauteng Province because Gauteng has a high influx of people coming from different provinces looking for work, and most of the people use trains as it has been proved to be the cheapest mode of transport. Alexander (2019:np) states that Gauteng is the smallest province, but has the largest population and economy.

Permission was obtained from the SAPS to conduct research as per Appendix B. The researcher telephonically made appointments with the Unit Commanders to determine the availability of members to be interviewed. Some of the members who were found on the SAPSRRPU premises were interviewed but not all of them. The reason was that the intention was that at least four units had to be visited and each could provide five participants, while five participants would be obtained from the national office to make a total number of 25 participants. The total number of members from each unit varied, depending on the availability of the members. However, the researcher managed to interview 25 SAPSRRPU members in total from various SAPSRRPUs, and they included commissioned and non-commissioned officers. Police officials from the rank of constables to Colonels were interviewed for the purpose of identifying the challenges that they face when performing their duties in the rail environment, in addition to some other relevant information pertaining to policing this kind of environment, because these officers are the ones who are normally deployed in the railway environment to perform crime-prevention duties. The participants selected for this study were the sources of information. In total, 25 participants were interviewed for this study.

5.6 DATA COLLECTION

There are strategies that can be used when collecting data. They include the use of a questionnaire, interview schedules or guides, documents, observation guides, and audio tape or video camera. Bertram and Christiansen (2014:71) state that data refers to the evidence or information that researchers collect in order to find answers to the particular questions they are asking. Creswell (2014:np) asserts that the data-collection step includes setting the boundaries for the study, collecting information by means of unstructured or semi-structured observation and interviews, documents and visual material, as well as establishing the protocol for recording material. Brynard and Hanekom (2011:35) state that the most time-consuming part of research is the collection of data. This activity must be carried out, because without data it would not be possible to broaden one's understanding, explain the 'unknown', or add new knowledge to existing knowledge. This study adopted the method of conducting face-to-face interviews.

During the interviews, the researcher also employed the technique of probing, in order to obtain more descriptive responses relevant to the questions. In this regard, Terreblanche and Durrheim (2002:281) state that in-depth information can be derived from semi-structured interviews and probing. Dantzker and Hunter (2012:121) are of the opinion that one of the most crucial aspects of the research effort is the collection of data. Improperly collected or incorrect data can delay or even cause the cancellation of the research effort.

Bertram and Christiansen (2014:80) define an interview as a conversation between the researcher and the participant. However, it is different from an everyday conversation in that the researcher is the person who sets the agenda and asks the questions. This refers to the focused dialogue, where the researcher has in mind specific information that must be obtained from participants, and has designed particular questions to be answered. The researcher used the semi-structured interviews of a qualitative research to gather information.

De Vos et al. (2011:353) state that semi-structured interviews generally last for a considerable length of time and can become intense and involved, depending on the particular topic. After the participants have been made to feel comfortable and at ease, the researcher facilitates the interview process and guides the participants instead of dictating the encounter. If the researcher has studied the schedule in advance, he/she will be able to concentrate on what the participant is saying during the interview. The researcher used this kind of interview in order to gain a detailed picture of a participant's beliefs about, or perceptions or accounts of, the research topic.

Dantzker and Hunter (2012:59) point out that a semi-structured interview primarily follows the same ideas or guidelines as those of a structured interview. The major difference is that in this type of interview, the interviewer is allowed to go beyond the question for a broader understanding of the answers. This is known as 'probing' for more detail. According to Bertram and Christiansen (2014:76), a semi-structured questionnaire asks more open-ended questions than a closed questionnaire. It allows the participant to talk freely and give more information to the researcher.

The information was collected from participants during semi-structured interviews and thus suggested that rich information would be gathered that would broaden the

understanding in respect of this study because participants would express themselves freely and they were not limited in terms of answering the questions. Creswell (2012:387) mentions that open-ended questions are questions for which researchers do not provide the response options; the participants provide their own response to questions.

5.7 DATA ANALYSIS

De Vos et al. (2011:252) point out that after having collected the data, it must be prepared for data entry. According to De Vos et al. (2011:252), data preparation includes checking and editing collected data and eventually coding it. Dantzker and Hunter (2012:146) state that after the data has been entered, analysis must begin, and Atlas-ti software was used for that purpose. It is a computer program used in qualitative research data analysis. The researcher attended a one-day training session on qualitative study analysis at the University of South Africa. The challenge experienced was that the one-day workshop was not enough. However, the researcher used the You Tube in order to gain extensive knowledge on how to use the software. Five themes were identified, with some having sub-themes.

5.8 METHODS USED TO ENSURE TRUSTWORTHINESS

Bertram and Christiansen (2014:188) state that many qualitative researchers argue that the term 'validity' is not applicable to interpretivist research, and yet they realise that there is a necessity for some kind of qualifying check on their work that answers the question. How do we know that the research is worthwhile and is something that we can learn from?

5.8.1 Credibility

Credibility could be enhanced in various ways during both data collection and data analysis. In some cases, credibility could be enhanced by having two researchers observing the same situation, for example in a classroom at the same time. This means that the two people can share their experiences and what they learned from the same object they have been observing and determine whether they obtain different results (Bertram & Christiansen, 2014:188).

Anney (2014:276) defines credibility as confidence that the information obtained from the participants is the truth about the study that is being researched. Sikolia, Biros, Mason and Weiser (2013:2) indicate that credibility is a trustworthiness concept that roughly corresponds to internal validity. Credibility refers to how much the data collected accurately reflects the multiple realities of the phenomenon. In this study, similar questions in the interview guide were posed to the participants selected. This was done in order to check their understanding of the problem that was investigated in this study. The researcher ensured that none of the selected participants deviated from the interview guide.

5.8.2 Transferability

Bertram and Christiansen (2014:191) argue that through transferability, research can be conducted to an extent that it would also apply to other situations with similar characteristics. Anney (2014:277) refers to transferability as the degree to which the results of qualitative research can be transferred to other situations involving other participants. Sikolia et al (2013:2) assert that transferability can be enhanced by means of clear descriptions of the research, the participant's various perceptions and understandings, methodology, interpretation of results, and contributions from peer debriefers. Information about the researcher as an instrument in the process, the interactions between the researcher and participants enhances transferability (Morrow 2005). The research findings may be transferred to other settings or studies that are facing a similar problem to be investigated. The researcher is of the opinion that it would be possible to transfer the findings elsewhere in an attempt to solve societal problems.

5.8.3 Dependability

Bertram and Christiansen (2014:190) mention that the researcher could also attempt to increase dependability. This refers to when the researcher can provide an explanation as to why there may be variations in this study, for example between cases. It could also mean comparing this study to previous studies in the field and explaining the main differences. Anney (2014:278) states that dependability refers to the stability of findings over time. Sikoli et al. (2013:3) refer to dependability as the confirmation that the data represents the changing conditions of the phenomenon

under study and should be consistent across time, researchers and analysis techniques.

Confirmation of data is given by another individual, who audits the findings and confirms that the Grounded Theory Methodology (GTM) procedures have been followed, and verifies that they have been used correctly (Brown et al. 2002:10). Peer researchers, student advisers or colleagues can examine the detailed chronology of research activities and processes or the audit trail to determine the reliability of the findings (Morrow, 2005:np). Individuals with the same experience on the research subject (the role of SAPS railway policing in crime prevention in South Africa) were interviewed, with the assumption that if the same population could be selected for the similar study, the same findings could be obtained in a different setting.

5.8.4 Conformability

It is common practice to establish whether different people can confirm the same results. Bertram and Christiansen (2014:190) think that conformability could be enhanced by making the research process transparent, with sufficient details for the reader to check whether they would have reached the same or similar conclusion. Anney (2014:279) refers to conformability as the degree to which the results of an inquiry could be confirmed or corroborated by other researchers. The researcher may have her own opinion about the research topic to be investigated; however, bracketing was adhered to for the purpose of obtaining accurate findings and avoiding manipulation of facts that were obtained from the participants selected for this study.

5.9 ETHICAL CONSIDERATIONS

Meese and Ortmeier (2004:62) refer to ethics as “the study of the principles of good conduct and systems of moral values.” Ethical behaviour relates to conduct that conforms to accepted principles of morality. Brynard and Hanekom (2006:84) state that research ethics relates to what is right and wrong when conducting research. The right and wrong of scientific research should conform to generally accepted norms and values. The conduct with regard to research activities should be morally acceptable. Dantzkeret and Hunter (2012:190) define ethics as doing what is normally and legally right in conducting research. For the purpose of this study, the researcher adhered to

the University of South Africa (Unisa's) research ethics policy, the United Nations Educational, Scientific and Cultural Organisation (UNESCO) standards, the Belmont report, as well as the SAPS Code of Ethics in conducting research.

5.9.1 University of South Africa Code of Research Ethics

The UNISA Policy on Research Ethics (2007: np) outlines the following

- **Essentiality and relevance:** Before undertaking research, sufficient consideration should be given to current literature on the topic or issue under study, and to options available. In view of the lack of resources in South Africa, it should be clearly demonstrated that the research is essential to the pursuit of knowledge. For this study, essentiality and relevance were adhered to by ensuring that this study does not go beyond the anticipated scope of the research. The researcher ensured that all essential elements were considered.
- **Maximisation of public interest and of social justice:** Research should be carried out for the benefit of society, and with the motive of maximising public interest and social justice. All efforts should be made to make public in appropriate manner and form, and at an appropriate time, information on the research undertaken, as well as the results and implications of the completed research. The university and society at large will benefit from this study as they will get to understand the role of the SAPSRRU in crime prevention
- **Competence, ability and commitment to research:** Researchers should be professionally and personally qualified for the research. Commitment to research in general and to the appropriate subject in particular is an essential requirement for good and ethical research. The researcher thinks she was qualified to undertake this study.
- **Respect for and protection of participants' rights:** Researchers should respect and protect the dignity, privacy and confidentiality of participants and should never expose them to procedures or risks related to the research project or its methodology. Research and the pursuit of knowledge should not be regarded as the supreme goal at the expense of participants' rights. The

participants selected were protected from any harm and they were treated with the utmost respect.

- **Informed and non-coerced consent:** Autonomy requires that individuals' participation should be willingly given, specific and based on informed consent. Direct or indirect coercion, as well as undue inducement of people in the name of research should be avoided. These aspects could act as an obstacle to autonomous decision-making and may result in people agreeing against their better judgment to participate in studies involving risks. Consent must be obtained from the participants and they must give that in writing. They must in turn be given written information containing adequate details of the research. Researchers should respect their right to refuse to participate in research and to change their decision or withdraw their informed consent given earlier, at any stage of the research, without giving any reason and without any penalty.

Brynard and Hanekom (2006:86) argue that the aims of the research investigation should be communicated to the informant as comprehensively as possible. The anticipated consequences of the research should also be communicated to the individuals and groups likely to be affected thereby. All human subjects who are subjected to a research investigation must be informed of any likely occurrences and their signed consent should be obtained, in addition to the permission of the ethics committee.

De Vos et al (2011:117) argue that respect for persons requires that the subject be given the opportunity to choose what shall or shall not happen to him/her. Obtaining informed consent implies that all possible or at least adequate information regarding the procedures that will be followed during the interviews. Increasingly, voluntary participation and the principle of no harm to participants have become formalised in the concept of informed consent (Babbie, 2007:64).

- **Respect for cultural differences:** Researchers should treat research participants as unique human beings within the context of their community systems, and should respect what is sacred and secret by tradition. Research should rather be undertaken in conjunction with, and not merely on, an identified

community. In some circumstances, the consent of gatekeepers may have to be obtained in addition to that of research participants. For this study, all cultural prejudices were adhered to.

- **Justice, fairness and objectivity:** Criteria for the selection of participants of research should be fair, besides being scientific. Easily accessible individuals or groups should not be inordinately burdened with research being carried out repeatedly on them. Justice, fairness and objectivity must be considered by the researcher.
- **Risk minimisation and confidentiality:** Researchers should ensure that the tangible benefits to the participants or society from the research clearly outweigh the possible risks, and that participants are subjected to only those risks that are clearly necessary for conducting the research. Researchers should ensure that the risks are assessed and that adequate precautions are taken to minimise and alleviate risks. According to De Vos et al. (2011:119), confidentiality indicates the handling of information in a confidential manner. The associated risks and confidentiality will be dealt with in this study.
- **Non-exploitation:** There may be no exploitation of research participants, researchers, including student and junior members, communities, institutions or vulnerable people. There should be benefit to a community in which research is conducted. As far as possible, communities should receive feedback on research carried out on them. No participants were exploited in this study.

5.9.2 The South African Police Service Code of Conduct for Research

The SAPS has its own Code of Conduct that researchers should adhere to when conducting research in the organisation and one has to obtain permission first. Smith et al (2004:149-150) indicate that the SAPS has a Code of Conduct that guides every member with regard to standards and moral judgement. It is the responsibility of managers and supervisors to implement the Code of Conduct in the units, departments and stations.

SAPS is a government organisation and it has to adhere to the prescribed, promulgated legislation, regulations and official directives. SAPS ([s.a]) highlights the National Instruction 1/2006, which stipulates that a person who wishes to conduct research must first apply for permission, and if the application is approved, the researcher will be informed in writing that the permission has been granted, provided that the researcher signs an undertaking (of which a copy must be attached to the approval letter) to comply with the conditions upon which the research was approved. Furthermore, researchers are urged to adhere to the governance and protocol of the organisation and where access is granted, to sensitive information and to treat it as such. The researcher was granted permission to conduct research in the SAPS and the letter is attached to the thesis as Appendix C.

