



**CAR THEFT PREVENTION IN MAPUTO  
MOZAMBIQUE:  
MATCHING POLICY WITH REALITY  
(2007-2011)**

A Research Paper presented by:

***GUEBUZA GUILICHANE MAHAVENE  
MOZAMBIQUE***

in partial fulfilment of the requirements for obtaining the degree of  
MASTERS OF ARTS IN DEVELOPMENT STUDIES

Specialization:

**Public Policy and Management**

**PPM**

Members of the Examining Committee:

**Prof Dr Mohamed Salih**

**Prof Dr Des Gasper**

The Hague, The Netherlands  
December 2012

***Disclaimer:***

This document represents part of the author's study programme while at the Institute of Social Studies. The views stated therein are those of the author and not necessarily those of the Institute.

***Inquiries:***

**Postal address:**

Institute of Social Studies  
P.O. Box 29776  
2502 LT The Hague  
The Netherlands

**Location:**

Kortenaerkade 12  
2518 AX The Hague  
The Netherlands

Telephone: +31 70 426 0460  
Fax: +31 70 426 0799

## **Dedication**

I dedicate this thesis to my beloved wife Estrela dos Santos Maria Alberto and to my sons Yure and Ivan.

You are all my inspiration!

# Contents

Acknowledgements  
iError! Bookmark not defined.

|                       |          |
|-----------------------|----------|
| <b>List of Tables</b> | <b>v</b> |
| List of Figures       | vi       |
| List of Maps          | vii      |
| List of Appendices    | vii      |
| iList of Acronyms     | ix       |

## Abstract

Error! Bookmark not defined.

|  |          |
|--|----------|
| <b>Chapter 1 Introduction</b>                          | <b>1</b> |
| 1.1 Background   | 1        |
| 1.2 The Research Problem                               | 2        |
| 1.3 Research questions                                 | 4        |
| 1.3.1 Main question:                                   | 4        |
| 1.3.2 Sub questions:                                   | 4        |
| 1.4 Objectives   | 5        |
| 1.5 Relevance and Justification                        | 5        |
| 1.6 Research Methods                                   | 6        |
| 1.6.1 In-depth interviews                              | 6        |
| 1.6.2 Semi-structured interviews                       | 6        |
| 1.6.3 Participant Observation                          | 7        |
| 1.6.4 Secondary Data                                   | 7        |
| 1.6.5 Data Analysis                                    | 8        |
| 1.7 Limitations of the Research Paper                  | 8        |
| 1.8 Structure of the Research Paper                    | 8        |
| <b>Chapter 2: Conceptual and Theoretical Framework</b> | <b>9</b> |
| 2.1 Introduction                                       | 9        |
| 2.2 Conceptual Framework                               | 9        |
| 2.3 Conceptual Framework                               | 11       |
| 2.3.1 Crime prevention approaches                      | 11       |
| 2.3.2 Historical approach to car theft prevention      | 12       |

|  |           |
|--|-----------|
| 2.3.3 Conceptualizing car theft  | 13        |
| 2.3.4 Routine activity theory  | 14        |
| 2.3.5 Social disorganization theory  | 15        |
| 2.3.6 Motivations of car theft   | 16        |
| 2.3.7 Police officers, are they Protectors or Thieves Collaborators?   | 16        |
| 2.3.8 Citizens and crime prevention  | 18        |
| 2.3.9 The use of Research in developing Crime Prevention Policies  | 18        |
| <b>Chapter 3 Public Safety in Maputo Municipality</b>  | <b>21</b> |
| 3.1 Introduction   | 21        |
| 3.2 General view of public safety in Mozambique  | 21        |
| 3.3 Organization of Public Safety in Maputo Municipality   | 22        |
| 3.4 The car business and crime in Maputo   | 25        |
| 3.5 Police Strategic Plan and Crime Prevention   | 26        |
| <b>Chapter 4: Findings and Discussion</b>  | <b>28</b> |
| 4.1 Introduction   | 28        |
| 4.2. Crime prevention policies and social environment vs. car theft  | 28        |
| 4.3 Social environment in Maputo Municipality  | 29        |
| 4.4 Public Perception about public safety in the Maputo Municipality<br>in general and in particularly on crime of car theft | 32        |
| <b>Chapter 5: Conclusion</b>   | <b>41</b> |
| 5.1 Introduction   | 41        |
| 5.2 Major Findings   | 41        |
| 5.2.2 Social Environment in Maputo   | 42        |
| 5.3 Towards a Policy Framework for Car Theft Prevention  | 44        |
| 5.4 Recommendations  | 46        |
| 5.4.1 Suggestions for future research directions   | 46        |
| 6. References  | 47        |
| 7. Appendixes  | 51        |
| <b>Tables</b>  | <b>53</b> |

## Acknowledgements

I would like to express my deep gratitude to Professor Dr Mohamed Salih, my supervisor, who wholeheartedly shared with me the ups and downs of this work, encouraging and giving me valuable inputs to reach this stage.

I am indebted to Professor Dr Des Gasper, my second reader who critically went through my work setting solid foundations and reorienting me since the outset of this research.

I thank Dr Sylvia Bergh, the PPM convenor for the coordination of the whole specialisation programme, her attention and presence when it was necessary.

I am thankful to Almas Mahmud who played the mother's role during that unforgettable summer of English learning and writing skills development and throughout the whole programme.

The Government of Mozambique represented by the Ministry of Interior Commissioner of the Police Dr Alberto Mondlane, who trusted and challenged me by giving me this opportunity to pursue my studies.

My employer the Academy of Police Sciences of Mozambique (ACIPOL) represented by the Rector Magnificus the Commissioner of the Police Dr José Nhatave, who allowed me to interrupt the work to pursue Masters in the Netherlands.

I wish to thank all staff members of NPT-Project/MOZ-285 in Mozambique represented by the former Coordinator M.Sc. Rosa Dimande for the help and orientation during the process.

My thankfulness to Augusto Bobo Rafael Zinduve, Principal Superintendent of the Police, Director of Order and Public Safety at Maputo Police Headquarters for his attention and comprehensive information about public safety in Maputo.

I am thankful to Benjamim Nhamazane, and Gilberto Taimo, Subinspector and Sargent of the Police for their help during my fieldwork in Maputo.

I thank Manuel Capece, for his help and support, when I needed during my staying in The Hague far from my relatives.

Ruben Domingos and MSc. Fulgêncio Seda, my comrades of destiny for a long walk of studies.

My fellow students especially Patrick Gatobu; Zakari Basiit; Julio Abril and Gilbert Onyango and Christine Schiovan for their critical thinking which inspired me and made me believe that this dream could be true.

I also thank the all helpful ISS community members for their friendship and hospitality

I would like to thank the government of the Netherlands represented by NPT-Project/MOZ-285-NUFFIC, which sponsored my studies.

I am grateful to my wife Estrela dos Santos Maria Alberto who kept on the fire at home when I was away and to my sons Yure and Ivan, who might not have understood the reason of my absence.

## **List of Figures**

|  |    |
|--|----|
| Figure 1.Instruments used to steal cars in Maputo Municipality | 16 |
| Figure 2 Unplanned neighborhoods in peri-urban areas of Maputo | 35 |
| Figure 3 Car parked at home in Ka Mubukwana district           | 36 |
| Figure 4 Cars parked on the street in Maputo Municipality      | 37 |

## **List of Maps**

|                          |    |
|--------------------------|----|
| Map 1.Map of Mozambique  | X  |
| Map 2 Map of Maputo City | 28 |

## **List of Appendices**

List of Interviewees

Interview Guides

Tables

Questionnaire

Data collection results

## **List of Acronyms**

|                       |   |
|-----------------------|---|
| ACIPOL                | Academy of Police Sciences                            |
| FRELIMO               | Mozambique Liberation Front                           |
| GPA                   | General Peace Agreement                               |
| HCM                   | Maputo Central Hospital                               |
| IMF                   | International Monetary Fund                           |
| ISS                   | Institute of Social Studies                           |
| JPO                   | Junior Police Officer                                 |
| LA                    | Local Authority                                       |
| MM                    | Maputo Municipality                                   |
| MPH                   | Maputo Police Headquarter                             |
| ONUMOZ                | United Nations Organization in Mozambique             |
| PIC                   | Police of Crime Investigation                         |
| PRM                   | Police of Republic of Mozambique                      |
| RENAMO                | Mozambique National Resistance                        |
| SADC                  | Community for Development of Southern Africa          |
| SARPCCO<br>sanitation | Southern Africa Regional Police Chiefs Cooperation Or |
| SSPRM                 | Strategic Plan of Police of Republic of Mozambique    |
| SPO                   | Senior Police Officer                                 |
| SWOT                  | Strength Weakness Opportunity Threats                 |
| UNDP                  | United Nations Development Programme                  |
| U.K                   | United Kingdom  |
| U.S.                  | United States of America                              |
| WB                    | World Bank  |

Map 1



Map of Republic of Mozambique

Source: Google Maps

## Abstract

This research is a study of car theft prevention in Maputo-Mozambique (2007-2011). The aim of this paper is to explore how suitable the current crime prevention policies on car theft are for public safety in the Maputo Municipality. It aims at critically analyzing how information about car theft is managed and operationalized in methodological approach of crime prevention policy. This came about because Maputo Municipality has been ranked on the top list of cities with high rates of crime and car theft is one of the most common offences in Maputo Municipality. Efforts to tackle the problem are still unsatisfactory. No scientific research on car theft has ever been conducted in Maputo Municipality, thus the objective of this study is to contribute in this field.

Data collection consists of, both qualitative and quantitative methods. An exploratory method consisting of a literature review and materials related to the topic have also been used. Furthermore in-depth interviews and semi-structured interviews were conducted involving senior police officers; junior police officers and local authorities. In addition, a questionnaire has been administered to the citizens of Maputo Municipality. Lastly an observation technique has been used.

The results of the research were partly surprising because it was found that there is not any specific plan or policy which deals with the issue of car theft crime prevention in Maputo Municipality. Car theft prevention efforts are only found within the big umbrella of crime prevention in the country. The environment in Maputo Municipality is particularly favorable for car theft crime, because there is an increased accessibility of unprotected cars, lower number of security systems and an inefficient parking environment. Looking forward towards improved crime prevention policies including car theft, this study suggests a new policy framework for dealing with car theft crime in Maputo. This strategy is knowledge based and consists of setting up an empirical database constructed through research as foundation for policymaking. The framework for knowledge-based policy through research on crime prevention should be dually sensitive to the environment in which crime occurs in order to avoid failure of matching policy to reality.

## **Relevance to Development Studies**

Security is a foundation block for development. Currently the issue of security in *lacto sensu* and public safety in *strict sensu* constitute key requisites for all development initiatives. This is also taken into account in the context of international relations and cooperation. Foreign investments are likely to be directed to safe states; hence, any development initiative, internal or external, has to assess the security level in order to avoid possible risks.

Additionally, the area of transportation plays an extraordinarily important role in facilitating the movement of people and goods connecting different people and places. This interchange of goods and know-how between people is crucial for development. This is worthwhile when it is done in a safe environment for people and the means of transport that are used. For these reasons, it is imperative to conduct research in this area of car theft crime prevention through new strategies and policies which may ensure the reduction of insecurity of car users and thus contributing to development.

### **Keywords**

car, theft, crime, prevention

# Chapter 1 Introduction

## 1.1 Background

The Republic of Mozambique is located in the Southern region of Africa and like many African countries; this country did not evade colonization. It was under Portuguese control from 1500 to 1975 (Isaacman and Isaacman 1983). Independence was achieved through the liberation struggle led by Mozambique Liberation Front, or FRELIMO (*Frente de Libertacão de Mocambique*), during the period of 1964-1974. As stated by Seleti (2000:354), during colonial period police did not give any opportunity to indigenous peoples to express their viewpoints and did not allow the natives to participate in setting rules about political behavior.

After independence, a new era had begun, characterized by a socialist regime formalized during the third congress of the FRELIMO party in 1977, which defined the political orientation as Marxist-Leninist. This period remained until 1990, during which police acted to ensure the new government policies were adhered to. No freedom of expression was observed and several instances human rights were violated (Baker in Kyed 2009:356). A civil war was taking place in the country between FRELIMO and Mozambique National Resistance (RENAMO). The end of war was preceded by the approval of the 1990 Constitution which introduced multi-party democracy in Mozambique. In 1992, the General Peace Agreement (GPA) was established between FRELIMO and RENAMO, and so came the end of civil war, and institutional reforms within the police organization occurred. A Significant milestone was the creation of Police of Republic of Mozambique through the law 19/92 of 31 December, replacing the People's Police of Mozambique (PPM), (Malan 1999:172).