5.9.3 The Belmont Report

The US Department of Health, Education, and Welfare (1979: np) highlights that on 12 July 1974, the National Research Act was signed into law, thereby creating the National Commission for the Protection of Human Subjects of Biomedical and Behavioural Research. One of the directives to the commission was to identify the basic ethical principles that should underlie the conduct of biomedical and behavioural research involving human subjects and to develop guidelines that should be followed to ensure that such research is conducted in accordance with those principles. The US Department of Health, Education, and Welfare (1979:np) highlights some of the ethical principles to be adhered to when conducting research interview.

The researcher shall adhere to the Belmont ethics principles, which include the following:

- **Respect for persons:** respect for persons comprise at least two ethical convictions: first, that individuals should be treated as autonomous agents, and second, that persons with diminished autonomy are entitled to protection. All participants were respected, irrespective of their gender and race, in this study.
- **Beneficence:** persons are treated in an ethical manner, not only by respecting their decision and protecting them from harm, but also by making efforts to secure their well-being. All participants were treated in an ethical manner.

- **Justice:** who ought to receive the benefits of research and bear its burdens? This is a question of justice, in the sense of 'fairness in distribution' or 'what is deserved'. An injustice occurs when some benefit to which a person is entitled is denied without good reason or when some burden is imposed unduly. The selected participants were not given any incentives. The ethical principles mentioned above were adhered to, as it is important for the researcher to respect those participants while conducting interviews. Every decision by the participants was respected and they were protected from any harm that might have occurred during the interview process. It was important that the researcher observed and adhered to the principles as explained.

5.9.4 United Nations Educational, Scientific and Cultural Organisation

Freed-Taylor (1994:523-532) argues that according to the ethical guidelines, researchers should be fully aware of the ethical issues involved in their work and adhere to the following basic principles, among other things:

- The responsibility for all procedures and ethical issues related to the project rests with the researcher.
- Research should be conducted in such a way that the integrity of the research enterprise is maintained, and negative after-effects that might diminish the potential for future research should be avoided.
- The researcher should consider the effects of his/her work, including the consequences or misuse, both for the individual and groups among whom they do their field work, and for their colleagues and the broader society.
- The researcher should avoid undue intrusion into the lives of the individuals or communities he/she studies. The welfare of the informants should have the highest priority, and their dignity, privacy and interests should be protected at all times.
- Participants should be offered access to the research results, presented in a manner and language they can understand.

Though the researcher adhered to the various above-mentioned ethical codes United Nations Educational, Scientific and Cultural Organisation and the Belmont Report and they are all interrelated. Mostly, the respect for participants, confidentiality and informed consent were a matter of concern. It is therefore suggested that one should know the “do’s and don’ts” when conducting research. This has been confirmed by various reports agreeing on mostly the same principle of ethics.

5.10 SUMMARY

In this chapter, the research design and methodology were highlighted. This was done by presenting the research design and the adopted research approach, the study location, target population and sampling procedures, data collection and analysis. This

chapter further outlined the philosophical overview that the researcher adopted for the study, as well as the applied ethical considerations.

CHAPTER SIX: PRESENTATION AND DISCUSSION OF THE RESEARCH FINDINGS

6.1 INTRODUCTION

The chapter presents the findings of the study. In this qualitative study, 25 participants who are police officials in the SAPSRRPU were interviewed in order to understand their role in the prevention of crime in the railway environment. Various themes were identified by means of the information provided by the participants and analysed, using the Atlas ti software. The themes and sub-themes that emerged will be discussed in the chapter.

The participants replied to the questions that were put to them and their views were recorded in relation to their crime prevention duties executed in the railway environment. The participants' views will be presented in the form of *in vivo* coding in order to present a variety of ideas in relation to a specific theme.

6.2 EMERGING THEMES

The data collected was analysed by using Atlas ti software. Information provided by each participant was analysed, and the software automatically allocates numbers to each participant's information, for example, the first interviewee on the 'theme crime prevention duties by SAPSRRPU' was allocated number 1.1, and the researcher used those numbers instead of their names so that confidentiality between the researcher and the participants was adhered to.

6.2.1 Crime Prevention Duties by SAPSRRPU

The theme presents the crime-prevention duties that are performed by the SAPSRRPU members deployed in the railway environment. However, the duties performed in the railway environment are no different from those performed by police officials at the police stations. The only difference is that the SAPSRRPU perform their duties in the railway environment, though the participants indicated that they sometimes assist the police stations or clusters with crime-prevention operations when requested to do so. The SAPSRRPUs are deployed on the mainline trains, namely the

Shosholoza Meyl and Blue Train, and the Units are responsible for long-distance trips and cross-border policing, including conducting disruptive operations. They also police the local trains, which are Metro and Gautrain.

Participant 6.4

“yes, we have our normal day to day operations, and then we also got the operation that we are part of and operations that we conduct with the clusters. In our own environment, we are part of the clusters”.

The statement provided by the participant confirms that the SAPSRRPU members are not confined to working in the railway environment, as they do assist with crime-prevention duties in the cluster police stations’ vicinities when there is a need to do so. The participants replied to the questions on crime-prevention duties and the majority agree that most of their duties in the railway environment entail patrolling in the rail reserves. These include platforms, subways and train bridges, as a way of intensifying visibility, stop-and-search exercises in the railway environment and surroundings, and deployment in the long-distance trains to other provinces, as indicated earlier on. The officers are deployed on trains to ensure the safety of commuters/passengers. They search the commuters in order to check whether there are dangerous weapons and illegal goods that are carried, in order to protect other commuters from harm. Stop-and-searches in the trains are not so different from the ones conducted during roadblocks or inside normal buildings. If there is a reasonable suspicion or information is received that there are illegal parcels on the train, the driver is requested to stop the train in order for the search to be carried out, and after that the train proceeds with the journey.

Participant 1.1

“I am doing crime prevention and patrolling the railway environment, in the station and even going in the long distance training like going to Komatipoort for deployment”.

It also emerged during interviews that there are additional supporting functions in the SAPSRRPU that include sections such as CIMO and Monitoring and Evaluation.

Monitoring and Evaluation is responsible for overseeing the crime-prevention duties in order to ensure that duties are carried out as prescribed by the organisation. The participant indicates that they visit corridors to ensure that there is compliance with SAPS' regulations.

Participant 6.2

"I am currently in the section of quality assurance; it covers the whole monitoring and evaluation. You know we go after the station and biggest units and check if they are working in line with all the procedures and standing orders and National instructions. Basically I do have prerogative of which corridor I am going to and I don't tell them which one I am going to the following day otherwise the commanders either disappear, and leave the juniors there or they go and most of the registers are locked up and that is part of the challenges we get.

The CIMO is also one of the SAPSRRPU's sections established at unit level that deals with the analysis of crime. The analysis includes crime patterns and crime threats, that are helpful in providing the operational commanders with details of the hot spots, days and times of the occurrence of crime, as well as the type of perpetrators and the modus operandi they use. As a result of the analysis of crime, members are deployed accordingly, and this helps to reduce crime in the railway environment, as the members know which area to concentrate on for crime-prevention purposes

Participant 9.3

"the crime pattern analysis and trend is where you identify the crime concentrated to like for example it will give you the time, place and the problematic days and the problematic corridors and now as a result of that we deploy the members in line with the CPA and CTA otherwise if we do not do that it will be a waste of manpower. In other words, the members must be deployed where the crime is happening. The railway environment is too big so it is important that we deploy members according to the CTA and CPA."

The statement by this participant supports the assumption that crime can be reduced by paying attention to its tendencies, for example crime analysis is one of the tools

that indicate where the crime is taking place. The SAPSRRPUs are not only policing the railway surroundings and protecting the railway assets they also concern themselves with the safety of the commuters, such as the dangers that the commuters expose themselves to, for example walking between the rail tracks.

Participant 21.2

“My role is to patrol the trains. Make sure that people are not jumping the rail. Staff riding, they are staying behind the yellow lines. Also to make sure that our commuters are safe”.

The majority of participants maintain that there are people who walk between the railway lines, which is dangerous, since it is likely that they will be hit by a train, therefore the police officials also guard against those kinds of activities that might endanger the commuter’s life. From information provided by the participants under section 6.2.1 of the theme Crime Prevention Duties by SAPSRRPU, it appears that the SAPSRRPU members perform different roles but all tasks are aimed at reducing crime in the railway environment. The SAPSRRU have different sections. There are those who are deployed on local and long-distance trains for crime-prevention purposes, and those who are in the support environment, for example the crime analysts who provide CTA and CPA and those who are in the monitoring and evaluation section.

Training: Training is offered by the organisation in order for the members to acquire knowledge and skills. It was noted during the interviews that the SAPSRRU also provides training to their members as a way of developing them. It also emerged during the interviews that after the completion of the course, the members are able to identify train cables. If a person is found with cables, it is easier to ascertain whether the cables belong to a train or not, and if the person cannot account for being in possession of the cables, an arrest can be made.

During the interviews, the majority of the members indicated that they do attend training in respect of railway policing, though not everybody had attended the courses that are railway policing-related. When the member joins the unit, he/she has to attend an orientation session-which is meant for all members who are recruited into the rapid

rail police. It is a type of introductory session for the members and is normally for one day. There is a one-week training course that is offered to members, and it is called the Rapid Rail Police Training Programme'. The majority of the members are trained by means of the railway police training programme.

Participant 4.2

"yes, railway orientation".

One of those who did not attend the course indicated that he did want to attend the course, however he was still waiting to go.

Participant 3.1

"yes as most of them can be used in crime prevention. The course that I want is the railway orientation course. I am still waiting for the call up instruction". It was indicated that all members are not offered the course at the same time, since it depends on the allocated budget by HR development section.

Participant 13.2

"yes, I attended TPT2 which is tactical policing 2".

The course is for crime prevention. However, the majority in the SAPSRRPU did not mention during the interviews that they had attended this kind of course. The participant mentioned above did indicate that the course is useful when a member is performing crime-prevention duties anywhere, including the railway environment. It does not mean that if one did not attend the railway orientation it is impossible to effectively execute the railway environment duties. Some indicated that the experience they have gained in working in the SAPSRRPU helped them in the execution of their duties. One participant indicated that some of the courses he had attended are not necessarily intended for railway policing, and he did not find them useful, for example the investigation course. Investigators are based at the police stations and when a crime is reported, the case is investigated by specialised investigators.

Participant 7.1

“I did attend some courses, but some of them are not railway policing related and not assisting much. What I am trying to say is that, for example I have attended a course of investigation of crime which is not related to railway policing as there are no investigators in the rapid rail unit as we only focus on crime prevention on the railway environment. The investigators are in the police stations. As I am saying is not working much as if something happens in the scene and it requires the investigators, we make sure that the scene must not be tempered as they need to be investigated, and then we hand it to the investigators.”

Participant 13.2

“that not everyone attended the railway orientation though the majority did but still can perform the railway policing duties”.

As stated above, the SAPSRRPU members are provided with training that is called Rapid Railway Police Training Programme, and the majority of participants indicated that they had attended the course. However, a few indicated that although they had not attended the course, they managed to carry out their duties effectively as a result of experience, since they had been employed there for some years. The researcher established that the SAPSRRPUs regarded having such kind of training as a necessity, since it helps them to know what to do when deployed in the railway environment.

6.2.2 Nature of Crimes in the Railway Environment

This theme refers to the type of crime that is committed in the railway environment. Crimes that are committed in the railway environment are categorised in the same way as crimes that are committed in the community, for example thefts, assaults, robberies. The only difference is that they are committed against the commuters and the railway infrastructure. There are only a few crimes that are categorised as railway-related crimes, for example when a person is hit by the train when walking in the railway tracks. The crimes committed in the railway environment target commuters and railway assets.

It was indicated by the participants that the crimes that are committed most by the perpetrators are cable/copper theft, robberies, rapes and malicious damage to property. Theft of cables and malicious damage to property are those crimes that affect the railway infrastructure. Robberies and rapes are crimes against commuters.

Participant 5.5

“Robberies of Cell phones, malicious damage to property, Theft of cables and is a serious crime as it affects the economy of the country and job losses. If cables are stolen the train will never move and others will go to work late and end up losing their jobs and the very same train can be vandalised because it is not moving and commuters are angry. The burning of trains emanates from commuters being angry because trains are not moving and PRASA don't communicate on time, they wait for commuters to get angry and start vandalising.”

It appears that cable theft is a major problem in the railway environment and that it affects the movement of the train. As a result, commuters are prevented from reaching their destination on time. That fact impacts negatively on them because some might lose their jobs as a result of their late arrival. Another factor is that the activities that some of the commuters engage themselves in are likely to endanger their lives. The majority of participants mentioned that there is a tendency by some of the commuters to jump in and out of the train while it is still in motion, or that they cross the railway lines. Most people who do not want to buy tickets do this.

Participant 1.6

“that is very rare. The only thing that you will see in the local trains is when they jump when the train is in motion, or railway crossing, boarding the train without tickets, robberies are there but they depend on the location actually. Our railways from here to Bonsman are very rare, it might happen during the time like the distance between home and the train station.”

Maluleke (2010:28) mentions that this is the main railway station within the Central Business District of Pretoria and serves as the core transport interchange for the City of Tshwane Metropolitan Municipality and other main centres to Johannesburg, Mamelodi and Saulsville.

The environmental design of the railway environment is said to contribute to generating crime. The surroundings of the train stations contain bushes where commuters are robbed and raped, though some of the commuters are robbed inside the trains. The routes leading to the Metro train station entrances are not taken care of very well and consist of an open system that presents a good opportunity for perpetrators to commit crime. For example, from Pretoria Station to Soshanguve, a perpetrator can commit a crime and jump off between train stations because it stops frequently in the short distance and there are bushes around the stations. The Gautrain is perceived to be a crime-free zone because it is a closed system, for example on the route from Pretoria Station to Hatfield, perpetrators cannot commit crime and decide to jump off before the train reaches its destination or the next train station, as it is not easy or safe to do so. Most of the Gautrain stations have palisades on the sides, and since the perpetrators cannot easily gain access to the train, they have to go through the legal access system. Once Gautrain leaves the platform, there is no easy way to illegally access the train, as there is tight access control and the train runs at a high speed, which prevents the criminals from jumping onto the train, unlike the Metro trains.

Participant 18.7

“the common robberies, theft general, rape it happens a lot. If you look at all our stations, there are bushes around the train stations and they are very awkward as compared to the Gautrain. You see the layout of Gautrain is safe and these local trains it’s not right.”

Participants expressed different views in terms of the nature of crime. However, robberies and theft of cables appear to be a major problem in the railway environment. Cable theft means a financial loss to the custodian of trains, since to replace those cables is very costly to the organisation. Malicious damage to property emanates from the burning of trains as a result of angry commuters being upset when a train is delayed or cancelled. Some of the participants said that when trains are delayed, commuters become angry as some lose their jobs when they arrive at work late. It is alleged that sometimes they are not even informed by the train station management that the trains are delayed. The angry commuters end up vandalising the railway assets. The other crimes that perpetrators engage in are less serious, and involve crossing of the railway lines (where they are often hit by trains), boarding the train without a valid train ticket, staff riding, and they are considered as contraventions by the South African Transport Services and regulated by the Legal Succession Act No. 9 of 1989.

6.2.2.1 Prevalence of crime in the railway environment: This sub-theme describes the frequency with which crime occurs in the railway environment, i.e. the most problematic days and times when crime is committed. The commission of crime varies from time to time, depending on the available opportunity.

It is said by the participants that crime is usually committed during the day when it is quiet in the train. Perpetrators usually target people who are sitting alone in the trains or if there are only a few people on the platform the perpetrators will act. During peak hours, crimes such as robbery do not usually happen, as the trains are full. During that time, the snatching of bags usually takes place, or pickpocketing without the victims noticing.

Participant 9.6

“I can say the crime is happening on a daily basis, but there will be those prevalent, but mostly over the weekend and say maybe from Friday to Monday especially Mondays where you will learn about more cases that were reported over the weekend. Crime is unique according to Province or unit. It is not the same like it is not something you can compare to another because each and every unit is confronted with certain challenges based on its uniqueness.”

Participant 1.4

“daily we get crime statistics. We get the 24 hours report from all provinces and its consolidated here by our office.”

The occurrence of crime varies, depending on the dynamics of each train station. Crime is committed on a daily basis, as mentioned by participants 9.6 and 1.4 during the interview. Some of the policing areas experience a high influx of commuters, for example Park Station in Johannesburg and Pretoria Station.

Participant 8.5

“actually in the railway environment we encounter crime everyday more especially in the local trains which is metro rail trains”.

Participant 11.7

“more especially in the morning and late peak hours maybe, during the morning some they stand in the train and they did not even close the doors and when the train start to move if you are having your bags, or earrings they grab and run, some suspects even have experience on that. During the day some of the trains are not having many commuters like in the late afternoon when the commuters are going back home where they reside is where the train is fully packed like in the morning when they go to work. So it is throughout.

It has been noted that participants have different views regarding the occurrence of crime. Those who work at head office indicate that crime happens daily, because they receive daily crime statistics from all the provinces, Officials at head office are the ones

who consolidate the statistics. They receive crime statistics on a 24-hour basis. Those who work in the corridors indicated only that crime does not occur every day. It varies, depending on where one is working. For example, those who are working in Krugersdorp indicate that sometimes nothing is reported the whole day; however, in some provinces, crime takes place daily at the railway stations. Some participants indicated that on the Metro trains it happens every day, during the day when the train is not full, and others said the snatching of bags takes place during peak hours when the trains are full.

6.2.2.2 Targeted trains: There are various types of trains in the railway environment that are policed by SAPSRRPUs, which are deployed in all these trains for crime-prevention purposes.

During interviews it was discovered that the most targeted trains are the Metro trains, which operate locally. The participants mentioned some reasons as to why those trains are targeted.

Participant 2.8

“the local ones which is metro ones because they know that we as a police we cannot be in all those trains because they are many. They have the access to the metro trains. It is easy to access. Let me give an example on the Gautrain, it is expensive on the Gautrain, it is more difficult to them because Gautrain environment there is a high security the access is not easy for them to enter, for the long distance one is not possible for them to enter, it is only some of the stations that they can enter but for metro rail one I am telling you the security is not tight that is why they get access and is also cheap and even the access is everywhere.”

It was mentioned that the Metro train transports a high number of commuters as compared to other trains, because it is cheap and most people can afford it. A number of the participants said that some of the people do not want to buy tickets and they board the train illegally, some for the purpose of committing crime.

Participant 4.9

“Metro because there is lot of people using that train because it is cheap and most of the people using it do not buy ticket. They use this term called “amangobe¹”

It is evident that the Gautrain has some extra measures put in place to extend security. There are CCTV cameras in the train where video footage can be viewed if a crime has been committed, thus the perpetrator can easily be apprehended. It has been mentioned that there is a parking facility for Gautrain commuters; however, they pay monthly fares for parking and those who do not want to pay for parking leave their cars unguarded outside the train station. The participant indicated that those who leave their cars outside the train stations are likely to be victims of crime when they go to collect their cars after getting off from the trains.

Participant 6.11

“The Metros, remember the Gautrain is the close system, they have cameras, they had problem outside the Gautrain when people are going to the taxi, and people don’t want to pay for Gautrain packing so they leave their cars outside. You must walk to your car, there were incidents reported during my presence and I then post my people around the parking areas and crime went down.”

Malicious damage to property occurs when cables are stolen from trains, the train cannot move. That obviously has a negative impact on commuters, as they cannot board the trains, as indicated earlier on. That happens in respect of the Metro trains. The participants indicate that when such incidents arise, the Public Order Policing (POP) that deals with crowd management is called to control the situation.

¹ Amangobe means boarding the train without a valid train ticket

Participant 24.12

“If we see that they want to burn the trains we go there and call the backups, we call the Red Berets; it also depends on the commuters how much are they? If we feel that we can manage them, we go and prevent them from doing so. Sometimes we call Public order policing (POP, red berets). I remember at one stage they wanted to burn the train here, we call the POPS to come and assist us.”

The participants indicated that the Metro trains are the ones targeted mostly, due to the following reasons:

Trains are the cheapest mode of transport. Most people use the Metro train to and from work, as it is a local train. Perpetrators do not buy train tickets but do staff riding, (amangobe) in order to go and commit crime on the trains. Some just buy tickets because they are cheap, so that they can gain access in order to commit crime. Access to the train platforms is easy, as the participant indicated, because there are many holes in the fence that the perpetrators use to gain access to the trains and commit crimes. In the Metro train it is easy to commit crime while the train is in motion and jump off at the next train station, as the stations are not far apart from each other.

The Shosholoza Meyl is a long-distance train that travels from one province to another and perpetrators do not get the chance to commit a crime and run away. There is a line of communication between the train manager and the police, and should something happen, the train manager could easily communicate with the train driver. On the Metro trains, there is no such communication. There are clear indications that the most targeted train is the Metro train.

6.2.2.3 Perpetrators of crime: It was mentioned earlier that there are people who board the trains illegally for the purpose of committing crimes, more especially targeting commuters in the Metro trains.

The perpetrators were viewed by the participants to be mostly the youth and school dropouts. Commuters are being robbed, cables are being stolen and the railway infrastructure is being vandalised.

Participant 10.07

“The perpetrators are African males mainly from 30 to 38 years. Unemployment is a cause. It is a way of survival for them when they commit crime. I am not trying to justify it.”

Participant 12.7

“Mostly are males, between 20 and 30 years. I think the reason is because maybe I am not sure some are not working, some are drop outs at school, they have nothing to do, and some are smoking drugs.”

Participant 1.

“The suspects are from 18 to 30 years mostly.”

Participant 2.

“Males suspects, between the age of 16 to 35.”

Participant 3.7

“these unemployed guys from 20 to 30 years. They can move from Pienaarspoort to Denneboom targeting the scholars especially when the train is not full.”

From what has been stated by the participants, the perpetrators committing these crimes range in age from 18 to 38 years old, and of these, most fall in the category of youth and are mostly males. The reasons as to why the youth are the ones mainly committing crime will be presented.

6.2.2.4 Social factors conducive to crime in the railway environment: The participants in the previous paragraphs mentioned the age and gender of the perpetrators. This passage provides the reasons that prompt the perpetrators to commit the crime.

It emerged during the interviews that there are various reasons for the youth to commit crime, though some participants indicated that they find the reasons not sufficient to justify the youth's actions.

Participant 18.6

"You know, not only the trains, even the infrastructure of the railway. The Nyaope boys vandalise the buildings, steal from Transnet in order to sell and buy Nyaope."

Nyaope is a mixture of various chemical substances and it is a highly addictive drug.

Participant 15.6

"The suspects are African males and Coloureds between 22 to 35 and the reason of this age is that what I noticed, we once cornered someone there and we realise that they use a lot of substances, drugs and daggas and secondly they are not working and for them to support their behaviour they should commit robberies to get money."

Participant 7.9

"the motive can be just the young boys who think they are clever and they young boys when they grow up they use to encourage each other to commit such crimes to prove to each other whether they can do this and that. And another thing is an intoxication of substances such as drugs, alcohol."

Participant 18.10

"I think it is an opportunity. You know if a woman walks from home to station walking alone in the bushes, that's where they see an opportunity."

Participants 22.9

“Yes. The reason is unemployment, poverty. The substance intakes because some of the people take the cable and take it to the chop shops so that they can get money in order to buy Nyaopes.”

The reasons for committing crime in the railway environment have been found to be poverty, unemployment and ingestion of substances. They have to sell whatever they have stolen in order to buy the substances. But another participant mentioned that the reason was peer pressure, as some criminals are schools drop-outs and they find themselves doing nothing, and they resort to crime as, mentioned earlier.

6.2.3 Relationship between SAPSRRPU and other Stakeholders

This is the relationship that the police have with the custodian of the railways, which is PRASA, and other security companies that are posted there. It is important for the police and other stakeholders to work in harmony in order to fight crime together. Even when challenges arise, the stakeholders should be able to solve the problems with ease, because all these stakeholders are deployed there for a common purpose.

The SAPSRRPUs are deployed in the railway environment but there are also security companies that are posted there to intensify the security for the commuters.

Participant 1.14

“they are very helpful those people, we are nothing without them and like them they are nothing without us. If they arrest, we take statement from them as they hand over the suspect to us, we give them the way they have to communicate with us. No matter how far we are, we have to go them when they arrest. When I write the statement I will write the person who arrest so that the court of law will call him to witness as he is the one who arrested, all the information will be coming from him.”

One participant indicated that the relationship is not always so good. Sometimes they fight over the mandates for the duties they have to perform. It is understood that there

are some of the roles that the private security officials cannot perform that only the police can fulfil, for example to arrest a suspect is the duty of the police.

Participant 17.17

“Eish, sometimes the relationship is good, sometimes bad. Sometimes when we are there, the security personnel posted there just thought we have all the powers and they want us to do things that we are not supposed to do.”

Participant 2.10

“at the beginning it was very challenging, I am one of those police who started with the railway policing. In 2006 we had challenges with the securities, when we enter there they thought we are going to do their job only to find that we are there to manpower them. Most of the times when we do the operations we make with them, to close the station is not easy, we cannot make it ourselves. We must have ticket examiners. After we make arrest we then there is some ticket examiners they will take those arrested to give them fine, if they can't pay fine, we take them to police station, that's why I say we need each other. The securities are always there.”

From what has been presented above one could assume that there is mostly a good relationship between the SAPSRRPU and the security companies that are posted in the railway environment, even though some few participants indicated that they experience some problems sometimes. In the beginning when they had to work together, they were requested to do things that they were not supposed to do but the majority of the participants indicated that the relationship was good.

6.2.4 Challenges experienced by SAPSRRPU

These are the challenges the SAPSRRPU members come across when they perform their duties in the railway environment.

The participants have indicated various problems but these were mostly with regard to the organisation and mostly concerned the lack of resources, both physical and human. The other challenge indicated was the treatment by senior managers and that

the participants were not rewarded sufficiently. Lastly, there are those challenges that the members encounter in the railway environment itself when they are performing their duties.

Participant 19.13

“Yes, I do believe that. The crisis that we have for now I will say is a crisis because we have a shortage of resources but in our presence when we do have resources in our environment the crime goes down.”

In respect of the members' concern regarding the shortage of officers, Experience has shown that the more police officials are deployed in the railway environment, the more the crime decreases. When the perpetrators see the high visibility of police, they are afraid to commit crime.