The 1990 Constitution marked a new era of transformations in political, social and economic spheres in Mozambique. In the political arena, the single party regime was replaced by a multiparty regime, while in the social; private media emerged. Another step Human Rights League was established. The emergence of civil society action in Mozambique is related to the early years after the peace agreement, where people had to persuade the police to act accordingly with established democratic principles (Seleti 2000:351). In the economic sphere, a liberal system was introduced. With these new reforms also came new challenges for the police force such as how to avoid violating the human rights code and the rule of law. Police forces had to work with and to an informed society. Responsiveness and accountability became new patterns for police action.

Apart from what has been stated above, there is another challenge for the Mozambican police organization that mainly applies to Maputo city. Scholars Gastrow and Mosse (2011:17) state that:

Vehicles tend to be stolen in Maputo and then taken to suburban areas where they are modified or completely dismantled. The modified vehicles are thereafter sold in the city, while the dismantled ones are sold as spare. Some groups [of thieves] prefer to sell the stolen vehicles in the north of the country or in neighbouring countries such as Malawi and Zambia. A small number

of luxury vehicles stolen in Mozambique have also been disposed in South Africa.

All kinds of crime are matters of concern for the police of Mozambique but given the need of a more focused approach and also taking into account that it cannot be possible to cover all types of crime faced in Maputo, this research will deal with the issue of car theft crime. Therefore this research paper explores car theft prevention policies in Mozambique with the aim of explaining the mismatch between policy and practice as well as proposing a new policy framework for car crime prevention.

## 1.2 The Research Problem

Car theft crime is one of the most common criminal offences in MM. As van Dijk (2010:464) states ‘the ranking of cities in terms of crime puts Phnom Phen (Cambodia) and Maputo (Mozambique) on top.’ For car theft, thieves use false keys (Fig.1) and guns to steal and robber cars. Suresh and Tewksbury (2012:1).state that most of the stolen cars are not recovered. This describes MM reality.

Attempting to deal with this issue, Karmen (1981) in Webb (1997:72) stated that ‘the growing problem of car theft and need for car security, door-locking systems and devices for protecting ignition switches were improved’. Besides these measures, during the 60s and 70s, new legislation in the U.S. and Europe was introduced ‘which for the first time required manufacturers to fit cars with anti-theft devices’, (Webb 1997:72). In some countries like UK, Germany and the U.S these measures have reduced the rates of stolen cars. In Germany for example, the use of security devices reduced car theft by 20% in the first decade of its implementation (ibid p.74).

For the Mozambican context, despite all efforts started in 1992 with the end of the civil war aiming to improve the performance of the police organization in preventing and combating crime, the results remain far from desired. The lack of systematized information about crime statistics in general and the victim’s surveys in Republic of Mozambique, are stumbling blocks for police effectiveness, including car theft prevention. Also the police continue to be more inspired from outside of the region and continent, and ignore the internal realities that would help to tackle more effectively crime (Malan 1999:187). Further, Malan emphasized that information is the base for preventing and combating crime.

Over the last decade, ‘the market for cars is expanding’ in Mozambique (Brooks 2011:85). For this reason, the MM is a market for the sale of second-hand cars coming from Japan. Some enter through the port of Maputo and others via Durban. The facility with which cars can be bought and imported has led to an increase in the number of vehicles in the city of Maputo. The rise in number of cars in Maputo is the key element facilitating the theft of cars and car parts. Dana and France (1996) argue ‘car theft is among the most lucrative occupation[s] in Mozambique. When a vehicle is stolen, its plates are immediately exchanged with those of [a] similar car which actually belongs to the thief. This seems to reflect how deeply embedded the problem of car theft is within the Maputo Municipality.

In Mozambique there is a high dependence on anti-car theft devices as a method for car theft prevention. Such services are delivered by private entities outside of the state administrative system. Second hand cars sold in Maputo parks do not generally carry any anti-theft devices. The assembly of the anti-theft device in Mozambique is optional, so there are cars that have no anti-theft protection mechanism. Houghton (1992:1) states 'the public also have a role to play; too many cars are left unlocked or have inadequate security'; this makes them more vulnerable to theft. Not only ineffective responses to public safety demands characterize the Mozambican police organization, but also human rights violations by police forces is a matter of concern (Seleti 2000:361). Given this, strategies have been designed and implemented, example Community Policing Project was established in 2000.

The shift and concentration of resources in rural areas has led to the emergence and worsening of urban poverty. This poverty is now accompanied by the Consequences of varying nature including increased crime in the cities (Sumich 2010:1). Scholars such (Copes, 1999; Hope & Hough, 1988; Miethe & McCorkle, 2001; Walsh & Taylor, 2007b) in Suresh and Tewksbury (2012:4) have demonstrated that there is a linkage between 'low economic status of a community and high rates of vehicle theft'.

Pitcher et al (2010:1568) state 'the country [Mozambique] faces chronic social inequality that builds a foundation for an increase in crime.' Further, the Foreign Office and Commonwealth (2009) wrote that 'robbery often using knives and firearms is prevalent on the streets of Maputo'. Moreover 'high levels of violent crime rates in Maputo' were confirmed by German Foreigner Office and US department of state (Auswartiges Amt 2009) and US department of state(2009) both quoted in Pitcher et al. (2010:1568).

Indeed Alar (2010:160-1) states that for the last ten years, 2004 recorded a high rate of crime in Mozambique; a total of 40,946 criminal cases were reported countrywide. Maputo City recorded the largest number of criminal cases in comparison with the other 10 provinces, up to 10,936 cases. Of the total number of recorded crimes in the country, 25,242 property cases included car theft. Debates about public safety in Maputo Municipality have been examined from several angles. This debate comes to the public domain given the situation which is characterized by residential and commercial burglary. This can sometimes involve assaults; car theft; homicides and so forth. Regional and national efforts, attempting to deal with this matter have been taken by police organization but the results are still unsatisfactory.

Table 1 Frequency Distribution of Car Theft in Maputo Municipality (2007-2011)

| YEAR  | FREQUENCY |       |          |       |       |       |
|-------|-----------|-------|----------|-------|-------|-------|
|       | STOLEN    |       | HIJACKED |       | TOTAL |       |
|       | N         | %     | N        | %     | N     | %     |
| 2007  | 232       | 22.77 | 224      | 22.05 | 456   | 22.4  |
| 2008  | 177       | 17.37 | 294      | 28.94 | 471   | 23.15 |
| 2009  | 155       | 15.21 | 193      | 18.99 | 348   | 17.1  |
| 2010  | 191       | 18.74 | 214      | 21.06 | 405   | 19.9  |
| 2011  | 264       | 25.91 | 91       | 8.96  | 355   | 17.45 |
| TOTAL | 1019      | 100   | 1016     | 100   | 2035  | 100   |

Source: Supplied by Brigade of Car Theft and Robbery of PIC- Maputo Police Headquarter

Therefore, the problem of car theft in Maputo Municipality constitutes one of the most common offences and the growing insecurity faced by citizens and car holders in particular has uncovered the weaknesses of current crime prevention policies. Any scientific research strategy in the field of car theft has never been included to tackle the complexity of car theft crime prevention in depth. It is for this reason that this research seeks to mark a starting point for future studies about car theft in Maputo Municipality.

### 1.3 Research questions

#### ***1.3.1 Main question:***

How far reaching are the crime prevention policies on car theft, and are they suitable for the current public safety demands in Maputo Municipality?

#### ***1.3.2 Sub questions:***

- To what extent are the crime prevention policies grounded on the social environment in which car theft crimes occur?
- What is the current perception of the public and stakeholders about the current public safety in the Maputo Municipality in general and in particularly on crime of car theft?
- How to improve car theft crime policies improve given the current social environment in Maputo Municipality?

## 1.4 Objectives

The objectives of this study are as follows:

- To examine how far the crime prevention policies are suitable for the current public safety and car theft demand in Maputo Municipality.
- To explore the current public safety demand in Maputo Municipality putting emphasis on developing a policy framework for car theft prevention.

## 1.5 Relevance and Justification

For theory, ‘car theft is one of the least developed bodies of academic literature on types of crime’ (Clarke & Harris, 1992; Herzog, 2002; Maxfield, 2004; Rice & Smith, 2002; Walsh & Taylor, 2007a.) in Suresh and Tewksbury (2012:1). The findings of this research will contribute to the police science field in the area of car theft.

The issue of car theft in Maputo is relevant because it also has an international dimension and implication. The entrance of imported cars in Maputo from Japan, South Africa and destination of stolen cars (neighbour countries) implies an exercise of crossing borders. This means involving a set range of groups and professionals that becomes organized crime. The geographical location of Mozambique plays an extraordinary role becoming car theft generalized problem within Southern Africa. Mozambique shares borders with six countries: Swaziland, South Africa, Zimbabwe, Zambia; Malawi and Tanzania. Therefore, regarding the international dimension and organized crime character of car theft Hubschle (2011:35) states:

In Mozambique, local syndicates steal luxury vehicles and trucks in the major cities of Maputo, Nampula, Beira and Quelimane [...]. The criminals interact with other syndicates in Malawi, Swaziland and Zambia where some of the stolen vehicles are sold.

The situation described above constitutes a potential threat for occurrence of other public safety concerns because Maputo becomes a favourable environment for other kind of organized crime; for instance the trafficking of human organs, drugs, and small weapons. Research in the field of police sciences, Sherman (1998:2) argues that it plays an important role in policy making for crime prevention. In doing so, it can be argued that this contributes to development studies if we consider that public safety is a benchmark for foreign and internal economic investment.

Regarding policy, aims to highlight the linkage between the police service and the beneficiaries. This participatory approach to policy making may lead to shared understanding to join action towards crime prevention. The premise is that more involvement of the public in the process of problem solving will increase the effectiveness of these policies and bring good results (Jackson and Kassam 1998). For this reason this paper takes the stance that a study is crucial for the update in the efficiency and effectiveness of crime prevention policies.

## **1.6 Research Methods**

The research is mainly based on the qualitative approach, but some quantitative techniques were applied. The qualitative approach aims to capture in depth data through a more exploratory contact with the reality. Fieldwork was conducted in Maputo through interviews, questionnaire administration and participant observation. The reason of this geographical preference is related with professional experience of the researcher. From 2004 to early 2009 the researcher was involved in the process of public order maintenance in Maputo. During such period the researcher realized that there were frequent car theft cases reported to police stations.

As O'Leary (2010:196) states 'interviews provide the researcher 'rich, in-depth qualitative data'. A set of pre-determined questions were organized to guide the interviews, but first O'Leary (2010:160) suggests that 'if the research process is all about getting your research question answered, then it is probably a good idea to think about who might hold the answer to your question'. The researcher has defined a sample or respondents for interview. A formal interview for senior police officers was used. Also, semi-structured interviews were conducted. A questionnaire was used to capture citizens' perceptions. To complement, the data gathering process, participant observation was applied to capture the environment under which car theft occurs.

Interviews conducted in Maputo involved senior police officers, junior police officers, and local authorities. This was to get a holistic view from different stakeholders about general public safety in Maputo and about car theft in particular. Interviews with local authorities helped to understand what the public they are representing think about public safety in Maputo also were used to confront what scholars have stated about the public participation in public safety matters. These various views from different stakeholders and sources were useful to triangulate the information and build an acceptable view about public safety in Maputo in general and about car theft crime in particular.

### ***1.6.1 In-depth interviews***

This research consisted of three in-depth interviews with senior police officers in MPH comprising the Director of Public Order; head of the Operations department; and the head of the Information and Planning department.

### ***1.6.2 Semi-structured interviews***

Semi-structured interviews were applied for junior police officers who deal with issues related with public order maintenance on a daily basis, and specifically with car theft crime. These officers are from the MPH and directorate of crime investigation. The researcher decided to interact with these professionals because he understood that it could be an opportunity to get first-hand information about car theft in MM.

Moreover, this type of interviews is used for local authorities in order to get the maximum information and perception about public safety and car theft

crime in Maputo. For that purpose both junior police officers and local authorities responded to open ended questions which gave them the possibility of explaining a lot of information about public safety in Maputo.

### ***1.6.3 Participant Observation***

Field-work in Maputo was important to this type of study and the methods are extremely relevant. Ameliorating Kapuscinsk (1998) as quoted by in Pitcher et al. (2010:1560) ‘[I]t is wrong to write about people without living through at least a little of what they are living.’ In view of this, the method used was to walk through the city in the day and in the evening. This aimed to compare the amount of cars parked in the street during the two periods in order to assess the accessibility or availability of cars to the offenders matching it with the literature (Routine Activity Theory). Also to assess the parking environment and security levels under which cars are parked and left by their owners.