Participant 9.11

“I can say you know that the man power will never be enough. We will always need more. And mind you those members are attending courses and others are sick, leaves, you don't have the more members at that particular time, and the resource both physical and human resource, that is always a problem.”

The participant indicates that members do experience problems in some of the trains when they have to execute their duties. Gautrain has its own policies that have been found to be a challenge to the police, as mentioned by the participants. For example, police are not allowed to search commuters, even if they suspect that the commuter might be in possession of stolen property. Those policies hinder the police to effectively execute their duties inside the Gautrains.

Participant 5.9

“Partly is management, and then partly is the very same stakeholders PRASA, Gautrain and Transnet, for Gautrain they have their own disclaimer policies and our members are there but they are treating them as securities, secondly our members are not allowed to search in Gautrain even if they suspect that the person is in possession of stolen property or drugs, they say we will lose the customers by doing that. Most of the people using Gautrain are business people and they feel when you search them, their rights are violated and as such it is difficult for the members to perform their duties...”

One participant mentioned that another problem is that of hygiene. It becomes a challenge when they have to attend to a crime scene where a commuter has been hit by the train. Their own health is in jeopardy, as they do not have resources such as first-aid kits so that they can wear gloves to assist the commuter as some situations demand.

Participant 2.9

“there are so many challenges we are facing, first of all the resources. Like the first one if the commuter is hit by a train we have to go and attend and if we are not equipped with resources it become a challenge. Physical resources, we are also in a high risk of hygiene, in our stations we don’t even have the gloves, and we don’t have tapes to secure the scene. We don’t have our own investigators, pathologist, photographer etc.”

Participant 6.12

“On my level at HQ level is budget, there is always budget problem, last year my section didn’t visit all the areas because part of our budget was used for operations.”

Participant 8.9

“The resources, physical resources and human resources, we do not have enough resources, most of the vehicles are from 2004 and now they are old we

need to get new vehicles so that we can work easily. We must also get more police officials because of now people are targeting trains that are not having police and of which we are not enough. In each and every train you can find that we are only.”

The trains become full and police officials cannot perform their duties effectively in such crowded conditions. They carry firearms and have indicated that there is always a possibility that they could be disarmed when the trains are full. The officers' safety is not guaranteed.

Participant 25.6

“The challenging part is when the train is overcrowded because policing it becomes a challenge. You can't move inside the train when it is full, you can't search, you must make sure that you are safe because your safety come first. You must also make sure that your partners are safe, the resources are safe, I am talking about firearms, paper sprays, make sure everything is safe.”

The police do experience some problems when executing their duties. The challenges are the lack of resources, their Commanders (as they feel they are somehow not treated well, as mentioned by a few participants), the railways management with the issue of their policies, as well as the commuters themselves, who do not respect them as they feel they have more rights than the police.

6.2.5 Service Delivery Improvement

Service delivery is one of the key roles that each organisation has a responsibility to provide to its clients. In this case, the stakeholders, which are PRASA, Gauteng Provincial Government, and Transnet Freight Rail, as the custodians of the trains, have the responsibility of making sure that the commuters are safe and the service is provided.

Every citizen of the country has to be protected and feel safe. The police are deployed in the railway environment for crime-prevention purposes and they know all the challenges and factors that contribute towards the commission of crime. During

interviews, participants suggested some of the strategies that could be applied in order to improve service delivery.

Participant 2.11

“I think if maybe they can employ more police officers and the other one if they can make sure that during the day they can reduce the trains because if the trains are running up and down and there are no many people, the people get robbed, we are not always inside the trains. We don’t occupy all the trains. More police officials need to be deployed in the trains especially the local ones.”

Participant 5.10

“I think we can come up with forums and sit together with stake holders so that we must improve their system, Metro rail have open system, if they can improve their environment in terms of access control and make sure that it is closed like that of Gautrain, chances of committing crime will be low. Secondly we must conduct awareness campaigns and tell commuters about the effects of crime and what is that they are supposed to do and how to handle themselves while are in the railway environment...”

Participant 6.13

“first of all is not only the police responsibility, PRASA as well must come on board. There are lot of things that PRASA can do, there are long grasses along the railway environment, they must be kept short, people can hide in the grass and as person comes out of the railway environment, they get mugged or raped. they must cut the grass, close the environment like the Gautrain. There must be fencing along so that the people can come in in the central point and pay for the ticket, but because PRASA there is a lot of holes and it cost a lot of rand to close and it is a challenge. Last year I was on an inspection...”

Participant 15.10

“Nothing else than the visibility of police officials. I once raised the concern with my company commander because there are those offenders who check the time as to when there is a change of shift and I asked the Commanders why can’t we have other members who can work flexi hours because during that time whereby we are changing shift they are there....”

The police officials interviewed indicated that service delivery could be improved by means of awareness campaigns, fencing of the open spaces that perpetrators use as an illegal access to train stations without buying tickets, and additional resources, both physical and human.

6.3 SUMMARY

The chapter presented the findings of the interviews conducted with the SAPSRRPU members. The themes and subthemes were presented, and it was found that the SAPSRRPUs are deployed in the railway environment and inside trains for crime-prevention purposes, both locally and to some other provinces, since the officers report directly to the National Office of the Division Visible Policing. They are offered a railway orientation programme in order for them to function effectively within the component. The crimes that are most prevalent are cable theft, robberies and malicious damage to property. The targeted trains are the Metro trains that operate locally, and they transport a large number of commuters because it is the cheapest mode of transport and the trains run frequently. The perpetrators also target this type of train because the stations have an open system where perpetrators can access the entrance easily, therefore some do not even buy tickets and they board the trains illegally. It was also mentioned that trains such as Gautrain have closed systems and the security is very tight, as they have extra security measures such as the CCTV cameras. Crime is committed every day, according to the majority of participants, though reporting depends on the dynamics of the areas. The crimes inside trains usually happen when the train contains only a few commuters and that is during the day, as the majority uses trains during early mornings to work and late evenings

coming home from work. In the mornings the trains are fully packed and it is not easy to rob people, except for snatching of valuables inside commuters' handbags.

The perpetrators are viewed to be mainly the youth, and the reasons given are poverty, dropping out of school, unemployment, and use of harmful substances. One of the challenges that the police encounter when executing their duties is the lack of both physical and human resources. It was stated by participants that the lack of members is a problem because the ratio of officers versus commuters is low. When trains are full and there are only a few police officials, the officers are putting their lives at risk by getting into the train. There is also a shortage of vehicles and some are not serviceable, and if the officers have to attend to a complaint, it is a problem. The participants asserted that to improve service delivery, awareness campaigns have to be conducted in order to alert the commuters about their own safety and inform them about how to report any criminal activities. The stakeholders, including the railway management, have to come on board in order to reduce crime in the railway environment. For example, PRASA should close off the open areas where perpetrators are able to gain access in order to commit crime.

CHAPTER SEVEN: INTERPRETATION OF THE RESEARCH FINDINGS

7.1 INTRODUCTION

This chapter presents the interpretation of the research findings. The information obtained from the participants was analysed and presented by means of the emerging themes in the previous chapter. In order to present a detailed discussion of the crime prevention role of the SAPS in the railway environment, the researcher's focus in this chapter is on the themes that are directly linked to the crime prevention models discussed in chapter 2.

The multidisciplinary approach towards crime prevention, with a focus on environmental design relates to CPTED and (ii) Reducing opportunities to commit crime by addressing the setting and context of crime linked to situational Crime Prevention model. The last two themes, namely removing the social factors conducive to crime in the railway environment is linked to Social Crime Prevention model and maintaining an effective criminal justice system is linked to Effective Criminal Justice System model. There is no single model, which the SAPS can adopt to prevent crime in the railway environment, as it must be addressed holistically.

7.2 MULTIDISCIPLINARY APPROACH TOWARDS CRIME PREVENTION WITH A FOCUS ON THE DESIGN OF THE ENVIRONMENT

The environmental design plays a vital role in the prevention of crime. Poor designs of the environment present an opportunity for criminals to commit crime. The Civilian Secretariat of the Police ([s.a]) highlights that CPTED is one of the pillars of the NCPS and is focused on designing systems to reduce the opportunity for crime and increase the ease of detection and identification of criminals. Kruger (2005:np) mentioned that the notion that the physical environment could either increase or reduce opportunities for crime is not new. It is well known that the form and character of the built environment could be of great significance as the local setting of a crime. The environment could also play a significant role in influencing perceptions of safety. The researcher's focus will be on CPTED, which is one of the models of crime prevention that the researcher discussed in Section 2.3. Zahm (2007:5) indicates that CPTED is the method that approaches the reduction of crime by examining the environmental

factors that present an opportunity for crime. Smith et al (2004:77) believe that bushes, high walls and the absence of lights create spaces where crime could occur. The Council for Scientific and Industrial Research (CSIR) Building and Construction Technology ([s:a]) highlights that CPTED aims to reduce the opportunities for criminal events and address the fear of crime by means of sound planning, design and management principles for the built environment. In the South African context, it includes the physical planning and methods used at the strategic level for the comprehensive design of the different elements. Cozens and Van der Linde (2015:74) assert that perceptions of safety are influenced by many factors, including the built environment and the design of railway stations.

It is indicated in the previous chapter section 1.2 that there are different types of trains that run in the railways environment. The information gathered from the participants about the environmental design in the railways indicates that access to Metro rail is different from that of the Gautrain. Starting with that of the Metro, participants voiced great concern that access to Metro trains is very 'loose'. There is open access as the fence has been cut in some areas, and there are openings that enable people to get through to the platforms and board the trains without buying tickets (Participant 6.13). The participant further suggests that if the Metro train could close the openings, people would buy tickets gain access via the ticket examiners. It is also indicated by the participants that there are thick bushes in the proximity of the stations that create an opportunity for a criminal to target a victim walking alone. Access to the Gautrain is regarded as being very tightly controlled, as compared to that of Metro trains.

The Gautrain has extra security measures in place, such as CCTV cameras (Participants 2:8 and 5.10). This is part of crime prevention through environmental design, where technology is applied and it aids the reduction of crime. To support the participant's statement, Bezuidenhout (2011:368) states that some forms of technological controls such as alarms and CCTV are examples of situational control, and environmental design is another form of situational control.

The Parliamentary Monitoring Group (2018:np) highlighted that the SAPSRRPU said PRASA was not taking them seriously. They also said that an integrated multi-departmental approach was being followed to ensure a safe and secure rail

environment in the Western Cape. The provincial commissioner had established a priority committee which provided direction for the deployment of SAPS resources, in line with the current situation affecting the rail environment.

One of the initiatives for crime prevention in South Africa is that the municipalities must play a role in the maintenance of the environmental design (refer to Section 3.3.1). The railways stakeholders, in consultation or collaboration with the municipalities, have to ensure that the long grass surrounding the train stations is cut short as a way of preventing criminals from committing crime. The abandoned houses are used by criminals for criminal activities, and where it is deemed necessary or feasible, could be demolished. Philippe-Pinel (2004:np) indicates that it is the role of municipalities to provide good-quality basic and essential services that contribute to the well-being of their citizens. Their aim is to create an environment that will foster the social and economic development of the community. Pheiffer (2013:84) mentions that CPTED is a process in which one principle complements the other, with the ultimate result of reducing the incidence and fear of crime. Therefore, Local Government could consult with the SAPS when town planning takes place, to ensure proactive crime-prevention techniques, which reduce opportunities for crime.

The Parliamentary Monitoring Group (2018:np) highlighted that Brigadier Bonginkosi Solucutho, Unit Commander: SAPSRRPU, had said that an integrated multi-departmental approach was being followed to ensure a safe and secure rail environment in the Western Cape. The provincial commissioner had established a priority committee which has that had provided direction for the deployment of SAPS resources in line with the current situation affecting the rail environment. He further reported that all tactical commanders of the Cape Town, Bellville, Retreat and Philippi corridors, and the Cross-border & Freight Company and the Mainline Company were ensuring that deployments were committed to the rail environment and overseeing that the tactical operational concept is would be executed accordingly. They conduct multi-disciplinary, integrated, tactical operations directed at preventing and combating contact crime, contact-related crime, crime against women and children, property-related crime, and infrastructure crimes, through by operationalising the concepts mentioned within the proactive pillar.

Some environments create a feeling of safety, while others encourage fear, even in areas where levels of crime are not high. It is therefore suggested that planning and design measures could be used very successfully to improve feelings of safety in areas where people usually feel that they are in danger. Some of the commuters have to walk under the bridges to the train stations and the chances are that they will become victims of crimes. Indian Railways News (2017a:np) highlights that keeping in mind the present security scenario and the trend of offences being committed against passengers, the (Indian) Railway Protection Force (RPF), South Central Railway and Secunderabad Division adopted various measures, including escorting of a maximum number of passenger trains, introducing Crime Prevention and Detection Squad (CPDS) teams, and providing CCTV surveillance systems at major railway stations.

The Indian Government Ministry (2015:np) highlights that their Railways is already working on mounting CCTVs in passenger coaches, after addressing privacy issues to keep an eye on criminal activity. Kruger and Landman (2007:116) highlight that the UK government has recognised the connection between design and crime, and the reduction of fear. One specific initiative to address safety on the railways is by means of the Secure Station Scheme. It focuses on reducing crime and the fear of crime in and around railway stations. It also focuses on implementing CPTED strategies at individual stations to reduce crime and the fear of crime. Currently, more than 150 railway stations in the UK have been accredited by the British Transport Service (BTP), and this offers an opportunity to Britain's rail companies to improve security at their stations and display to customers their desire to reduce crime.