Furthermore, the researcher had short informal conversation in Portuguese and Changana (official and local languages), with two boys and one taxi driver in Maputo city. The conversation with the boys was chosen because they have been car keepers when the owners are in the offices or other places where they may have the opportunity to steal their cars. Also, car owners have left these boys with car keys in order to wash and clean them. The dialogue with the taxi driver occurred because he spends a lot of time standing in the street, perhaps even spending more time there than the police.

In this observation the researcher was inspired by Beuving (2004:516) quoted by Brooks (2011:82) who gives emphasis to the anthropological model that ‘seeks to illuminate principles of social organization by examining in detail a single social event or case’. However, this kind of method has been criticized because of its subjectivity (Hoogart et all 2002; Scheyvens et al 2003) cited by Brooks (2011:82). This was a basic idea taken into account by the researcher so he did not capture thoroughly all of the details but is able to comprehend the situation also from practical experiences as a police officer. As for the issue of subjectivity, the researcher managed to act cautiously in order to objectively grasp the main sensitive encounters that might occur within the study.

### ***1.6.4 Secondary Data***

In this research, different sources were used such as books; articles; newspapers; electronic journals and internet websites; and Mozambican police reports in order to examine information about crime index reports in Maputo and Mozambique.

### **1.6.5 Data Analysis**

The analysis of the research findings and was enlightened by the general literature on crime prevention. Furthermore, a set of theories related to car theft crime such as routine activity theory; and social disorganization theory were used. Also, studies on the social environment and public participation in crime prevention, reinforced by the use of research in process of policy design approaches have been considered.

## **1.7 Limitations of the Research Paper**

The hierarchical complexity and internal discipline within police force became a difficulty when attempting to access to superior officers. Also there is lack of scholarly literature about Mozambican police, although some scholars have argued that 'motor vehicle thefts are one of the very few crimes for which the absolute number of events recorded by victimization and police data converge' (O'Brien 1985) in Tremblay et al (1994:308). In contrast other scholars report that statistic of stolen vehicles in the official reports does not reflect the real number of cases that occurred on the ground, because not all cases occurred are reported to official authorities. This comes to confirm what Azfar and Gurgur (2005:2) have stated, that statistics of crime in many developing countries lack accuracy because people do not report crime. The information from citizens was not easy to gather, as people do not feel ease talking about security matters. Thus the researcher refined his plan, making sure to not comprise the neutrality of the research and specificities of the security environment through ensuring the anonymity of collaborators where necessary.

## **1.8 Structure of the Research Paper**

This study consists of 5 chapters: Chapter 1 presents the introduction of the research paper; chapter 2 discusses the conceptual and theoretical framework; chapter 3 describes public safety in Maputo; Chapter 4 presents the research findings and critical analysis; and finally chapter 5 presents the conclusion of the research paper.

# Chapter 2: Conceptual and Theoretical Framework

## 2.1 Introduction

This chapter presents the concepts and theories used in the research. The concepts of crime; prevention, crime prevention, theft and carjacking are discussed through different points of view. Some criminological theories: routine activity theory; rational choice theory and social disorganization theory are revised for added clarification. Furthermore issues of motivation of car theft, police officers or as thieves' collaborators, citizens and crime prevention, and the use of research in crime prevention are addressed illuminate the study about car theft crime in Maputo-Mozambique.

## 2.2 Concepts

### 2.2.1 Crime

According to Oxford English Dictionary (1982:603) quoted by Schneider and Kitchen (2002:4) *crime* can be defined as 'an act punishable by law, as being forbidden by statute or injurious to the public welfare'.

*Crime* is also defined as 'an act committed or omitted in violation of law forbidding or commanding it, and for which punishment is imposed upon conviction' (Osteburg and Ward in Steenkamp 1999:22).

Within Mozambican law, *crime* is defined as 'a voluntary fact declared punishable by criminal law' (Faveiro & Araújo 1960:1). For the purposes of this research, this last definition will be used for its relevance in using normative language, but also because of its legal clout, supported by scholars.

## 2.2.2 Prevention

According to Clark (1967) quoted by Starfield et al (2007:580), *prevention* ‘in a narrow sense, means averting the development of pathological state. In a broader sense, it includes all measures-definitive therapy among them-that limit the progression of disease at a stage of course’.

*Prevention* can also be defined as ‘the possibility of both predicting an outcome and intervening in that process to change this predicted outcome’ (Walklate 1996:297) in Hughens (2002:19).

## 2.2.3 Crime prevention

Tilley (2009:6) defines *crime prevention* as the ‘much wider range of methods to try to avert crime, in several of which the police play either no part at all or only a very minor one’.

*Crime prevention* can also refer to the ‘total of all policies, measures [...] aiming at the reduction of the various kinds of damage caused by acts defined as criminal by the state’ Crawford (1998:10-11) and Van Dijk (1990:205) in Dixon (2006:172).

For this study, the latter definition given by Van Dijk is used as it reflects a more consensual description among scholars and covers a large range of possibilities of crime prevention.

## 2.2.4 Theft

Snyman (1989:467) quoted by Steenkamp (1999:23) states that *theft* is ‘unlawful and intentional appropriation of another’s movable corporal property belonging to perpetrator himself but in respect of which somebody else has particular right of possession.’

*Theft* is also ‘the unlawful taking, carrying, leading or riding away of property from the possessor of another’ (Bennet & Hess 1981:342) in Steenkamp (1999:23). For the context of car theft this definition is the best for this study.

## 2.2.5 Carjacking

*Carjacking* is defined as ‘completed or attempted robbery of a motor vehicle by a stranger to the victim’ (Klaus 2004:1).

*Carjacking* is alternatively defined as the act of ‘forcing the owner or user of the automotive vehicle to give up possession thereof, usually by means of weapon of some kind’ (Turner 1999:1). For some authors like Wing (1994:399), an emphasis should be made on violence. He defines *Carjacking* as a ‘crime of violence, where the vehicle is taken from the person [possessor] by force, violence

or intimidation'. Moreover, the author characterizes it as 'essentially an act of terrorism that causes drivers to fear for their lives' (ibid). This definition is suitable for this study.

#### Box 1

##### **Synthesis of the main concepts that will be used in this study**

*Crime* is a voluntary fact declared punishable by criminal law (Faveiro & Araújo 1960:1).

*Prevention* is 'the possibility of both predicting an outcome and intervening in that process to change this predicted outcome' (Walklate 1996:297) in Hughens (2002:19).

*Crime Prevention* refers to the 'total of all policies, measures ...aiming at the reduction of the various kinds of damage caused by acts defined as criminal by the state' (Crawford 1998:10-11) and Van Dijk (1990:205) in Dixon (2006:172).

*Theft* is the unlawful taking, carrying, leading or riding away of property from the possessor of another' (Bennet & Hess 1981:342) in Steenkamp (1999:23)

*Carjacking* is the 'crime of violence, where the vehicle is taken from the person [possessor] by force, violence or intimidation' (Wing 1994:399).

## 2.3 Conceptual Framework

### **2.3.1 Crime prevention approaches**

Clarke (1997:4) presents two perspectives of Crime prevention: situational and social crime prevention. The former focuses on the limitation of crime commitment chances through physical measures. For the case of car thefts the author suggests the 'installation of surveillance technology in public spaces, like car parks and shopping areas, to reduce the opportunities for the theft of vehicles or crimes against victims'. The second consists of 'changing social environments and the motivations of offenders' (ibid). Both seem to be relevant for Maputo Municipality because of the current growing urbanization and unemployment tendencies.

Hughens (2002:20) argue that there are three types of crime prevention: primary, secondary and tertiary crime prevention. This scholar argues that primary prevention focuses on the limitations of crime commitment opportunities with and more emphasis given to the crime phenomenon not criminals. Secondary crime prevention focuses on 'changing people [behaviour] before they do something criminal' thus the goal is 'on the prevention of criminality' (ibid). Tertiary crime prevention focuses on 'the truncation of the criminal career, or reduction of the seriousness of offending, for example through the treatment of known offenders' (p.21).

Tonry and Farrington (1995) in Hughens (2002:21) present four strategies of crime prevention, namely: law enforcement, developmental prevention, communal, and situational. Also, the work of courts is relevant in the realm of the law enforcement crime prevention strategy, which consists of sentencing peo-

ple in such a way that they might avoid committing crimes. On the other hand developmental prevention focuses on trying to prevent people from becoming criminals through research on human development. In another vein, community prevention deals with social conditions which might lead to criminal behaviour. Finally, as Clarke presented earlier, there is a focus on reducing opportunities for crime occurrence. From all these approaches it can be deducted that there are similarities, but the issue of research incorporated in the last approach seems to be consistent in creating grounded information about crime prevention.

Additionally, 'there is increasing rejection [for instance, in South Africa] of crime prevention as the main police task' (Glebbeek, 2003; Laggett, 2002, 2003) in Alar (2010:61-2). For instance, in the view of these scholars crime prevention should be understood as the result of all different police activities. Bailey (1969) quoted by Alar (2010:62) states 'the core of police activity is investigation of crime'. Crime prevention sometimes will 'fail and the police will be judged by their ability to apprehend the criminals and bring them speedily to book' (ibid). The research builds on the disagreements, (prevention or investigation as the main task of the police) between different scholars and approaches to understand crime prevention of car theft in Maputo Municipality.

From the earlier discussion, it could be understood that it is only possible to think about a better policy for problem solutions if you really know or understand the problem in depth. In Mozambique, there is lack of systematized information about crime (Malan 1999:187). So the secondary prevention sounds applicable for Maputo Municipality because it functions as a tool which brings a mixed, even holistic view, of crime prevention informed by research conducted at the local level.

### ***2.3.2 Historical approach to car theft prevention***

Car theft is the 'least developed bodies of academic literature on types of crime' (Clarke & Harris, 1992; Herzog, 2002; Maxfield, 2004; Rice & Smith, 2007a) in Suresh and Tewksbury (2012:2). Webb (1997:73) explains how devices for car theft prevention were developed in Germany, the U.S., and the U.K. This scholar argues that 'in the earlier history of [the] motor car, there was very little in built security, with cabs of the first vehicles open. Gradually as glass windows and locks were introduced to doors, the level of car security increased'.

In the 20s, the number of cars increased in London and parking space problem emerged. Thus the authorities started to forbid the use of car locking system in order to facilitate the moving of parked vehicles in public places. Karmen, (1981) in Webb (1997:72) argues that car theft crime was increasing so the need for car protection was inevitable. Apart from door-locking systems and some devices to prevent easy ignition the U.S. and European authorities decided during the 60s and 70s, to introduce legislation that recommended the car manufacturers to include security devices into cars (Karmen 1981) in Webb (1997:73). In Europe, Germany was the pioneer in making the inclusion of se-

curity device in cars compulsory. This experience had a positive impact in Germany, and the car theft index reduced.

Wing (1994:385) stated that the rise of car theft and carjacking in the U.S. led to the approval of the Anti-Car theft Act on October 25<sup>th</sup> 1992. This was an attempt to respond to the increasing number of carjacking in the U.S. As he states 'car theft generally had been on the rise before carjacking itself caught on in the summer of 1991...in 1992 carjacking had increased significantly across the country(pp. 386/7). The people had to change their behaviour and routine. They introduced security devices in their cars (p.389). Among crimes registered in England during the 80s the major percentage was the theft of and from cars (Light et al. 1993:1). These aspects pull us to assume that the way the crime occurs and increases leads to efforts aiming improvement of crime prevention procedures. In MM, have emerged small and private enterprises of installation in cars of anti-theft devices. Yet, any formal policy addressing specifically car theft prevention does not exist.

Moreover, Clarke and Mayhew (1994:92) concluded that for car theft crime prevention we cannot rely only on protecting devices but also that 'it is important to explore the scope for other preventive measures, one set of which concern the parking environment'. The reason is that 'nearly all auto theft involves vehicles left parked and unguarded'. This is like Maputo where parking conditions are weak. Cars are mostly parked at home, in private parks, and on the street without efficient security measures. Also, parking in a garage is safe than parking in the street or in another private park. The most number of cars have been stolen while parked temporarily in the street or in other lower security homes or other places than in garages (Gottfredson 1984; Mayhew et al 1003).

In Mozambique the responsibility to protect people and property belongs to everybody but specifically to the PRM. Not any specific policy for car theft prevention exist, apart from the legal instrument law 8/2002 of 5 February 2002, article 426, number one, which among other issues qualifies the unlawful act of dispossessing a car from the possessor as a crime and establishes the predicted penalties when it occurs (Trindade 2008:163).

### ***2.3.3 Conceptualizing car theft***

Lu (2006) in Suresh and Tewksbury (2012:3) argues that the literature about car theft is basically oriented by two theoretical approaches or perspectives namely: routine activity and rational choice theory<sup>1</sup>. Furthermore stated, that 'community structural factors may also be related to the occurrence of motor vehicle theft' so the social disorganization theory explores this realm (ibid).

---

<sup>1</sup> The decision made by the offenders to commit crime according to 'the analysis of the risks [costs] of the venture compared with the expected profits [benefits]' (Bulamile 2009:48) and (Scott 2000:1).

### **2.3.4 Routine activity theory**

This theory emphasizes the availability of what the thieves may want to steal. This means that the theory 'claims that crime occurs where there are attractive targets (opportunities), motivated offenders and an absence of capable guardianship' ( Rice & Smith 2002:305). In this theory three requisites are prescribed, such as: accessibility, guardianship, and target suitability (Cohen and Felson 1979) quoted by Rice & Smith (2002). Firstly, I mean accessibility is all about how near the target [thing to be stolen] is to offenders, putting it clearly, 'crime will occur where daily activities create the most numerous opportunities for the most profitable crime and the least chances of detection and arrest'. This seems to match with MM case because car thefts mostly occur in the city centre where the major concentration of cars is located. Many people with cars living in neighbourhood go to the city centre every morning for different reasons such as work, school, business, and so forth. Maputo city 'is the area where all or the vast majority of the rest inhabitants of Maputo spend most of their lives' Alar (2010:162). The most vulnerable places for car theft and robbery in Maputo are: universal church located in 24 July avenue- anytime, in front of São Tomás University, Pedagogical University and in the Campus of Eduardo Mondlane University, 19-21hours, and the cemetery followed by Ka Mubukwana and Ka Mavota districts<sup>2</sup>. Within the city, the parking environment is not efficient and cannot meet public demands. There are only two public car parks in Maputo. Cars are parked in the street in many cases without any guardians. This constitutes an opportunity for accessibility and free choice of offenders. It is a fact that 'Maputo has more cars and valuable goods in homes and officers than other part of the country (Alar 2010:151). Also national security measures are not satisfactory to cope with the current increasing number of cars in Maputo.

**Fig.1. Instruments used to steal cars in Maputo Municipality**



**Source: Picture by the researcher at Brigade of car Theft and Robbery at PIC-Maputo**

---

<sup>2</sup> Interview with Benjamim Nhamazane at Brigade of car theft and robbery PIC

### ***2.3.5 Social disorganization theory***

This theory argues that 'crime flourishes in communities that are less organized because residents have fewer resources, less contact, and less stake in maintenance of the community' (Suresh and Tewksbury 2012:3). This theory is rarely applied in Africa to interpret crime phenomenon. Thus, Breetzke (2010:447) stated 'while the theory and its propositions had been universally applied and tested [...] its applicability within African context had not been empirically assessed'. One African known experience was the South African Tshwane. The segregation between whites and blacks and consequent emergence of deprived areas was the starting point for the emergence of areas where crime could flourish.

Rice & Smith (2002:305) state that social disorganization theory constitutes a common theory in spatial crime distribution. It considers three factors in analysing crime, such as: the issue of 'poverty; racial and ethnic heterogeneity and residential mobility'. This theory in a broad sense fits the Maputo case, if we consider the provided variables of poverty, heterogeneity, race and ethnicity.

Alar (2010:148) stated that the historical context of Mozambique (colonization and civil war) led to the emergence of unstructured neighbourhoods around the capital city of Maputo. In the colonial era, blacks had no right to have permanent houses so they had to live in huts (Halon, 1985:38) quoted by Alar (2010:148). During the 80s, people from all over entire country, (different tribes) driven by insecurity, fled from rural areas to the capital city because of the fear of the civil war, between FRELIMO and RENAMO soldiers. The people arranged to live in the neighbourhoods of Maputo in lower conditions where poverty nowadays remains a major concern. This means that Maputo is a heterogenic city.

The Tshwane experiment study applies Disorganization Theory, demonstrating that there is no relationship between ethnic heterogeneity and crime commitment, but rather socio-economic deprivation was found to be the milestone for rising crime in Tshwane city. One of the socio-economic aspects mentioned is unemployment. In fact, unemployment has been mentioned in the literature by (Qhobosheane 2010:42); and during interviews as one of the causes of the rise of crime in Mozambique in general and in MM in particular, including car theft. It has been found through studies the causal relationship between crime and unemployment. The existence of inequality between residential areas and socio-economic aspects are interpreted within the realm of social disorganization, towards an explanation of crime rising (Breetzke 2010:450-51). A curious fact in South African studies was that not only unemployment causes crime rising, but also crime leads to unemployment. The explanation is that people might leave the jobs fearing crime or may not invest to avoid risks.

There is disagreement among scholars mainly in the context of relating social disorganization to crime occurrence. In light Social Disorganization Theory, some scholars argue that crime is likely to occur in less developed areas, without resources, (Suresh and Tewksbury 2012:3). But, the feeling seems to be different for car theft crime. This happens because it is understood that car

theft crime is not normally committed by lower classes. There are a lower number of cases of car theft in disadvantaged communities, which tends to mean car theft is related with a level of wellbeing Felson and Cohen (1981) in Rice & Smith (2002:306). Car theft in Maputo tends to concentrate in the heart of the city in comparison with poor neighbourhoods.

### ***2.3.6 Motivations of car theft***

Suresh and Tewksbury (2012:3) argued that exist three varieties and motivations for car theft. There is *theft for profit*, when exists a monetary value earned after selling a car or its parts. This is generally committed by older people and the more criminally involved. *Theft to secure the transportation and recreation theft*, involves young adults and adolescents, (Suresh & Tewksbury 2012:2). In the Mozambican context, the car theft for profit seems to be the most committed among others (Gastrow & Mosse 2011:17).

The majority of car thieves in Maputo entail unemployed men and very sporadic cases involving women, all of them with lower education levels. The thieves' ages vary from 18 to 35 years old among nationals and foreigners<sup>3</sup>. Regarding the linkage between thieves groups from different countries, Gastrow (2000a:1) in Prinsloo & Naudé (2009:81) stated that 'most of vehicle thefts involve crime syndicates'. This is a matter of concern in the SADC region. For instance, 'high rates of car thefts and cross-border smuggling of vehicles, especially from South Africa, constitute [a] major police problem' (Boone & Lewis et al 2004:146). The cross-border dimension of car theft practitioners is also referred between Tanzania, Kenya and DRC involving 'transnational car syndicates whose [even] have infiltrated legal structure [...] including police and customs officials' (Hubschle 2011:35). The SARPCCO has been concerned about ensuring the improvement of police skills to prevent cross-border crimes (Malan 1999:188).

There are many motivations for car theft; others for selling purposes or to commit a crime. Also, 'other vehicles may be stolen and dismantled for the purpose of reselling their major parts' (Tremblay et al 1994:309).

Research in car theft showed that this crime tends to take place more in urban areas than in rural ones. Suresh and Tewksbury (2012) and Copes (2006) in Suresh and Tewksbury (2012:2) state that car thefts are more likely to occur 'along longer roads and streets where and in neighbourhoods with greater density of street/roads'. These approaches reflect the MM reality about car theft where cars are more likely stolen in the city.

### ***2.3.7 Police officers, are they Protectors or Thieves Collaborators?***

---

<sup>3</sup> Interview with Benjamim Nhamazane at Brigade of car theft and robbery PIC August 15, 2012

Ivkovic (2003:35) in Alar (2010:43) stated that 'police officers entrusted and empowered to enforce the law-can become some of the most aggressive criminal themselves'. In Mozambican law, police officers are expected to protect people and their property but some of them have been involved in crime activities, including car theft. Baker (2003:146;154) argues, 'popular confidence in the police is low [in Mozambique] because of inefficiency; bribe seeking; corruption; suspecting complicity with criminals and Human Rights abuses'. Police officers have been involved in criminal activities. For instance, police officers give guns to the criminals or escort stolen vehicles from Maputo to other provinces of the country and to neighboring countries<sup>4</sup>. Comparative studies, showed that police participation in crime activities is also reported in Mexican context (Sayed and Bruce 1998) in Anozie et al (2004:4,6). Whilst in South Africa Hubschle (2011:35) stated that:

An exposé in Noseweek magazine suggests that staff of a prominent South African bank and rogue police officials export illegally impounded vehicles. Police seized 13 stolen vehicles in 2008 but two of them were reflected on the eNatis database as having left the country' a few weeks later.

Car theft in Maputo reaches transnational crime<sup>5</sup> dimensions that involve South African countries. Police officers, customs officials and others are stakeholders in car theft in the region, including in Maputo. In regard of this Qhobosheane (2010:22) found that 'members of the police from both Mozambique and South Africa seem to be involved in these networks and ensure safe passage for the stolen vehicles'.

In addition, Malan (1999:176) stated that 'by the mid-1996, allegations had emerged that the Mozambican police had been taken over by organized crime'. The behaviour of Mozambique police forces should be understood within the wider context of the country. Stasavage (2008:65) state 'corruption in Mozambique in recent years has been relevant in a number of different areas of government activity, and there are indications that it is more prevalent than was the case ten years ago'. Furthermore, Svensson (2005:25) put Mozambique in the list of the most corrupt countries in the world.

In sum, it seems that car theft crime in Maputo and in Mozambique evolves within a realm of corruption, characterized by two mixed roles of the police forces: protectors and thieves collaborators, which are also mentioned in SADC countries and others.

---

<sup>4</sup> Interview with Gilberto Taimo at Car theft and robbery brigade of PIC in Maputo August 15, 2012

<sup>5</sup> 'refers to offenses whose inception, prevention, or direct or indirect effects involve more than one country' (UN, Crime Prevention and Criminal Justice brunch, 1997) in Warchol and Zupan et al(2003:1)

### ***2.3.8 Citizens and crime prevention***

In Mozambique citizens have played an important role in ensuring law and order since before colonization. During that period, traditional leaders handled law and order. With colonization, this control structure was reinforced but to ensure the dominance and pacification of indigenous people. The decolonization brought profound transformations in public participation in law and order maintenance (ACIPOL 2006:9). The traditional leaders' structure was dismantled because it had been serving colonizers interests in many rural areas. A new body for security matters and problem solving involving citizens was introduced by FRELIMO. This consisted of 'neighbourhood watch groups', *Grupos Dinamizadores*, which later were replaced by militias selected among citizens with good behaviour who were then were trained politically and military. This body supported the single party regime interest until the 90s (ibid); (MINT 2005a) in Kyed (2009:356).

The democratization policy through the 1990 Constitution and the end of the civil war in 1992 resulted in new challenges within the public safety arena characterized by higher rates of crimes in the country, mostly in the cities. Uncontrolled weapons and unemployment were appointed as the main factors of insecurity (Malan 1999:174). Thus, in 2000 the creation, and in 2001 the implementation of the Community Policing (CP) in Mozambique, created a forum through which citizens could be involved and contribute to crime reduction and problem solving at the local level. Also the Strategic Plan of the Police of the Republic of Mozambique (2003-2012) emphasized citizens' involvement in crime prevention as a valuable partner for public safety. This strategy seemed to have a positive impact in crime reduction in Mozambique. Currently not, the CP members have lost the citizens' trust. The reason is the missing interpretation and CP implementation (ACIPOL 2006:16). The selected members of CP have been reported several times as involved in violating people and causing fear throughout the country (ibid).

Conversely, in Tanzania the citizen participation in public order named, *sungusungu*, is 'the most successful form of community policing in East Africa' (Heald 2007:183). Its efficiency brought surprising results related to crime prevention and problem solving. The crime rates have dropped in a large scale (Bulamile 2009:31). The citizens said that they feel much more secure if they know that the *sungusungu* members are patrolling and also 'was recognized by most of the residents as the only system workable and affordable to the marginalized majority who are mostly affected by the consequences of crime and violence' (ibid). The *sungusungu* tasks covered protecting parked cars which matches with this study. This experience could inspire the CP in Mozambique, but adjusted to the local socio-economic and cultural realities.

### ***2.3.9 The use of Research in developing Crime Prevention Policies***

Regarding research in crime prevention Sherman (1992:1-2) states:

Of all ideas in policing one stands out as the most powerful force for change: police should be based on scientific evidence about what works best [but] just doing research is not enough and that proactive efforts are required to push accumulated research evidence into practice through national and community guidelines. More complete evidence on the linkage between research and practice suggests a new paradigm for police improvement and for public safety in general: Evidence-Based crime prevention.