The RSR State of Safety Report 2016/2017(2017:53) highlights that one of the biggest challenges facing the South African railway industry is the relatively 'open' rail system that resulted from vandalism, theft of railway fences, and the uncontrolled occupation of the railway environment. This situation has brought about new challenges for railway operators on how to protect their assets and manage access into the railway environment. People who are entering the railway environment illegally are putting the lives of the public, train drivers and track maintenance teams in danger. For some trespassers, access to the railway environment provides a shortcut to their destinations, while others roam around to engage in criminal activities.

The information provided in the previous paragraph indicates that the environmental design in the railway areas is not good, as there are dense bushes around that create an opportunity for crime. There are holes that have been dug under the fences that people use as access points to Metro trains without buying tickets. However, the Gautrain setting is very tight, since there are palisades and CCTV cameras around that prevent perpetrators from accessing the area and committing crime. Participant 2.8 mentioned that criminals have access to the Metro trains as there are holes that have been dug under the fence that enable criminals to enter the platforms. Participant 6.13 also indicated that there are many actions that PRASA could take to improve the situation. There is long grass along the way in the railway environment that should be kept short, as criminal could hide in the grass and when a person exits the railway environment, he/she gets mugged or raped.

The Gautrain management is applying some CPTED elements in their trains, and those elements have had a positive impact on the crime level reported in the railway environment. The literature indicates that proper design of the railway environment could reduce the fear and the incidence of crime, and result in an improvement in the quality of commuters' lives. As indicated in Section 7.1, certain types of criminal behaviour are influenced by the easy access to the areas where the crime is committed.

7.3 REDUCING OPPORTUNITIES TO COMMIT CRIME BY ADDRESSING THE SETTING AND CONTEXT OF CRIME

The discussion is based on situational crime prevention, which is defined as the model that seeks to prevent opportunities for crime (Welsh & Farrington, 2010:22). AN (2003a:np) highlights that situational crime prevention aims at stopping the crime before it occurs. To support the statement by the Australian institute of Criminology, Bezuidenhout (2011:360) indicates that if the environment is changed, the criminals will commit crime in other places. The deployment of police officials in hotspots will deter criminals from committing crime, therefore they will move away and commit their crime somewhere else. Tilley (2009:105) defines situational crime prevention as a model that endeavours to find ways of reducing crime problems by reducing the opportunities.

The participants indicated that one of the strategies to reduce crime in the railway environment is by the police conducting awareness campaigns. The participants mentioned that SAPS do engage in awareness campaigns for the commuters with the objective of addressing crime. Bezuidenhout (2011:63) states that the Division Visible Policing aims to combat the occurrence of crime by providing visible, proactive and responsive police service. In those campaigns, commuters are alerted about criminal activities so that they become aware that they can take measures to protect their belongings and to stay safe. They are also sensitised not to walk alone in awkward situations, so as to avoid being targets to criminals. Pamphlets are also handed out to commuters (Participant 5.10). By doing so, the SAPS is attempting to introduce some strategies in order to reduce crime in the railway environment. The railways, as a custodian for trains, also provide education and instil awareness aimed at crime reduction.

The RSR State of Safety Report 2016/2017(2018:83) highlights that the RSR engages various stakeholders that are either directly or indirectly affected by railway operations to encourage safe railway behaviour. These include operators, commuters, communities and media. Important safety information is shared by way of safety awareness campaigns, conferences, imbizos, roadshows and focus groups. Through these interactions, the RSR shares much-needed information with the stakeholders. During 2016/17, the RSR expanded its focus on media, even covering the SADC and beyond. Particular attention was paid to regional media, with a focus on the areas where the RSR has regional presence.

The coverage included print, broadcast and on-line media. The RSR was prominently featured in several different regional media in Gauteng, KwaZulu-Natal, Western Cape, North West and the Eastern Cape. In addition, the RSR made extensive use of the social media platforms. The RSR State of Safety Report 2016/2017(2017:42) highlights that the RSR supports the work of the SAPSRRPU in terms of addressing security-related incidents in the South African railway environment.

The Parliamentary Monitoring Group (2018: np) highlighted that the challenges were around in relation to the lack of access control to and from stations, the lack of communication from PRASA with regard to train cancellations and delays, the

shortage of train sets that lead to over-crowding on the trains, Metrorail Protection Services (MPS) members operating without uniform, and the CCTV cameras not being regarded as a priority. Fire-fighting equipment was not readily available at all the stations and some of the rolling stock had no windows, lights and or seats.

Closing of openings to prevent perpetrators from illegally accessing the metro trains, as Participant 6.13 indicated that there are openings that enable perpetrators to have illegal access to trains without purchasing train tickets. Participant 5.10 mentions that the Gautrain access is tight as there are CCTV cameras as an extra security measures. Gautrain (2018:np) highlights that vehicles can be left at the Gautrain stations, within secure, access-controlled parking lots. It is not only the police who engage in awareness campaigns; the other stakeholders do conduct awareness campaigns. Gautrain (2018:np) highlights that policing by Gautrain security officers and the SAPS Transport Police is visible to the commuters. In a bid to prevent vandalism and unwanted entry, a 2,4 m-high security fence will be maintained and monitored on-screen.

The table below contains the major awareness campaigns per area during the review period, and the focus areas of each of the campaigns:

Table 7.1 2016/17 RSR Education and awareness Campaigns

Title of Awareness Campaign	Venue for Campaign	Subject of Awareness Campaign
Sara Rail Conference	Gauteng	Regional integration and interoperability
National Youth Summit	Gauteng (including other provinces)	Safe railway behaviour
Media Engagement Session	Western Cape and KwaZulu-Natal	Safe railway behaviour
Africa Rail Conference	Gauteng	Showcasing and profiling the RSR
Media Engagement (various radio stations)	Gauteng, Eastern Cape, North West	Safe railway behaviour
Reeston and Roundhill Level-crossing Campaign	East London	Level crossings
Platform and Train Interface Campaign	East London	PTI
Media Engagement	Gauteng	Technology review process
Media Engagement	Pretoria (in the Blue Train)	Showcasing and profiling the RSR
State of Safety Breakfast	Western Cape	State of railway safety in South Africa
Deputy Minister Imbizo	Gugulethu, Western Cape	Safe railway behaviour

Source: RSR State of Safety Report 2016/2017 (2018: 83)

In Section 2.3.2, Plant and Scott (2009:np) mention that situational crime prevention focuses more on the settings of the crimes than the criminals. It makes it difficult for the criminals to commit crime, based on the setting of the environment, for example installation of CCTV cameras. The application of the CCTV cameras will prevent the

criminals from committing crime, knowing that they will easily be caught as a result of the video footage.

The SAPS (2015a: np) highlights that the mandate of the Rapid Rail Unit is embedded in the SAPS mandate contained in section 205 of the Constitution. Some of the approved functions of the SAPSRRU are highlighted in section 3.7 of the study and they include rendering a visible policing service to address the safety of commuters, passengers, and the freight and rail transport system. The visibility of police in the railway discourages criminals from committing crimes, and the police also react quickly to complaints or any incidents that might need their attention. It must be understood that the police do not wait for crime to happen; rather, they apply proactive measures to prevent crime. UK Essays (2015:np) highlights that the best way to stop criminals is to design a physical setting in a manner that will make the commission of crime harder and increase the likelihood of apprehending criminals. The idea is to change criminals' perceptions of the rewards of crime by making the situation harder and much riskier for them. The participants indicated that the Metro train is easy to access, as fences have been cut. Repairs to the fence will reduce the chance of criminal acts.

Participant 5.5 indicated that the malicious damage to property emanates from angry commuters who are delayed on their way to work because of stolen train cables. The researcher is of the opinion that the stakeholders could prevent the malicious damage to property before it occurs by communicating with commuters and providing them with alternative transport as quickly as possible. Mngadi (2018:np) mentions that hijacking of train drivers, cable theft and vandalism are derailing the services of the cash-strapped PRASA, according to UNTU. Table 1.2 shows that theft and malicious damage to property are the most problematic crimes in the railway environment.

Situational crime prevention, as suggested in the literature, means to stop crime before it happens. The participants highlighted that in order to reduce crime in the railway environment, awareness campaigns must be conducted to alert the commuters about criminal activities. The high visibility of police in the railway environment will frighten the criminals. If openings that allow access to the Metro Rail trains are blocked, criminals will not be able to gain illegal access to trains.

7.4 SOCIAL FACTORS CONDUCTIVE TO CRIME IN THE RAILWAY ENVIRONMENT

The focus in this discussion is on the root cause of crime in the railway environment. 'Root cause of crime' refers to the factors that trigger the criminals to commit crimes. For the purpose of this section, the social crime-prevention model will be focused on. The social crime-prevention model focuses on the root cause of crime rather than the physical environment. SCP concentrates on the factors that motivate the criminals to commit crime (AN, 2015:np). Kwazulu-Natal Department of Community Safety and Liaison (2011:np) defines SCP as an approach to crime prevention that seeks to address the root causes of crime. Harper (2015:np) mentions that rather than focusing on the physical environment, social crime prevention is most commonly directed at trying to influence the underlying social and economic causes of crime, as well as offender motivation.

Through probing, participants indicated some of the factors that they believe are the reasons why perpetrator commit crimes in the railway environment and they are unemployment, peer pressure, opportunity and substance abuse. Each of the factors will be discussed briefly and some literature will be reviewed in order to support the views of the participants.

7.4.1 Substance Abuse

South African Human Rights Commission (2007:7) highlights that alcohol and drug abuse was highlighted as one of the problems that heighten the potential for crime in families and communities. Substance abuse is viewed by the majority of participants as a contributing factor that influences perpetrators to commit crime. Participant 18.6 indicated that perpetrators steal property, for example train cables, and sell it in order to buy Nyaope or any other intoxicating substance. Pfeiffer (2013:180) argues that some drugs diminish or change individuals' moods and perceptions, which could result in them committing acts that they would not normally think to commit. Substance use is associated with both violent and income-generating crimes by the youth.

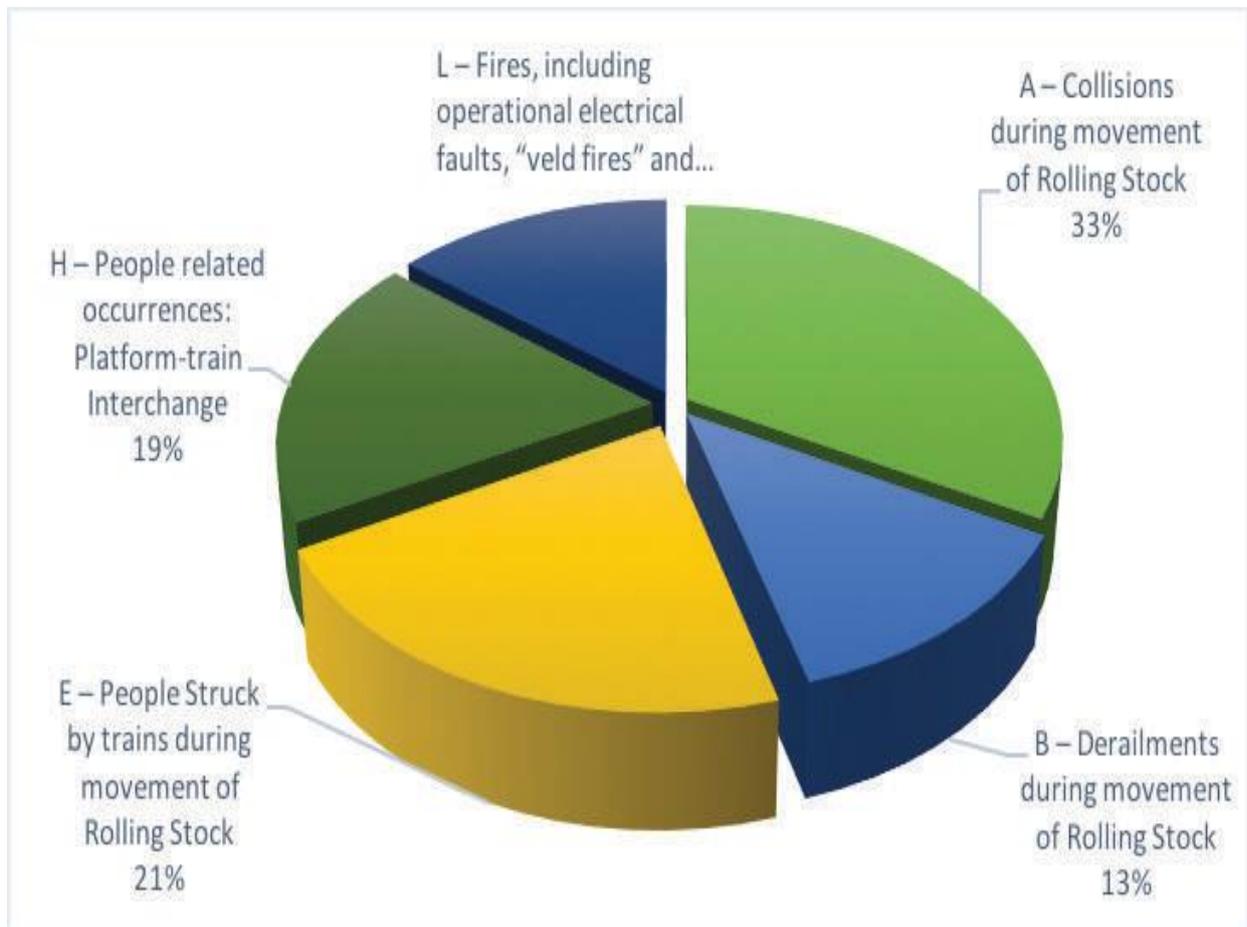
Metro Rail Regional Manager, Richard Walker, said that 60 people had been arrested following a joint operation by the company's protection services, Transnet Freight Rail

Security and the Woodstock police, and that they would appear in court for various crimes including possession of drugs, dealing in drugs and trespassing. The group consisted of 23 women and 37 men. Aluminium rail components, train doors, copper cabling and drugs were confiscated (AN, 2018:np). Various teams, including officials from Metro Rail Protection Services, the Rapid Rail Response Unit and security contractors continue to crack down on cable thieves whose actions impact negatively on Metro Rail's ability to operate a reliable service. It is therefore perceived that the abuse of substances could have an influence on the commission of crime. Gottfredson, Kearley, and Bushway (2008:602) assert that the economic motivation model assumes that drug users commit income-generating crimes such as robbery, burglary, and drug sales in order to support their drug habits. Gous (2018:np) states that the United National Transport Union (UNTU) said in early March 2018 that crime syndicates steal cables.

7.4.2 Peer Pressure

Korir and Kipkemboi (2014:242) define peer pressure as the influence exerted by a peer group by encouraging a person to change his/her attitudes and values in order to conform to group norms. Participant 7.9 also mentioned that peer pressure was a reason for crime. It is indicated that when young boys grow up, they encourage each other to commit crime as a way of proving that they are capable of doing things, for example, climbing over the train roof while the train is in motion. In most cases, while they are doing that, they get cheered loudly by those standing along the train tracks. They expose themselves to danger, as many get killed during the act. Refer to the percentages of crime statistics below that are related to the information above.

Figure 7.1 Crime-related Figures in the Railway Environment



Source: RSR on State of Safety Report 2016/17

The chart above indicates the percentage of some of the illegal activities taking place in the railway environment. It is also indicated in the chart that trains strike 21% of these people during movement of rolling stock. Some are killed while crossing the railway lines. The RSR State of Safety Report 2016/2017 (2017:53) further highlights that during the period 2016/17 there was an increase of 10% in the number of people struck by trains. This led to a 10% increase in the number of fatalities and 22% increase in the number of injuries. An analysis of the data indicates that incidents where people have been struck by trains increased in the period from 2010/11 to 2016/17.

May (2011:76) suggests that the respondents' views in his study indicated that the other aspect that must be considered as a trigger to commit crime is peer pressure. People want to be on the same level as their friends, and they want to identify with a certain group of people, hence, because of peer pressure we find people committing serious crimes so as to be respected by their peers.

7.4.3 Opportunity

Opportunity arises when people are found walking alone to and from the train station, and criminals take that opportunity to rob the victims, as some commuters leave for work early and arrive from work late in the evenings (Participant 18.10). Bezuidenhout (2011:359) states that situational crime prevention aims at reducing the opportunities for crime by changing the circumstances in which crimes occur. This suggests that the opportunities that influence perpetrators to commit crime should be addressed in order to avoid criminal acts. Unrestricted entrance and fences that have been cut present an opportunity for criminals to enter the railway environment in order to commit crime. The long grass around train stations also influences the perpetrators to see commuters as their easy prey, and to target them for criminal activities. Some of the train stations do not have train station guards, therefore people just pass through unhindered. The easy access leads to commuters being targeted. Tilley (2009:105) defines situational crime prevention as a model that systematically attempts to find ways of reducing crime problems by reducing opportunities, in particular where existing efforts do not appear to be adequate. This statement by Tilley gives a clear indication that indeed opportunity influences criminal elements and situational crime prevention is an attempt to stop the criminal activities before they take place.

State of Safety Report 2016 / 2017(2017:54) highlights that one of the biggest problems facing the South African railway industry is the relatively open rail system that resulted from vandalism, i.e. theft of railway fences and uncontrolled occupation of the railway reserve. This situation has brought about new challenges for railway operators on how to protect their assets and manage access into the railway reserve. The lives of the public, train drivers and track maintenance crews are placed in danger by unauthorised people entering the railway infrastructure. For some trespassers, access to the railway reserve provides the shortest distance to their workplaces, clinics

or schools, while others roam around to commit criminal activities. Despite these dangers, accidents involving trains and pedestrians remain on the increase, when the year-on-year statistics in respect of these types of occurrences are analysed. The information highlighted by the RSR State of Safety Report 2016 / 2017(2017:54) about the challenges of the open system in the railway industry supports the idea that due to the easy access in the railway environment, more especially on the Metro trains, criminals found an opportunity to commit crime.

7.4.4 Unemployment and Poverty

South Africa is faced with high levels of unemployment and poverty. Participant 22.9 mentioned that unemployment and poverty play a role in the commission of crime. Omboto, Ondiek, Odera and Ayugi (2012:18) highlight that various observations indicate that most of the youth are in crime because of poverty, which drove them to commit criminal acts for survival. It is indicated that criminals steal in order to sell the stolen property so that they can buy drugs and also to feed themselves to survive. Stober (2016:np) mentions that the SAPS is not only fighting crime, but also the unemployment and poverty that drive people into alcoholism, addiction and violence. Gauteng Treasury (2010:2) argues that crime occurs because of socio-economic challenges, specifically poverty, unemployment, and urbanisation. Muhammad (2008:2) argues that a financial crisis due to poverty causes the person to become involved in criminal activities. A poor father may not be able to educate his children by sending them to school, thus lack of education may lead the child to criminal ideas. Homelessness causes children to spend most of their time on the streets. Muhammad further states that lack of employment opportunities leads to criminal activities among the unemployed. These unemployed people are forced to run their households by any available means and when they do not find any legal opportunity to earn, they may get involved in criminal activities to finance their living.

The social conditions that lead to crime in the railway environment have been found to be the causes in every environment where crime is committed. South Africa faces a high unemployment rate and the youth are resorting to criminal activities. The commission of crime in the railway environment has a negative impact on the socio-economic status of the country, as mentioned by some participants. It also emerged

during interviews that the Railways are also losing, as replacing the cables that are stolen are costly and the passengers are left stranded when the trains do not move on time. The participants also indicated that they become angry and burn the trains.

7.5 EFFECTIVE CRIMINAL JUSTICE

An effective criminal justice process is also a pillar of the NCPS that aims to make the CJS more efficient and effective. The CJS is intended to firmly and clearly deter criminals and reduce the risk of them reoffending. Montesh (2007:25) highlights that the South African CJS refers to the following three departments: The SAPS, the Department of Correctional Services and the Department of Justice and Constitutional Development, with which Bezuidenhout (2011:58) concurs. This is the umbrella department for all justice-related bodies in South Africa and includes all the courts from the Constitutional Court to the lowest court. The CJS deals with imposing judgement on the criminals.

The police are the first agents of law enforcement to whom any criminal activity is reported. SAPS plays a vital role in the CJS, and their services in the effective administration of justice through the courts must not be underrated. All services, including investigations by SAPS, are mandatory to be aligned with constitutional laws. In this context, SAPS and its members are obliged to heed the principles and practices of the court and the case flow management. After the police have effected an arrest, the investigation is carried out and the perpetrator is taken to court for prosecution, where the magistrate determines whether the person is guilty or not, and if found guilty, the accused is sentenced to a prison term. The Department of Correctional Services is responsible for providing the correctional system in South Africa, including prisoner rehabilitation, release, parole and re-integration (Pelser & Rauch 2001:np)

For effective criminal justice, it is important that there should be a successful completion of an investigation by the police, the evidence submitted to court, and all issues surrounding the case addressed (Dandurand,2016:403). Section 2.3.4 highlighted that the community must report crime to the police in order to bring about effective criminal justice. The emphasis is that there should be a good relationship between the community and the CJS. If the CJS carries out the mandate effectively,

the criminals will be afraid to commit further crimes (Smit et al., 2004:76). Pheiffer (2013:181) states that when working together, some stakeholders could provide education in conflict-handling skills, others could provide mentoring and modelling positive behaviours, and yet others may provide a safe and positive environment where a young person can spend time away from home, etc.

The question is whether the SAPS is engaging other role-players in order to apprehend criminals in the railway environment. Participant 6.13 reflected on the issue of the police and the other role-players working together. Participant 5.10 reckons that the stakeholders should come together and discuss the strategies that must be applied in order to reduce crime in the railway environment. That includes the police, security company management as well as the railway management. The CJS reflects on the possibility of the various structures in society working together to bring perpetrators to justice. This means that the police, the community, other law enforcement agencies, the courts, and correctional services have to collaborate to reduce crime. Participant 1.14's view on the issue of the relationship between the SAPS and other stakeholders indicates that without the security personnel in the railway environment, the police are nothing. The participant further indicated that even though the security officials could apprehend the suspect, the police are the ones who must effect the arrest. The security official who apprehended the suspect could give a statement and will also be the witness in the court of law for successful prosecution.

It is noted in Section 3.3 that the Civilian Secretariat for Police ([s.a]) highlights that the police have to effectively perform their duties and communicate with the community, as the latter could be of assistance in terms of bringing the perpetrators to book. An integrated approach is very important in effectively dealing with crime. Section 3.3.1 highlights that apart from the roles stipulated by the Constitution of South Africa, the SAPS' goals in the prevention of crime could also be achieved by adopting an integrated approach, which refers to the philosophy of working together with other law enforcement agencies, which is very important in creating a safe and secure environment for all citizens. Pienaar (2012:11) mentions that for effective crime prevention, there should be cooperation between all the internal and external role-players, which include the government, other law enforcement agencies, non-governmental organisations, civil society and business. Smit et al. (2004:222)

indicates that pillar one of the NCPS focuses on the criminal justice process and is based on the notion that an effective and legitimate CJS is a vital foundation for crime prevention and the protection of human rights. Canadian Pacific (2017:np) highlights that the other way of preventing crime in the railways in North America is by improving public safety and protecting railway personnel, assets, operations and information, as well as enforcing the law and bringing offenders to justice. They work closely with communities, other law enforcement and government agencies. In Canada, the police and the CJS have traditionally been responsible for ensuring public safety and preventing crime. Section 4.4.5 highlights that the NDP's vision requires targeted action in five key areas, of which one is to strengthen the CJS. This requires cooperation between all departments in the government's justice, crime prevention and security cluster.

The information gathered from participants and the literature indicates that for the CJS to be effective, it should start with the police as the first-line agent of law enforcement to conduct an efficient investigation in order for the perpetrators to be successfully prosecuted. The courts depend heavily on the evidence provided by the investigating officers. It is also noted by different authors and participants that there should be a good relationship between the police, community and the external stakeholders. Smit et al. (2004:80) states that in the partnership approach to crime, crime is seen as a social rather than a security matter, and that it involves the whole community. It must be emphasised that the responsibility to prevent crime does not rest on the police only, and that it should be the joint responsibility of all government departments and community-based organisations, as well as the members of the community. The participants also indicated during the interviews that part of the strategy for reducing crime in the railway environment is that the police conduct awareness campaigns in order to alert the commuters regarding the issue of crime. Commuters must also be sensitised to report any information that is important for apprehending criminals in the railway environment (Participant 5.10). In order to reduce crime and create a safer railway environment, it requires the commitment of everyone involved, namely the police, commuters and the railway management.

7.6 EMPOWERMENT OF POLICE OFFICIALS IN THE IMPLEMENTATION OF THE MODELS OF CRIME PREVENTION

It was determined during the interviews that training of police officials is essential to both the organisation and the members themselves. During the interviews it emerged that the SAPSRRPUs are also empowered by means of training, and the majority of participants indicated that they did attend the training programme called the 'Railway Police Training Programme'. It was also mentioned that orientation regarding railway-related matters is conducted when the members join the unit (Participant 4.2). The training provided to the members equips them with the knowledge that enables them to distinguish train cables from other cables. If the members come across a person carrying a cable and he cannot account for it, an arrest has to be made. Should it be found to be a train cable, those kinds of cases are reported as theft but classified under railway-related crimes

Participant 13.2 indicated that he had not attended any training that is railway-related; however, he has attended some other courses that are crime prevention-related, for example the tactical policing course. The in-service training is also valuable to them. Some of the members said that even though they had not attended the course, they were able to carry out their duties as a result of experience and learning from others. Her Majesty's Inspectorate of Constabulary in Scotland (HMICS):2017:35) highlights that in Scotland, a training needs analysis is required for the British Transport Police (BTP) officers. Police officers in Scotland are trained in operating safely on the rail network. Training for Police Scotland, personnel will not be limited to those working directly on the rail network, but will include the support functions involved in the delivery of railway policing, such as staff working in service centres and control rooms. Consideration should be given to what training should take place prior to the date of integration and how any obstacles in the way of training will be managed. They noted the significance of those officers working on the rail network having Personal Track Safety certificates, and that their knowledge should be maintained through regular application of their training and refresher training.

In Section 37.1 of the SAPSRRPU deployment strategy it is highlighted that the police will be trained and developed regularly, based on appropriate and approved training

standards in order to bring about sustainable quality and effective policing approaches the railway environment. The Indian Government Ministry (2015:np) highlights that the Ministry of Railways has introduced a programme in respect of training for RPF personnel throughout India for improvement in their behaviour, and that such training will be useful for those personnel who come into contact with the public. It is requested that Indian State Police Chiefs consider a similar exercise for their personnel.