Additionally, Black (2001:275) states 'evidence based policy is being encouraged in all areas of public service' because it is recognized that research has contributed in boosting the service development. The researcher also noted that there are disagreements based on the idea that the 'the relation between research evidence and service policies is generally weak' and also the 'lack of consensus about research evidence [...] social environment not conducive to policy change' are stumbling blocks that may intervene negatively to the applicability of this strategy. This has been shared by Weiss (1986) when she discussed 'the meaning of research utilization', in which she presents seven models of research use, such as: knowledge driven, problem solving, interactive, political, tactical, enlightenment, and research as part of the intellectual enterprise of the society model. Although all these models are relevant for the context of this research, the researcher assumed that more emphasis should be given to the problem solving approach. The reason why is because it seems to be closer and applicable to the issue of crime prevention. But there is a counter-argument to this model which says that it is not always applicable and practical for all situations because not all research findings are likely to fit to the problem or certain context. Thus Weiss stated 'there is an element of chance in this route from problem to research to decision' (p.33). Despite this, the importance of research for improvement of communication means of policy-makers is highlighted.

DeHaven-Smith and Jene II (2006:64) in 'Management by inquiry' explain how sharing experiences between workers of big organizations like the police can lead to good transformation. The essence of it would consist in formal, regular, and planned meetings involving senior managers, junior, and the lower ranked stakeholders. The idea behind this is to create space in which each one who has certain responsibilities would give public communication about how s/he has gone through the tasks. It pulls the participants to be able and prepared to responsively talk publicly about the fulfilment of their tasks. The point here is that through public discourse the worker can be reoriented to change the behaviour. It keeps in touch the higher managers (decision-makers) and lower units. It reinforces the accountability of the later but also is a place where new ideas can be generated to tackle specific crime problems.

The 'management by inquiry' looks very important and applicable to improve Mozambique police management. Looking at the practical context there have been similar meetings involving senior police officers, as well as managers at the national, provincial, district, and police station levels but they do not meet what is suggested in 'management by inquiry'. They fail in the consistency of how often these meetings are scheduled and really take place, they do not consist in individual (each commander or individual) structured public discourse; lower levels units rarely feel linked to upper managers; and last but not the least it is questionable how inputs are put in practice to revert the detected

problem. So the ‘management by inquiry’ experience might boost the quality of services delivered by the police professionals in different unit levels.

The call for sharing ideas towards problem solving including car theft is also recommended by Tremblay et al (1994:311) when they stated that ‘what would be needed here is a cumulative impact of multiple and overlapping anti-theft prevention device’. Similarly for the case of car theft, several scholars are unanimous in using research to produce evidences which might accelerate service improvement. Lu (2006:144) quoted by Suresh and Tewksbury (2012:3) argues that ‘there is a great need for empirical studies of auto theft that apply different crime theories for the purpose of explaining, predicting, and eventually preventing auto theft’.

The issue of research applied for security matters is highlighted since it is considered that the data setting about special organizations is important for locating and combating crime. In addition, Suresh and Tewksbury (2012:2), argued that:

Careful study of locations where motor vehicle theft is most likely to occur can assist in constructing strategies and policies to address this significant problem. Knowing who is likely to commit motor vehicle theft, offenders’ motivation and methods and places where it is most likely to occur can provide important information to law enforcement officials, as well as the general public, in seeking to deter and solve this problem.

In conclusion this chapter provided different points of view regarding the definition of the main concepts used in this study. Following is the discussion of the theoretical basis of crime prevention in general and for car theft in particular. It can be assumed that crime prevention should be understood and addressed in multilateral approaches involving a range of stakeholders, not only the police. In addition it was noted that there are three major motives for car theft: profit, recreation, and transportation. Apart from that, evidences were found about police officers and other state officials’ involvement in car theft crime and other related cross-border organized crime offences. Finally a relevant role of citizen’s participation in crime prevention and importance of research in generating knowledge regarding crime prevention were identified throughout the time and in different countries. The following chapter deals with public safety in Maputo Municipality.

# **Chapter 3 Public Safety in Maputo Municipality**

## **3.1 Introduction**

This chapter discusses public safety in Maputo Municipality, with special reference to car theft. It commences by giving a general view about public safety in Mozambique then explores specifically the organization of the public safety in Maputo. Moreover, this chapter presents some efforts towards police service improvement and ends by addressing the car business and crime in Maputo issues. Enlightened by the literature, the aim is to help understand how far crime prevention policies on car theft are suitable for the current public safety demand in Maputo Municipality

## **3.2 General view of public safety in Mozambique**

The UNDP report (1998) quoted by Chachua (2000:54) referred that the security field in Mozambique has registered three moments that influenced its style and performance. The first was the colonial context which with decolonization, the second was the socialist regime and civil war, and the third is marked by democratization and a multiparty system.

Many changes took place during the three periods mentioned earlier, from militarised to current efforts to institutional democratisation. Despite all these evolutionary processes the public safety in Mozambique remains officially a task of the state. Scholars like Azfar and Gurgur (2005:8) argue that 'one of the central roles of government is the protection of the person and the property of its citizens'. In fact, in Mozambique the right and responsibility of maintaining public safety for citizens and property, law, and order belongs to the state. This is done through the PRM, article 254 of 2004's Constitution.

Currently the weakness of the Mozambican police is discussed within scholars and social realms. For instance, Chachua (2000:55) states 'popular trust in the police is very weak [...] people prefer not to report crime, because it does not make sense to waste time when it is well-known that nothing will happen to the criminals'. Also they fear risking their lives so there is a tendency of reporting to the media (Qhobosheane 2010:9). In addition Baker (2003:146;154) states that 'popular confidence in the police is low because of inefficiency; bribe seeking; corruption; suspecting complicity with criminals and Human Rights abuses'. This has recently been mentioned by Halon (2009:126) that 'at least five people were killed and more than 100 injured, many shot by the police'. Despite all these situations it does not mean that the state abandons its core function as security provider. But for the case of MM this can be considered formal and official perception because in the ground given the weaknesses of states security services supplied by the police there are some private security companies which provide security services throughout

the city to institutions and citizens (Pitcher et al. 2010:1556). These scholars stated that:

We had been walking past a vast number of security guards and at least five armed-response cars, but not a single police officer, (...) patrolling in the public space *ibid* p.1563

### **3.3 Public Safety Organization in Maputo Municipality**

The protection of people and property in MM is done through the MPH. This entity exercises its authority through 20 police stations and 13 police posts located within the seven districts, of the Municipality. The districts are: Ka Mpumo, Ka Lhamankulo, Ka Maxakeni, Ka Mavota, Ka Mubukwana, Ka Tembe, and Ka Nyaka (Island). Among these districts only one district, Ka Mpumo, is located in the city where the majority of the buildings were constructed in the middle of the 20th century (Pitcher et al 2010:1558). The other six districts are located in suburban areas.

Within Ka Mpumo district there are eight police stations and the other twelve are distributed in the rest six districts located in suburban areas. The first police station is located in the down town of Maputo and is responsible for Central A, B and C quarters. This is predominantly residential, commercial, and services area. The second police station is also in an urban area, along Julius Nyerere Avenue 86, and is responsible for law and order in *Polana Cimento A* and *B* quarters. Here are located the majority of the main governmental and economic institutions such ministries and, banks, including the official residence of the head of the state. The third police station it is along Mao Tse Tung Avenue and is responsible for public order within two quarters Sommerchield, Coop, Polana, Malhangalene and, Maxaquene. The fourth Police station is at Kim Il Sung Avenue, and does have an operational role but it has the specific mission to protect all diplomatic entities (embassies, consulates, and agencies) situated within the capital city. Also, the fifth police station has specific responsibilities comprising mainly traffic police staff. It deals with all cases related to car accidents. It is located at Maputo Central Hospital. The sixth police station is at *Acordos de Lusaka* Avenue; also in an urban area has in its responsibility within the following quarters: Malhangalene, Maxaquene, Chamanculo, and Central. The seventh police station it is along Zambia Avenue 1215; promoting safety in Alto Maé A and B quarters. Lastly the eighth police station is located near Maputo Port.

Citizens usually converge in the city for shopping in commercial centres such as shops, supermarkets, and malls. Some people go to schools, colleges, and universities and others to hospitals, churches, formal and informal work. It is important to emphasize that the informal sector is widespread in the entire city thus this is one of the things that makes the city more crowded. In addition, the existence of many attractive factors in Maputo city conjugated with a

lack of an efficient parking system makes the parking environment awful. For that reason people park their cars in the street.

Despite all these police stations, there is lack of police visibility in the streets of the city centre. This means 'the visible police is markedly uneven [...] during our first transect there was almost no police presence on the streets. During the six hours of the walk, only three officers on foot and police cars were sighted' (Pitcher et al. 2010:1568). The lack of police officers in the streets is explained by Alar (2010:155) in such way:

A significant number of officers on duty are displayed in fixed positions, mainly at the official residences of higher government officials, ministries, embassies and recently near banks because of the rising number of bank robbery. A police mission statement notes that this focus on elite protection entails diversion of personnel from public tasks.

The result of this is that the insecurity tends to increase and the criminality becomes a matter of concern including car theft.

According to Azfar and Gurgur (2005:6), among 67 countries covered by the International Crime Victim Survey (ICVS), 'the theft rates vary from 2 per cent (Austria) to 44 per cent (Mozambique) across the countries'. Pitcher et al. (2010:1568) argue that the 'chronic inequality' in Maputo constitutes the major foundation of crime rising. The findings appoint the involvement of many unemployed people in car theft. Azfar and Gurgur (2005:2) referred that several Scholars such as (Frajzylber 2000, Soares 2003) have mentioned the inequality as the reason of crime; urbanization (Glaeser and Sacerdote 1996) and 'education, institutional development to mean quality of the police force and the judiciary system'. This perception is also reinforced by Malan (1999:174), related to the rise of crime in the 'cities' in Mozambique since the end of the socialist regime in the 90s. Another way of viewing this is that the International Crime and Victimization Survey found that more than 80 per cent of people in Mozambique and Brazil do not report crime because they do not trust the law enforcement institution (Azfar and Gurgur 2005:8). Conversely Alar (2010:199) stated that 'despite many constraints of the public service as a whole, Maputo is not a dangerous place in terms of crime.' In order to support his position he brought to the dialogue the downing tendency of crime statistics from 1997 to 2007. This seems to be reliable because it is based on recent information considering the extended period until 2007 while another source relies on 2003 information.

Scholars refer that countries with 'transitional democracies' or 'weak states', generally security is also provided by private entities (Dupont et al 2003; Shearing and Kampa 2000) in Pitcher et al. (2010:1569). So it seems to be the same as the case of Mozambique because its democracy is still in its embryonic phase and time has to come to its consolidation. In fact, Maputo has been described in such a way that 'every single bank, as well as least every second shop, had a security guard outside standing or sitting on the pavement' on one hand and 'hundreds guards were manning all sorts of different entrances, buildings and shops' on the other hand Pitcher et al. (2010:1570).

Map 2



Map of Maputo City

Source: Google Maps

### 3.4 The car business and crime in Maputo

Dipac Jaiantial, a World Bank economist, quoted by Halon (2002:3) has shown that the liberal economy adopted by the Mozambican Government in the 90s has been growing progressively saying 'Mozambique continues to be one of the best performing economies in Sub-Saharan Africa' (*ibid*). This is gaining more terrain with the regional integration within the SADC region that recommends free trade among states members. Regarding cross-border business between Mozambique and South Africa, Peberdy (2000:362) states 'anyone standing waiting at the Lu[i]bombo border posts between Mozambique and South Africa in the early morning can't help but see a stream of entrepreneurs pass by'. Internally, businesses initiatives are encouraged by the government thus a range of small entrepreneurs are visible throughout the country and mainly in the capital cities, including Maputo. Dana and France (1996), state 'the nation is attempting to cope with problems of an uneducated population and insufficient food production. Small business is looked upon as the cure-all and world bank financed scheme to promote business.' Among the preferred business there is the one that is related to second hand cars. This has become one of the most profitable businesses in Maputo. The geographical location of Maputo plays an important role for this business kind of business. It allows the direct access to cars from Japan or from South Africa. Regarding this Brooks (2011:85) states:

'Prices [of cars] are far lower in South Africa and Mozambican traders can make a profit importing Japanese used cars from Durban to Maputo [...] in Mozambique the market for cars is expanding this can be linked to the emergence of a narrow affluent consumer class that has benefitted from recent GDP growth'. In fact, Hanlon and Smart (2008:15) state 'GDP [in Mozambique] is growing by 7%, driven in part by increasing aid and investment in mega-projects'.