The SAPSRRPU are being trained by enabling them to attend courses that equip them with the knowledge regarding how to carry out their duties in the railway environment. Though some officers did not attend the courses, they are able to execute their duties as a result of their experience and the in-service training that they have had in the railway environment,

7.7 SUMMARY

The chapter presented the interpretation of the research findings. The themes that emerged during the interviews were discussed and were supported by the participants' responses and the literature examined in the previous chapters. The findings interpreted by the researcher indicate that there is still a problem regarding environmental design in the railways, more especially at the Metro train stations. Some social factors that are conducive to the commission of crime were also highlighted. The models of crime prevention that were described in the literature review were discussed in order to supplement the participants' responses, in addition to some other sources. The recommendations based on the aspects discussed in this chapter are presented in the next chapter.

CHAPTER EIGHT: SUMMARY, RECOMMENDATIONS AND CONCLUSION

8.1 INTRODUCTION

This chapter presents a summary of the thesis, from Chapter 1 to Chapter 7. Recommendations are made, based on the interpretation of four headings presented in Chapter 7, followed by the conclusion. The interpretation will be carried out to address the challenges and factors that are contributing to crime in the railway environment. The recommendations will be made with the objective of enhancing the roles of the SAPS and the Railways.

8.2 SUMMARY

Chapter 1, Section 1.1, began with the introduction, explaining the South African Police Services and its programmes. Section 1.2 highlighted the background of the study, indicating when railway policing started, the disbandment and the reinstatement. The Division Visible Policing was also briefly discussed, as railway policing falls under that division. It was further discussed that there are different trains that operate in the railway environment and they were listed. Various stakeholders in the railway environment were also mentioned. In Section 1.3, the problem statement was discussed, with the aim of emphasising the importance of the study. A comparison of crime statistics regarding the reported railway-related crime was provided to determine whether crime is increasing or decreasing, to establish the role of the SAPS in crime prevention in the railway environment. The research aim and objectives were provided in sections 1.4 and 1.5 respectively in order to identify the aim and objectives that inspired the researcher to undertake the research. The aim of this study was to analyse the role of the SAPSRRPU in crime prevention in the railway environment. One of the objectives of the study was to establish the nature and extent of crime in the railway system. Research questions that the study had to address were identified, key concepts were listed, and the value of the study was determined.

Chapter 2 presented a literature review in respect of crime prevention. Section 2.2 was an introduction to the chapter and it was indicated that the discussion would be about the scope of crime prevention. The title of the study, "An Analysis of the Role of South

African Police Service Railway Policing in Crime Prevention in South Africa”, was discussed under paragraph headings and subheadings. The levels and models of crime prevention were discussed in Chapter 2, in light of information obtained from literature sources and official documents from the SAPS, for example SAPS journals and magazines and manuals. The purpose was to obtain rich information in to understand the role of the SAPS in the prevention of crime, specifically in the railway environment. Levels and models for crime prevention were also discussed and the participants’ responses regarding the level of application.

Chapter 3 presented an overview of railway policing in South Africa. Section 3.1 was the introduction, followed by the roles of the police in Section 3.2. In Section 3.3, the crime-prevention mandate of the Division Visible Policing was outlined. The reason for this was to understand the police’s role in the railway environment, namely what their functions are, how they should conduct themselves when executing their duties, as well as their mandate. Section 3.4 is a brief history of the development of the railway policing, which was discussed to sketch the background of the railway policing. It was indicated in section 3.5 that the railway policing component later changed to the Rapid Rail Policing Unit and the total number of the members during the financial year 2015/2016 was 3 196 under the SAPS Act and 174 under the Public Service Act. The strength covers the employees employed under the PSA Act and the Police Act members. Furthermore, the chapter described the roles of the SAPSRRPU members in the prevention of crime in Section 3.7. A comparison of railway-related crimes was presented in the form of tables, comparing the previous year with the current year, to determine whether crime has decreased or increased, and the number of arrests made.

Chapter 4 presented the legislative framework applicable to crime prevention, and section 4.1 was the introduction to the chapter. Section 4.2 presented other countries’ legal framework relating to crime prevention in the railway environment. In this case, the UN section and the SADC countries were discussed. This was done to demonstrate the similarities with South Africa. The South African legal framework on crime prevention was discussed and attention was drawn to the Constitution of the Republic of South Africa, 1996, the SAPS Act, 1995 (Act 68 of 1995), the Railway Act, 2002 (Act 16 of 2002) and the Railway Safety Regulator. Furthermore, strategic

planning, the policy framework of the SAPS, the national crime combating strategy, the SAPS' annual planning, the national security policy, the National Development Plan, and PRASA's strategic planning were also discussed.

Chapter 5 presented the methodology used in the study. Section 5.1 was an introduction of the chapter. Section 5.2 was the philosophical worldview, Section 5.3 was the research design, Section 5.4 the study location, Section 5.5 the target population and sampling, Section 5.6 the data collection process, Section 5.7 the method used to analyse data, Section 5.8 the methods used to ensure trustworthiness and Section 5.9 discussed ethical considerations.

Chapter 6 presented and discussed the research findings, based on the participants' responses in the form of in vivo coding. Section 6.1 was the introduction to the chapter. In Section 6.2, the emerging themes were presented and they are (i) crime prevention duties by SAPSRRPU, (ii) training, (iii) nature of crime, (iv) prevalence of crime in the railway environment, (v) targeted trains, (vi) perpetrators of crime, (vii) social factors conducive to crime in the railway environment, (viii) relationship between SAPSRRPU and other stake holders, (ix) challenges experienced by SAPSRRPU and (x) service delivery improvement.

Chapter 7 interpreted the research findings to give a detailed overview of the role of the police in the prevention of crime in the railway environment. The participants' views were interpreted, and the interpretation of the findings was also supported with some literature.

8.3 RECOMMENDATIONS

Chapter 7 analysed the research findings. Participants' views were presented, and the recommendations made were based on how they understand the role of the SAPSRRPU in the prevention of crime. The recommendations were based partially on the literature discussed in this study, as well as on the information obtained from the participants during the interviews.

8.3.1 Recommendations regarding Multidisciplinary Approach to Crime Prevention with the Focus on the Design of the Environment

The environmental design of an area plays a contributory role in the commission of crime in the railway environment, therefore it is important that the relevant stakeholders pay attention to their surroundings and address the issue. It is thus recommended that the network providers pay to the repairs and maintenance of the railway system in terms of the following:

8.3.1.1 Mending of holes and fences: The majority of participants highlighted that there are some holes and openings in fences that people use in order to access the entrances to the railway train stations. This results in some of the commuters boarding the trains without valid train tickets, which is considered a crime in terms of the Legal Succession Act, No. 9 of 1989. It is therefore recommended that all role-players in the railway environment collaborate to ensure that openings are closed, and fences are mended to monitor those who are coming in and out of the rail network.

8.3.1.2 Maintenance of the railway surroundings: The long grass and abandoned houses around the train stations present an opportunity for perpetrators to commit crime. It is therefore the responsibility of the railway management to request the local municipalities to maintain the area by cutting the long grass. Furthermore, the abandoned houses should be demolished, as perpetrators use them as hiding places and their bases from which to commit criminal activities in and around the railway environment.

8.3.1.3 Proper access control: it emerged during interpretation of the findings that early mornings and late evenings, when there is a high influx of people, that the ticket examiners at the gates are unable to control the commuters, and as a result, some of them pass through without buying tickets. This also gives access to those who are there for criminal purposes. It is thus recommended that strict measures be implemented with regard to access to the platforms, for example electronic access, such as using thumbprint scanning, which will replace train tickets. That type of measure will also reduce the queues to the platforms and prevent people from pushing each other. It was also mentioned that the police are often unable to be on the trains during peak hours when the trains are full, as it puts their lives at risk. It is therefore

recommended that more trains be provided to prevent over-crowding, as it will be easier for police to move around inside trains to monitor the safety of the passengers.

8.3.2 Recommendations for Reducing Opportunities to Commit Crime by Addressing the Setting and Context of Crime

It is important that police should focus on proactive rather than reactive measures. The railways stakeholders also have the task of providing extra security measures such as the palisades around the train stations to reduce crime. The Gautrain stations have CCTV cameras as a way of addressing crime in the trains and its surroundings, unlike the Metro trains. The following safeguards are therefore recommended:

8.3.2.1 High police visibility in the railway environment: Police visibility in the railway environment plays an important role in the prevention of crime. It is thus recommended that SAPS increase the number of Rapid Rail police officials deployed in the railway environment.

8.3.2.2 Crime awareness campaigns: Presentation of commuter awareness programmes will educate commuters about criminal activities taking place in the railway environment. It also empowers them with tips and preventive measures to take to enhance their own safety while commuting. The awareness campaigns will therefore encourage commuters and the police to communicate concerning criminal matters. The campaigns can be conducted by way of the distributions of pamphlets with messages or tips for preventive measures while in the railway environment, for example, the danger of walking in the railway crossing lines, or climbing over the roof of the train. This will enhance good communication and trust between the police and the community.

8.3.3 Recommendations regarding Social Factors conducive to Crime in the Railway Environment

There is not much that the SAPS and the PRASA can do in terms of changing the socio-economic status of the country; however, measures to discourage the criminal element must be put in place by the multidisciplinary stakeholders. Government and private entities should create job opportunities for the youth, as it has been proved that

the youth are the ones that are mainly committing crime in the railway environment. The role-players in the railway environment should address the issue of opportunity that influences the commission of crime. They must ensure that it becomes difficult for perpetrators to commit crime.

8.3.4 Recommendations for Effective Criminal Justice

The reduction of crime in the railway environment also depends on the CJS for convictions. It is therefore recommended that for the CJS to be effective in the reduction of crime, the following actions should be taken:

8.3.4.1 Proper investigation and administration of the dockets: Proper investigation and administration by the police may lead to the arrest and prosecution of the suspects. The evidence brought before the court of law is crucial in the conviction and sentencing of criminals. It is recommended that the police should conduct proper investigations to ensure that the docket is ready for successful prosecution in court.

8.3.4.2 Imposing of sentencing by courts: The courts are responsible for imposing a sentence on the offenders. A successful sentence will depend on how adequate the investigation by the SAPS members is. The lack of proper investigations by the police may lead to acquitted suspects or cases being withdrawn. It is therefore recommended that sentences equivalent to the crime committed be imposed to avoid repeated offenders.

8.3.4.3 Rehabilitation process by the Department of Correctional Services: The Department is responsible for receiving the offenders to serve their sentences. It is recommended that during their term in prison, offenders be subjected to programmes for rehabilitation. It is also important for different state departments to be involved in the reduction of crime by focusing on the released offenders.

8.3.4.4 Improved communication: Communication between police and communities is important in order to foster confidence and trust in the CJS. SAPS, other law enforcement agencies and community structures must integrate to fight crime, for example the railway stakeholders.

8.3.5 Recommendations regarding Empowerment of Police Officials on the Implementation of the Models of Crime Prevention

The empowerment of police officials is very important so that they are well versed in what is expected of them when executing their duties in the railway environment. The following are recommendations:

The police officials should attend courses to be equipped with knowledge to perform better in their environment. It was indicated in Section 6.2.1 under the theme crime prevention duties by SAPSRRPU on sub-theme training that if they come across a person in possession of cable, they should be able to identify the various types of cables that will assist them in registering the case in terms of the relevant legislation, which is the Criminal Matters Amendment Act, No.18 of 2015. Refresher courses are also recommended to revive their competency in terms of their responsibilities.

It was indicated during interviews that the members are oriented upon their arrival in the Rapid Rail environment, in addition to the formal training programme that they attend. It is, therefore, recommended that continuous mentorship and coaching be available to empower members to ensure efficient and effective crime prevention in the railway environment.

8.4 FURTHER RESEARCH

There is a requirement for further research. In the case of this study, in terms of data collection, the sample should also include all the other stakeholders in the railway environment. That would be PRASA, SAPS Management on the railway, DoT, Bombela Company, and the RSR in the Gauteng Province. The inclusion of the above-mentioned stakeholders in the interviews will result in obtaining more information that will be used in the recommendations of the study. The area of responsibility will be determined, as it is not only the police's responsibility to combat crime in the railway environment. The railway stakeholders should investigate the recommendations and take steps to address the obstacles. This especially concerns PRASA in terms of the lack of access control on the Metro trains that contributes much to the crime in the railway policing areas. SAPS should engage in dialogue about capacitating the

SAPSRRU to reduce crime in the railway environment. Advanced training of police officials and more resources are needed to fight crime.

The involvement of commuters to ascertain their views in terms of criminal activities in the railway environment will help to reduce crime, as their voice will also be heard, which could have a positive impact.

8.5 CONCLUSION

The aim of the study was to analyse the role of the SAPSRRPU in crime prevention in the railway environment. The implementation of the recommendations by SAPS will enhance service delivery. The SAPS, local municipalities and the Railways stakeholders should work together to ensure that access to the train stations' platforms is limited, and that there is an increase in awareness campaigns conducted by all the stakeholders to alert commuters about their safety. Crime must be thoroughly investigated so that effective criminal justice is achieved. If criminals are arrested and prosecuted there will be fewer repeat offenders. The training of police officials as well as railway security personnel will contribute to curbing crime in the railway environment.