According to Brooks (2011:80), Mozambique is one of the elected markets for selling Japanese used cars so 'in Japan a strict inspection regime excludes many cars from the domestic market, some of which are exported via South Africa for sale in Mozambique.' Within the Mozambican realm, literature refers that this business involves individuals and Pakistan family members (*ibid*). Far from facilitating the existence of targets (cars) to offenders, the business of used cars in Maputo is also related to some kinds of crime, for instance corruption. Hanlon (2002:6) states 'both administrative corruption and state capture are now ubiquitous in Mozambique'. Brooks (2011:81) points out the customs officials as the leading sector in corruptive behaviour in this kind of business. Also, Qhobosheane (2010:21) stated that:

The illicit vehicle was identified as a highly lucrative form of crime in Mozambique [...] it involves not only the trafficking of vehicles illicitly acquired in South Africa to Mozambique for sale on the local market or export to a third country but also theft and hijacking of vehicles in Mozambique. Maputo appears to be the worst affected. A considerable number of the vehi-

cles hijacked or stolen in Maputo are moved to the north of Mozambique<sup>6</sup> and sold there because of marginal risk of detection as result of low policing

Further, the connection between the car business and crime in Maputo was also referred in *Canal de Mocambique* (2010), a local private newspaper, and by de Sardan (1999) quoted by Brooks (2011:82), where they stated that 'importing used cars into Mozambique involves concealed, corrupt and illegal activities which are difficult to research'. These all show how complex is the issue of crime in term of car theft is in Maputo Municipality.

### **3.5 Police Strategic Plan and Crime Prevention**

The Police Strategic Plan of PRM (SPPRM) was an effort to bring reforms within the police organization. It is rooted in the national efforts which consisted of the approval of Decree 30/2001 of 15 December, aiming at the improvement of service quality in the public sector. Launched in 2003, the SPPRM would orient the institutional activities until 2012. According to MINT (2003:8-9) quoted by Alar (2010:199) the issues of communication and coordination improvement within the criminal justice system were elected as the main points to be taken into account towards effectiveness and institutional efficiency. It started by identification of the institutional problems through SWOT analysis (*ibid* p.120). Among several problems identified, 'corruption and abuse of power led what he called 'internal problems' (*ibid*). According to this scholar, the police institution was diagnosed with weaknesses related to a bad image of the police within and out of the country. Further, the police mission seemed to be not clear for police forces. The SPPRM plan aimed to give more space to the other actors in order to intervene in the realm of public security. Other problems were related to a 'lack of social assistance to the police officers' (*ibid*) that also was reflected in their lower wages. Lack of incentives thus motivation was low; lower budget and lack of planning culture in lower institutional level.

Regarding the identified problems has been defined four strategic lines or areas such as: the 'organization; operations; support services and social areas' (*ibid*). Logically, the study on prevention of car theft in Maputo falls into all these four areas but it seems to be more embedded to organization and operation areas. In fact, within the organizational sphere emphasis was on the idea of the 'creation of an integrated system of police information' (Alar 2010:122). Interestingly the objective of this information system was to 'provide operation information such as authenticity of drivers' licences, criminal records, of suspects, arrests warrants and verification of vehicle ownership in real time from computer database' (*ibid* p.123).

---

<sup>6</sup> This has been found in interviews conducted during field work and also was known that the preferred cars are Toyota corolla; Toyota Dina; Honda Fitz and Mitsubishi Canter.

Within the operation realm has been referred the idea of having an information system which might allow for the prevention and combating of crime. Surprisingly, the strategic plan does not mention research as a strategy for database setting. In common sense, the patrol is the basic protecting strategy used by the Mozambican police to guarantee the law and order in Maputo Municipality. In reality, it is not so because police officers have deviated from public tasks (Alar 2010:155). Honestly ‘an organized strategy of crime prevention as such does not exist. There has been sporadic actions undertaken with that purpose but without a strategic nature and its range in terms of involvement of institutions has been limited’ (SPPRM 2003:42).

In sum, this chapter discussed public safety in Mozambique, which is markedly influenced by the history of the country. Thus, three relevant phases were identified colonial era, socialistic regime, and the current attempt to democratize. A common aspect is that public safety remained a government task. It was realized that institutional weaknesses (corruption; human rights abuse and tackling crime) have undermined the trust of the police by the citizens. Despite the considerable number of police stations in the municipality, a sense of insecurity prevails given the general absence of the police in the streets. Criminals’ networks characterized by corruption and organized crime are embedded in the car business crossing institutional professionals and agencies in all levels. Efforts towards improvement are still not satisfactory. The next chapter presents and discusses the findings and attempts to answer the research questions of this study.

# Chapter 4: Findings and Discussion

## 4.1 Introduction

This chapter presents the findings of the research which then are analysed, interpreted and used to answer the research questions. The findings were collected from the participants of this study through interviews, questionnaires, and observation. Also the analysis and interpretation were based on use of the literature related to the topic. It starts by addressing the issue of crime prevention policies in Mozambique in general, also regarding the car theft taking into account the social environment in MM. This is followed by description and analyses of the social environment in Maputo. Finally, the perceptions of the public on public safety in the study area are presented and analysed.

## 4.2. *Crime prevention policies and social environment vs. car theft*

Crime prevention in Mozambique is seen as a very important condition for development in the sense that national efforts and foreign investment, so that development may evolve in a safe environment. Therefore, in the national constitution of 2004, it was found that crime prevention constitutes one of the most important issues to be addressed. This is operationalized through the approval by the parliament of a set of policies in form of ordinary legislation the law 19/92 of 31 of December, the PRM putting in its article 3, the tasks which include the issue of combat and crime prevention (Trindade 2008:360). Also, the law 17/97 of 1st October about the Security and Defence policy, article 13, prescribes the need of combat and crime prevention within the country. Article 12 of this law refers that crime prevention is primarily a task of PRM. Also, there are other orientation instruments produced within the institutional realm aiming to deal with crime prevention. For instance, the SPPRM (2003) emphasizes the relevance of combating and preventing crime (p.54). Also, the Strategic Plan of the Development of Ministry of Interior (EDIMINT) approved by the council of ministries in 2008 is another supporting source for crime prevention in Mozambique. The Community Policing Project founded in 2000 and the regular Annual Operational Plan (POA) applied throughout the country addressing public safety in general. These legal instruments are specifically related to the police institution as the main holder of legitimacy for maintaining the law and order in the country.

Crime prevention is also a priority within the national development policy defined as the Action Plan for Absolute Poverty Reduction (PARPA), (Bolnick 2004:8). This answers the international call of WB and IMF for poverty reduction. This means that crime must be addressed to encourage national and foreign investments, through risk and uncertainty reduction. There is the idea of reciprocity in it. The point is that setting opportunities for job creation may reduce crime through poverty reduction and by reducing crime it may attract more investors. The linkage between crime and poverty has been discussed within the realm of disorganization theory, (Rice and Smith 2002:305) and

within the sphere of crime and inequality (Sumich 2010:1). In addition Qhobosheane (2010:42) stated that 'in Mozambique, there is no doubt that poverty and unemployment play some role in proving ready foot soldiers to swell the ranks of organized criminal groups'.

The transnational character of car theft which affects Mozambique and other southern countries has demonstrated weaknesses of current crime prevention strategies and policies in MM. This was supported by Qhobosheane (2010:16), when stated that 'the police [of Mozambique] cannot stem the rising tide of organized crime on their own'.

The national policy efforts deal with crime prevention in a broad sense although the impact and dimension of some types of crime seem to require a specific and careful treatment such car theft. The interview with a senior police officer<sup>7</sup> indicated that there is not any specific plan or policy for car theft prevention, but rather the car theft crime prevention is included within the general plan for preventing crime in the city. This is done through the regular patrolling activity but not in fulfilment of a specific task of preventing car theft. This seems to be a standard operating system which argues that one size fits all. Despite the absence of specific policy for car theft prevention the interviewee said that the PRM investigates the occurred cases. For the specific case of car theft, the focus looks more towards recovering (investigation), action after crime occurrence, which is also not satisfactory than prevention, before it occurs. To summarize, the general discourse deducted from national policies on public order and safety focusing crime prevention and interview findings lead to assume that crime prevention policies do not capture and might neglect some specificities that shape the realm in which crime occurs including car theft.

#### ***4.3 Social environment in Maputo Municipality***

The MM is one of the 43 municipalities of Mozambique. It is the capital city of Mozambique Maputo, which is located in the south of the country at the western shore of the Bay of Maputo. The geographic limits are: north is Marracuene district, northeast and west is the Matola Municipality, and west Boane district and south Matutuine district. It has been formally functioning as a municipality since 1980 and it covers an area of 300 square kilometres. According to last cense held in 2007 the municipality is inhabited by 1,271,569 inhabitants.

The social environment in MM is rooted in the history of the country. Grest (1995:150) referred that in the 60s some Portugal colonies registered an economic growth (Luanda and Maputo) which led to urban population growth. In response to this was introduced a 'special regime for the large cities' which consisted in a new administrative division of cities, 'bairros' or neighbourhoods. Although it was not legislated the indigenous could not live in the cement city but in suburban areas where they lived in 'precarious conditions'.

---

<sup>7</sup> Interview with Augusto Bobo, DOPS in Maputo Police Headquarter August 8, 2012

This has been also referred by Alar (2010:148) who stated that during colonial era the indigenous that came from different rural areas to the city for work had to live in the periphery in lower conditions.

After independence on June 25, 1975 the development of civil war fuelled the fleeing of citizens to Maputo and other cities. This led to an enlargement of neighbourhoods with a shortage of urban patterns. Alar (2010:150) stated that 'the influx into the city had many socio-environmental implications for urban management, mainly in the policing sector, for example because of increasing unemployment and urban poverty'. The figure below demonstrates the settlements in suburban areas of Maputo Municipality.

**Fig 2 'Unplanned neighborhoods in peri-urban areas of Maputo'**



Source: Sollien and Andersen et al (2010:2)

The urban and suburban areas are inhabited by people from different parts of the country, regions even the world. What makes Maputo a multi-ethnic and cultural city? The interview findings have shown that Maputo is a cosmopolitan city, where people from all over the world converge<sup>8</sup>. The literature on disorganization theory relates poverty, ethnic heterogeneity and deprived areas with the phenomenon of crime (Rice & Smith 2002:305). According to Jenkins (2000:207), 'Mozambique is one of the poorest and most aid-dependent countries in the world'. The study conducted in South African city of Tshwane regarding the applicability of disorganization theory in African context discussed earlier demonstrated that heterogenic ethnicity does not lead exactly to unlawful behavior. But poverty in form of unemployment is the key issue that is linked to crime. It is known that more than 60% of people living in urban areas of Mozambique face absolute poverty (ibid) so it makes sense that there is a possible existence of higher crime rates urban areas.

The case of Maputo Municipality does not differ so much with the experience of the Tshwane city study but there is an aspect of difference. The findings demonstrated that the car thieves are generally unemployed but also revealed that not only Mozambicans were involved in car theft in MM. Several times foreigners have been involved in car theft crime<sup>9</sup>. This has been rein-

<sup>8</sup> Interview With Mr Paulo the deputy chief of Safety department of Maputo city September 4, 2012

<sup>9</sup> Interview with Gilberto Taimo at PIC-Maputo, August 15, 2012

forced by another informant who said *there is higher rate of unemployment that might leads to illegal initiatives including car theft crimes*<sup>10</sup>. She said.

There is a sense of lacking resources to reduce the opportunities of crime occurrence through physical strategies argued in the realm of situational crime prevention by Clarke (1997:4). This situation gives path to Homans' (1961), the pioneer of rational choice theory in which in this case the thieves when they see the object feel inspired to development efforts towards effectiveness of crime taking into account the possible risk compared with the intended benefit (Scott 2000:1). In this case the offenders may calculate the costs and benefits of stealing a car parked in the condition presented below.

**Fig. 3** Car parked at home in KaMubukwana district



Source: Picture by the researcher in suburban area of Maputo

Pattavina (2002:38) stated that 'there is no question that understanding crime in its immediate physical context is extremely useful for community problem solving'. Regarding this, the environment in which car theft crime occurs is also influenced by the geographical location of Maputo Municipality which becomes easier to contact with other countries. For instance cars from Cap Town Port are more likely to enter Maputo than to other provinces of the country because this city is closer to South Africa<sup>11</sup>. Brooks (2011:80) stated that 'cars are imported from Japan to Maputo via South Africa by Pakistani families and individual Mozambican\_traders'. It is within this realm of importing cars that organized crime networks evolve link criminal groups within the SADC region.

The study found that the widespread market of vehicles in Maputo, the inefficient parking system, no citizens' local and technological control system, and unemployment are favourable environment for crime in general and of car theft in particular. In addition the lack or inefficient coordination and in-

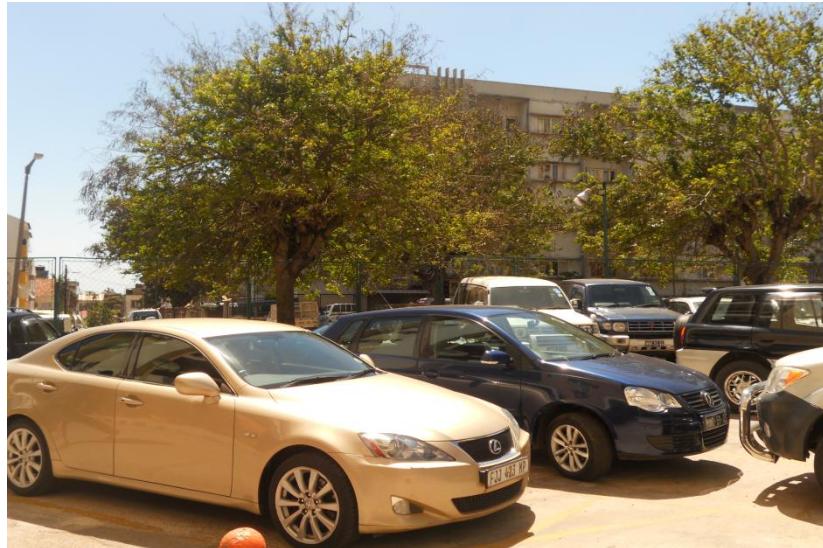
---

<sup>10</sup> Interview with Aurora da Silva at 5<sup>th</sup> Police Station Maputo City August 30, 2012

<sup>11</sup> Interview with Augusto Bobo, DOPS in Maputo Police Headquarter August 8, 2012

formation interchange between police units are among the major factors hindering police performance in combating car theft crime in Maputo.

**Fig. 4 Cars parked on the street in Maputo Municipality**

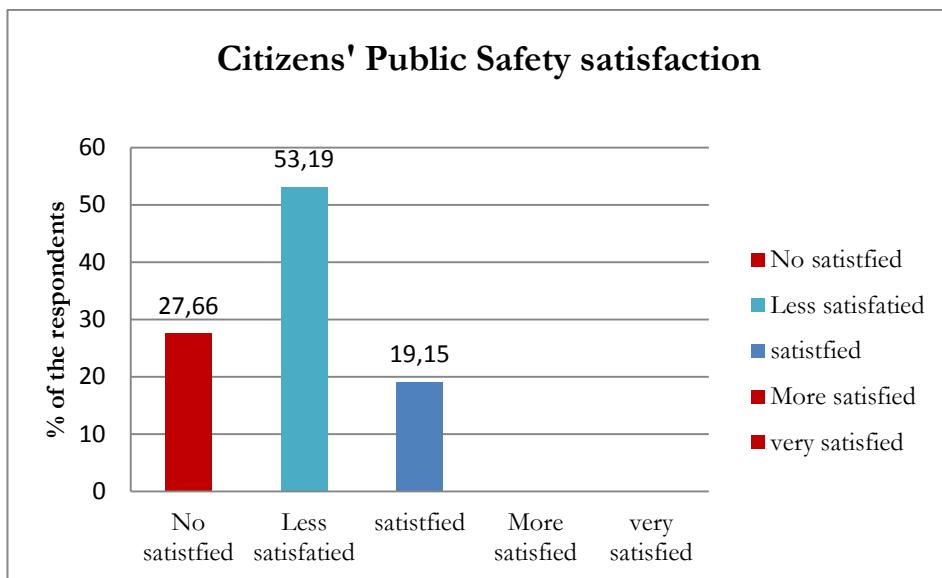


Source: Picture by the researcher

#### ***4.4 Public Perception about public safety in the Maputo Municipality in general and in particularly on crime of car theft***

The questionnaire reached 68 individuals selected randomly among the public who can write, and only 47 respondents returned. This corresponded 69.1 per cent of returning. There covered issues were: public safety perception; crime location, to mean to know if crime is more concentrated in urban or in suburban areas of Maputo; the perception on victimization; location of car theft in suburban area; perception on car theft victimization; perception on car theft recovery; perception on public participation in crime prevention; the involvement of people in reporting crime; and, finally an opened ended question was included to get the public perception about possible causes and factors of car theft in Maputo Municipality.

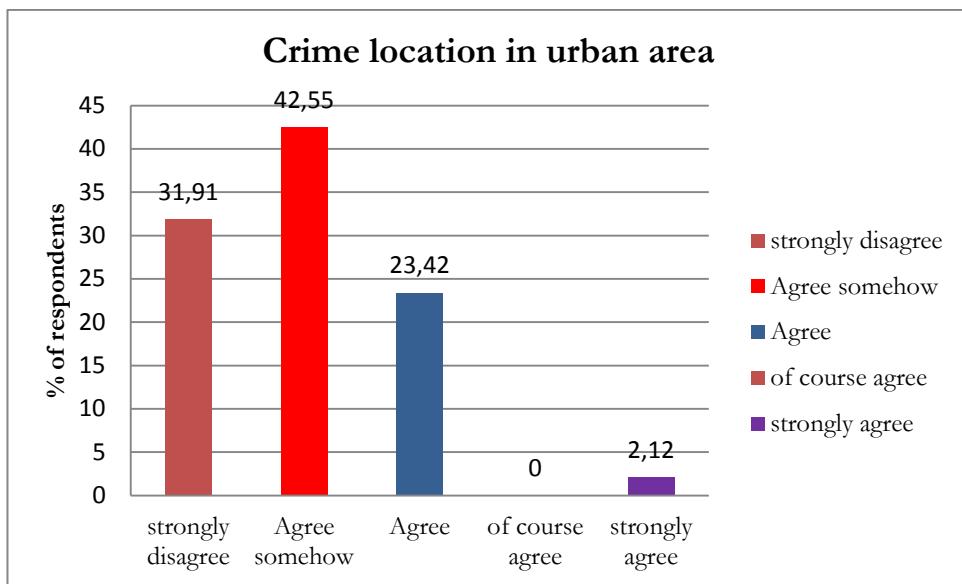
**Graph: 1. Public perception on Public safety in Maputo Municipality**



Source: From Materials Compiled and Analyzed by the Researcher

Regarding the public safety in Maputo, Graph 1&Table 2 (in the appendix) reflect the perception of the public in this issue. The figures show that 13 respondents indicated that public safety in Maputo does not satisfy the current demand. This corresponds to 27.6 per cent of inquired people. Further, within inquired people, 25 respondents said that they are less satisfied with the public safety services in Maputo. This is equivalent to 53.19 per cent, becoming by the way the majority of people with this feeling. The last 9 respondents have indicated that they were satisfied with the current public safety in Maputo. The satisfied people constitute the minority of 19.14 per cent found through this study. Any respondent have stated that they were not 'satisfied' neither 'very satisfied' with the public safety level in Maputo Municipality. Drawing on interpretation from these results, it can be assumed that there is a considerable feeling of lack of satisfaction or less satisfaction regarding the public safety service in Maputo, and it leads to conclude that public safety in Maputo is not good at all but also the situation is not bad as it can appear (Alar 2010:119).

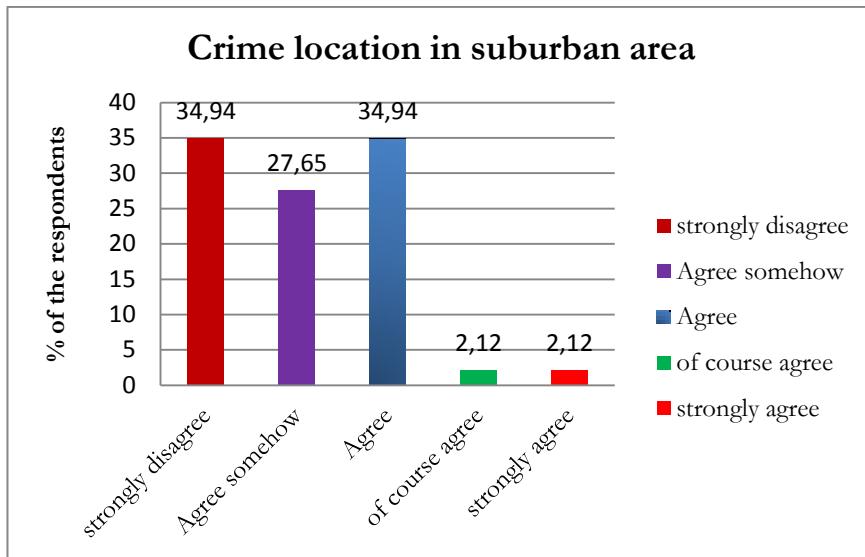
Graph 2: Public perception on crime location in urban area of Maputo



Source: From Materials Compiled and Analyzed by the Researcher

Graph 2 &Table 3 (see the appendix), present the perception on crime location in urban areas. Regarding this, among 47 participants covered by this study, 15 respondents, have disagreed absolutely that crimes are more committed in urban areas. This corresponds to 31.91 per cent of inquired people. Also, 20 respondents have agreed somehow that crime tend to occur more in the city than other places. This was the major perception found through this method and this is equivalent to 42.55 per cent of the respondents. A total of 11 (23.4 per cent) respondents have agreed that crime is more located in urban area while only 1 respondent, 2.12 per cent, has agreed absolutely in this matter. Again, nobody chose the variable 'of course' to confirm the major occurrence of crime in urban area. There is common understanding that crimes are more likely to occur in urban area of MM but not so far from this a large number also hold a contrary vision. The issue of accessibility of goods has been discussed in realm of routine activity theory (Rice and Smith 2002:305). Also it is argued that Maputo city has most important goods than other provinces and cities of Mozambique (Alar 2010:151).

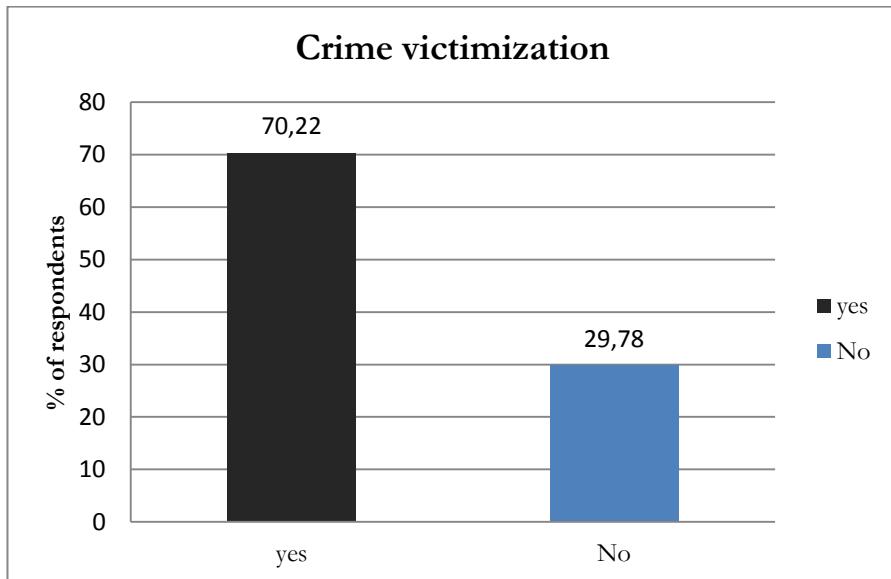
Graph 3 Perception on crime location in suburban area



Source: From Materials Compiled and Analyzed by the Researcher

Graph 3&Table 4 (in the appendix) present in numbers the perception of the public regarding the location of crime against property. For this point 16 respondents, corresponding to 34.94 per cent, have said that they absolutely disagree that crime against property is more committed in a suburban area. In the same issue 13 respondents, equivalent to 27.63 per cent have agreed somehow. Interestingly those who agree were 16 respondents corresponding to 34.94 per cent. This was an interesting fact because there is equilibrium between those who disagree absolutely and those who agree. Furthermore for both (D&E) variables 'agree absolutely' and 'of course agree' one respondent have chosen to indicate his or her position regarding the concentration of crime property in suburban area. This corresponds to 2.12 per cent for each variable. From these events can be deducted that both urban and suburban areas of Maputo face crime property.