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APPENDICES

APPENDIX A UNISA RESEARCH ETHICS APPROVAL



COLLEGE OF LAW RESEARCH ETHICS REVIEW COMMITTEE

Date: 2017/02/10

Reference: P3/ 2017

Applicant: AC Madzivhandila

Dear AC Madzivhandila
(Supervisor :Prof R Snyman)

DECISION: ETHICS APPROVAL

Name	AC Madzivhandila
Proposal	An Analysis of the role of South African Police Service Railway Policing in Crime Prevention in South Africa
Qualification	Doctor of Philosophy in Criminal Justice

Thank you for the application for research ethics clearance by the College of Law Research Ethics Review Committee for the above mentioned research. **Final approval is granted.**

The application was reviewed in compliance with the Unisa Policy on Research Ethics.

The proposed research may now commence with the proviso that:

1. *The researcher will ensure that the research project adheres to the values and principles expressed in the Unisa Policy on Research Ethics which can be found at the following website:*

http://www.unisa.ac.za/cmsys/staff/contents/departments/res_policies/docs/Policy_Research%20Ethics_rev%20app%20Council_22.06.2012.pdf

2. *Any adverse circumstances arising in the undertaking of the research project that is relevant to the ethicality of the study, as well as changes in the methodology, should be communicated in writing to the College of Law Ethical Review Committee.*



University of South Africa
Preller Street, Muckleneuk Ridge, City of Tshwane
PO Box 392, Unisa, 0003, South Africa
www.unisa.ac.za/law

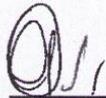
An amended application could be requested if there are substantial changes from the existing proposal, especially if those changes affect any of the study-related risks for the research participants

3. *The researcher will ensure that the research project adheres to any applicable national legislation, professional codes of conduct, institutional guidelines and scientific standards relevant to the specific field of study.*

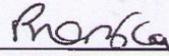
Note:

The reference number (top right corner of this communique) should be clearly indicated on all forms of communication (e.g. Webmail, E-mail messages, letters) with the intended research participants, as well as with the URERC.

Kind regards



PROF D GOVENDER
CHAIR PERSON: RESEARCH ETHICS
REVIEW COMMITTEE
COLLEGE OF LAW



PROF R SONGCA
EXECUTIVE DEAN:
COLLEGE OF LAW

APPENDIX B PERMISSION TO CONDUCT RESEARCH IN THE SAPS

SUID-AFRIKAANSE POLISIEDIENS



SOUTH AFRICAN POLICE SERVICE

Privaatsak/Private Bag X 94

Verwysing/Reference:	3/34/2
Navrae/Enquiries:	Lt Col Joubert Intern Mahamba
Telefoon/Telephone:	(012) 393 3118 (012) 393 24 23/4307

DIVISION: RESEARCH
SOUTH AFRICAN POLICE SERVICE
PRETORIA
0001

- A. The Provincial Commissioner
GAUTENG
- B. The Divisional Commissioner
VISIBLE POLICING

PERMISSION TO CONDUCT RESEARCH IN SAPS: AN ANALYSIS OF THE ROLE OF SOUTH AFRICAN POLICE SERVICE RAILWAY POLICING IN CRIME PREVENTION IN SOUTH AFRICA: DOCTORATE: UNISA; RESEARCHER: AC MADZIVHANDILA

- A-B
1. The above subject matter refers.
 2. The researcher, Col AC Madzivandila, is conducting a research study with the aim *to analyse the role of the SAPS Rapid Policing Unit (SAPSRPU) in crime prevention within the railway environment.*
 3. The study will focus on Gauteng. The researcher is requesting permission to interview 15 SAPSRPU members, including three senior officials from National Head Office and 12 police official from the rank of constable to captain.
 4. The proposal was perused according to National Instruction 1 of 2006. This office recommends that permission be granted for the research study, subject to the final approval and further arrangements by the offices of the Provincial Commissioner: Gauteng and the Divisional Commissioner: Visible Policing.
 5. We hereby request the final approval by your office if you concur with our recommendation. Your office is also at liberty to set terms and conditions to the researcher to ensure that compliance standards are adhered to during the research process and that research has impact to the organisation.

PERMISSION TO CONDUCT RESEARCH IN SAPS: AN ANALYSIS OF THE ROLE OF SOUTH AFRICAN POLICE SERVICE RAILWAY POLICING IN CRIME PREVENTION IN SOUTH AFRICA: DOCTORATE: UNISA; RESEARCHER: AC MADZIVHANDILA

6. If approval granted by your office, this office will obtain a signed undertaking from researcher prior to the commencement of the research which will include your terms and conditions if there are any and the following:
 - 6.1. The research will be conducted at his/her exclusive cost.
 - 6.2. The researcher will conduct the research without the disruption of the duties of members of the Service and where it is necessary for the research goals, research procedures or research instruments to disrupt the duties of a member, prior arrangements must be made with the commander of such member.
 - 6.3. The researcher should bear in mind that participation in the interviews must be on a voluntary basis.
 - 6.4. The information will at all times be treated as strictly confidential.
 - 6.5. The researcher will provide an annotated copy of the research work to the Service.
7. If approval granted by your office, for smooth coordination of research process between your office and the researcher, the following information is kindly requested to be forwarded to our office:
 - **Contact person:** Rank, Initials and Surname.
 - **Contact details:** Office telephone number and email address.
8. A copy of the approval (if granted) and signed undertaking as per paragraph 6 supra to be provided to this office within 21 days after receipt of this letter.
9. Your cooperation will be highly appreciated.


**LIEUTENANT GENERAL
DIVISIONAL COMMISSIONER: RESEARCH
DR BM ZULU**

DATE: 2016/11/20

APPENDIX C SAPS LETTER APPLICATION FOR APPROVAL

South African Police Service  *South African Police Service*

Private Sak Private Bag X94	Pretoria 0001	Faks No. Fax No.	(012) 393 2616
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Your reference/U verwysing: **THE NATIONAL COMMISSIONER**
My reference/My verwysing: **3/34/2** **SOUTH AFRICAN POLICE SERVICE**
Enquiries/Navrese: **Lt Col Joubert** **PRETORIA**
Intern Mahamba **0001**
Tel: **(012) 393 3118**
(012) 393 2423/4378
Email: **JoubertG@saps.gov.za**
MahambaS@saps.gov.za

AC Madzivhandila
UNIVERSITY OF SOUTH AFRICA

RE: PERMISSION TO CONDUCT RESEARCH IN SAPS: AN ANALYSIS OF THE ROLE OF SOUTH AFRICAN POLICE SERVICE RAILWAY POLICING IN CRIME PREVENTION IN SOUTH AFRICA: DOCTORATE: UNIVERSITY OF SOUTH AFRICA: RESEARCHER: AC MADZIVHANDILA

The above subject matter refers.

You are hereby granted approval for your research study on the above mentioned topic in terms of National Instruction 1 of 2006.

Further arrangements regarding the research study may be made with the following offices:

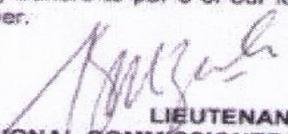
Provincial Commissioner: Gauteng:

- Contact Person: Lt Col Etsebeth
- Contact Details: (011) 274 7529

Divisional Commissioner: Visible Policing:

- Contact Person: Lt Col Moolman
- Contact Details: (012) 421 8476

Kindly adhere to par 6 of our letter signed on the 2016/11/20 with the same above reference number.


LIEUTENANT GENERAL
DIVISIONAL COMMISSIONER: RESEARCH
DR BM ZULU

DATE: 2017/02/09

APPENDIX D INTERVIEW SCHEDULE

SECTION A: BACKGROUND DATA

1. How long have you been in the SAPS?
2. How long have you been in the SAPS Railway environment?
3. Have you ever completed any SAPS Railway-related course?
If so, which course?
If not, why not?
4. Did the course you attended add value your work environment?
If not, why not?
5. Do you need any further training? If yes, in what area?

SECTION B: THE ROLE OF SOUTH AFRICAN POLICE SERVICE RAILWAY POLICING IN CRIME PREVENTION IN SOUTH AFRICA

6. What is your role in the railway environment?
7. Police officials are deployed daily in the railway environment. In your opinion, does their visibility have an impact on the reduction of crime?
8. Are there any crime prevention operations conducted in the railway environment?
If yes, what kind of operations?
9. In your opinion, are the operations yielding any results?
If so, in which way?
If not, why not?

SECTION C: THE NATURE AND EXTENT OF CRIME IN THE RAILWAY ENVIRONMENT

10. How often do you encounter a crime incident?
11. What is the typical nature of the crime?
12. Who are usually the victims of these crimes? Age, gender.
13. Who are usually the perpetrators of these crimes? Age group, gender
14. What time of day are crimes more rampant?
15. Which trains are mostly targeted by criminals?

**SECTION D: THE CHALLENGES FACED BY RRPV MEMBERS IN EXECUTING
THEIR DUTIES**

16. What are the challenges you face in executing your duties?
17. What do you think can be done to improve the safety of the passengers on the trains and when they are still in the railway environment?
18. Describe to me what the level of cooperation is between the SAPSRRPV members and the security personnel on the trains.

APPENDIX E INFORMED CONSENT FORM

Affiliation: UNISA

Researcher: AC MADZIVHANDILA

Cellphone: 082 930 1494

E-MAIL: avhashoni.madzivhandila@yahoo.com

Title of Study: AN ANALYSIS OF THE ROLE OF SOUTH AFRICAN POLICE SERVICE RAILWAY POLICING IN CRIME PREVENTION IN SOUTH AFRICA

Purpose of Study:

(Discuss the purpose of the study)

Analyse the role of the SAPSRPU in crime prevention in the railway environment.

Procedures:

The researcher will be conducting an interview with the help of an interview schedule. The researcher may also make use of a tape recorder to record conversations. The interviews will not be longer than three hours, but may end sooner by natural process or on request of the respondent or researcher, depending on the circumstances.

Risks and Discomforts:

The respondent may become tired or feel emotional discomfort, at which point a break may be requested or the interview may be postponed to a later date or terminated, if so desired. The researcher will make every effort to ensure the comfort and minimize the risks for the respondent.

Benefits:

It is my hope that the respondents partaking in this study will feel the satisfaction of contributing to solving a social problem and facilitating illumination of the problem for those studying the phenomena, which may help others in the future. The respondent could assist by providing insight into the problem, which could stimulate further

research, and thus be of even greater help in the future. On a personal level, it is the hope of the researcher that the respondents will obtain personal satisfaction once they have discussed certain issues with the researcher and thus gained personal insights that were absent prior to the interview.

Respondent's Rights:

Participation in this study is voluntary and may be withdrawn at any time without negative consequences for the respondent. All information is treated as confidential and the researcher guarantees the anonymity of the respondents. The data will be destroyed should the respondent wish to withdraw. The researcher and her study leader are the only individuals who will have access to raw data from interviews, and hereby ensure that data will be treated as stipulated above.

Right of Access to Researcher:

Respondents are free to contact the researcher at the telephone number as stipulated on this form, at a reasonable hour, in connection with interview particulars if they so wish.

THANK YOU FOR YOUR PARTICIPATION IN THIS STUDY.

I, the undersigned, agree to participate in this study voluntarily without duress.

Signed at on this day of
.....20.....

Signature: (Print Name.....)

APPENDIX F PARTICIPANTS' PROFILE

SERIAL NUMBER	DATE OF INTERVIEW	PLACE OF INTERVIEW	GENDER	RANK	YEARS OF EXPERIENCE	RACE
1.	05/02/2018	Pretoria	Female	Colonel	30	White
2.	05/02/2018	Pretoria	Female	Lt Colonel	15	African
3.	05/02/2018	Pretoria	Male	Lt Colonel	28	African
4.	05/02/2018	Pretoria	Male	Colonel	28	African
5.	05/02/2018	Pretoria	Male	Sergeant	12	African
6.	05/02/2018	Pretoria	Male	Constable	11	African
7.	06/02/2018	Silverton	Male	Lt. Colonel	31	African
8.	06/02/2018	Silverton	Male	Sergeant	13	African
9.	06/02/2018	Silverton	Male	Sergeant	12	African
10.	06/02/2018	Silverton	Female	Sergeant	13	African
11.	06/02/2018	Silverton	Male	Captain	28	African
12.	06/02/2018	Denneboom	Female	Constable	9	African
13.	06/02/2018	Denneboom	Female	Sergeant	12	African
14.	06/02/2018	Denneboom	Male	Warrant Officer	26	African
15.	06/02/2018	Denneboom	Female	Constable	10	African
16.	08/02/2018	Krugersdorp	Male	Constable	9	African
17.	08/02/2018	Krugersdorp	Male	Warrant Officer	26	African
18.	08/02/2018	Krugersdorp	Female	Constable	10	African
19.	08/02/2018	Krugersdorp	Male	Sergeant	14	African
20.	08/02/2018	Krugersdorp	Male	Constable	10	African
21.	07/08/2018	Saulsville	Male	Constable	10	African
22.	07/08/2018	Saulsville	Female	Sergeant	12	African
23.	07/08/2018	Saulsville	Female	Constable	10	African
24.	07/02/2018	Saulsville	Female	Constable	11	African
25.	07/02/2018	Saulsville	Male	Sergeant	14	African

APPENDIX G ATLAS TI ANALYSIS NETWORK LINKS