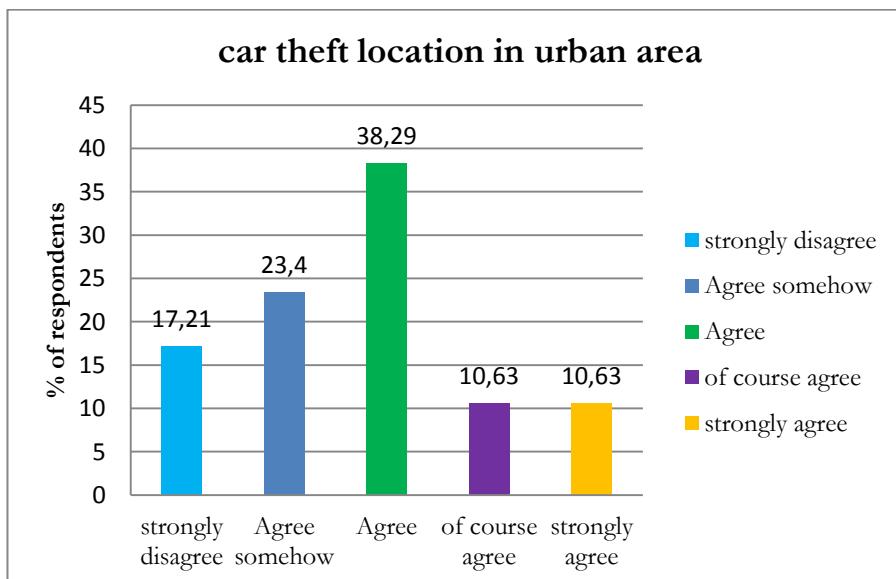
Graph 4: Crime victimization in Maputo



Source: From Materials Compiled and Analyzed by the Researcher

Graph 4 & Table 5 (see the appendix) show the crime victimization findings and 33 respondents of 47 inquired people have been victimized. This represents 70.22 per cent of the whole group. In contrary 14 inquired people have never been victimized which corresponds to 29.78 per cent of the inquired respondents. Crime victimization is above 50 per cent in Maputo thus crime is a matter of concern.

Graph 5: Car theft location in urban area of Maputo

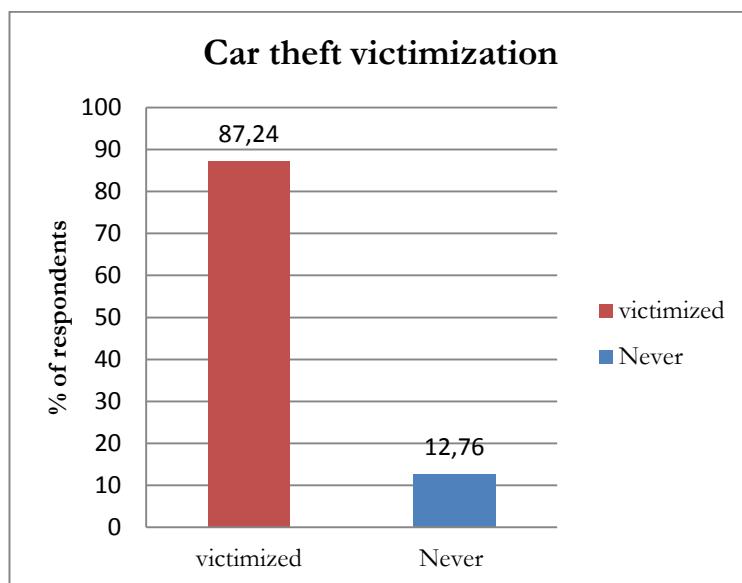


Source: From Materials Compiled and Analyzed by the Researcher

In Graph 5 & Table 6 (in the appendix), the researcher presents a descriptive statistic of public perceptions regarding the location of car theft. The premise was that car theft and robbery mostly occur in urban areas than in suburban

areas. The study found that 8 respondents which corresponds 17.21 per cent, did not agree absolutely, 11 people equivalent to 23.4 per cent, agreed somehow; 18 respondents, that means 38.29 per cent, responded that they agree that car theft crime mostly occurs in the urban area of Maputo Municipality; while 5 respondents corresponding 10.63 per cent have also accepted and lastly other 5 inquired, 10.63 per cent have absolutely agreed the predominance of car theft crime in urban area of Maputo Municipality. The interviews also showed that cars are generally stolen in urban areas<sup>12</sup> but it does not mean that suburban areas are immune. In fact, crossing these and interviews findings with the literature makes sense because the availability of cars is more located in urban areas where among many factors the security level is lower (Rice & Smith 2002:305); and the parking environment also is not as expected. The suburban area also presents some cases of car theft given a set of factors, incivilities, unprotected home parking's.

Graph 6: Car theft victimization in Maputo

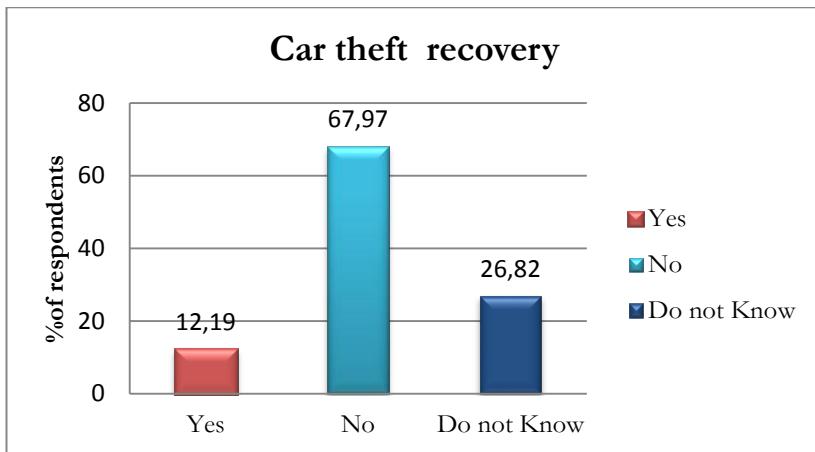


Source: From Materials Compiled and Analyzed by the Researcher

Graph 6 & Table7 (see the appendix) present the findings about car theft victimization. In this, the researcher aimed to assess if the respondents have been victims of car theft or at least know someone who has experienced this type of crime. Among 47 respondents covered by this study 41 people, corresponding 87.23 per cent, of people responded that they have been victims or at least knew a case of car theft. Then only 6 respondents, 12.76 per cent, responded referred that they never been victims neither know anyone who has been victim of such crime. These figures showed an approximate dimension of the big picture about how car theft crime is entrenched and popularised in MM.

<sup>12</sup> Ka Mpumo district (at the entrance of Universal Church located in 24 July avenue-anytime; in front of São Tomás University; Pedagogical University and in the Campus of Eduardo Mondlane University-19-21 hours)

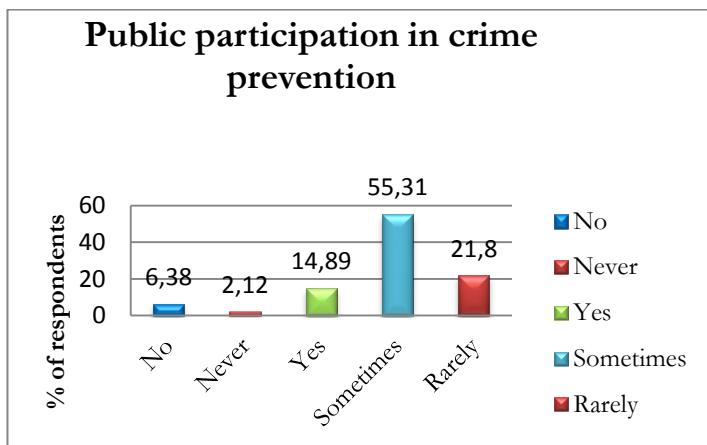
Graph 7: Car theft recovery in Maputo Municipality



Source: From Materials Compiled and Analyzed by the Researcher

Graph 7 &Table 8 (in the appendix) present the figures regarding the perception on car theft recovery in Maputo Municipality. For this issue only 41 respondents took part in this question. The reason why is that 6 respondents had already said that they have never been victims neither know anyone who has been victim of car theft crime. In this point, 5 respondents corresponding 12.19 per cent, responded that the stolen cars that they have been victims or their acquaintances were recovered. In addition 25 respondents, 60.97 per cent, said that the cars that they have been stolen from them or their acquaintances were not recovered. A total of 11 respondents, 26.82 per cent answered that they did not know if the car had been recovered. These findings show lower car theft recovering in Maputo. This also matches with what have been found through interviews conducted during the fieldwork in Maputo. Suresh and Tewksbury (2012:1) stated 'the stolen vehicle is not recovered in a majority of incidents'. Many factors have been mentioned such lack of coordination among police headquarters; parking environment; spare sellers; institutional shortage of resources; geographical location; criminal networks which produce false car documentation and so forth.

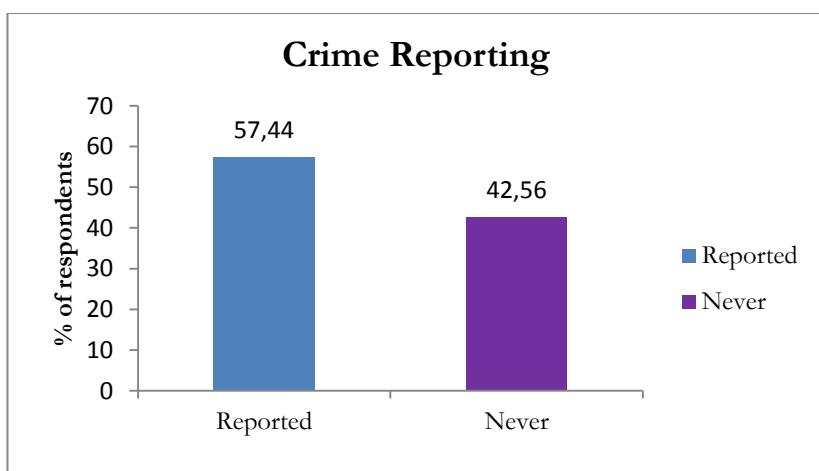
Graph 8: Public participation in crime prevention



Source: From Materials Compiled and Analyzed by the Researcher

Graph 8& Table 9 (in the appendix) present the perception about public participation in crime prevention. Here 3 respondents, 6.38 per cent referred that the public does not participate in crime prevention. Interestingly 1 respondent, 2.12 per cent said that the public never participated in crime prevention; while 7 respondents, 14.89 per cent agreed that the public participate; 26 respondents, 55.31 per cent referred that sometimes the public participate and in last 10 inquired people corresponding to 21.28 per cent have said that rarely people participate in crime prevention. Thus, seems that there is a divided perception regarding public participation in crime prevention. But what is likely to be the most understanding among the respondent is that the public participate but not as it is expected. This participation has been mentioned in the interview findings through community policing councils, also referred by Alar (2010:151).

Graph 9 Crime reporting in Maputo



Source: From Materials Compiled and Analyzed by the Researcher

In the Graph 9& Table 10 (see the appendix) the researcher presents how the public is devoted in denouncing crime to the police. The findings regarding this issue are surprising. Among 47 respondents, 27 represented by in this

graph, responded that they have reported crime case to the police and 20, corresponding have never done it. This corresponds to 57.44 per cent of respondents who trusted the law enforcement institution to pursue their concerns and 42.56 per cent of those who did not. Although the findings reveal this picture there is disagreement within the literature which shows a different point of view. Scholars argue that in developing countries people do not report crime to the law enforcement institution because the people do not trust them (Azfar and Gurgur 2005:8).

In brief this chapter presented and discussed the findings of the study which then were used to answer the research questions raised in chapter one. It was understood that there is a legal framework for public safety but given its general character fails to capture some specific aspects towards prevention of some types of crime, for instance car theft. The social environment in Maputo characterized by unemployment, heterogeneity, easier car access, and a lack of efficient parking system plays influence in crime in general and for car theft in particular. A sense of less satisfaction in term of public safety in Maputo was found. The last chapter brings the conclusions of this study.

# Chapter 5: Conclusion

## 5.1 Introduction

This chapter aims to bring the conclusions achieved in this study and to point to some possible ways of dealing with the problem of car theft in Maputo Municipality. The research has focused on car theft prevention in Maputo Municipality. It intended to find out 'how far are the crime prevention policies on car theft suitable for the current public safety demand in Maputo Municipality?' Through the use of research methods to capture relevant data and enlightened by the literature the study reached the following conclusions:

### *5.2 Major Findings*

#### **5.2.1 Car Prevention Policies and social environment vs. car Theft**

It has been concluded that there is a national willing of preventing and combating crime. The evidence is that crime prevention policies are inspired from the national constitution. Also, there are also social policies addressing poverty reduction by the government. However, its effect is still far from unsatisfactory in meeting the expectations of citizens. The rules and regulations on crime prevention are produced centrally and the lower levels are there just to implement. The parliament representatives in general and the higher ranked police managers in particular are the ones who are supposed to think and rethink on crime prevention policies and strategy. There is an official intention of including citizens in crime prevention but the community policing strategy is not formalized and currently faces a downing period.

Crime prevention is one of the main aspects stated in the Mozambican constitution and a set of ordinary laws. The objective of this is to create a good environment for people to exercise their rights, participate actively in development activities in a realm of peace and security. This mission of ensuring order and public safety is reserved to the Police of the Republic of Mozambique. This study shows that the prevention of car theft crime is done in the same way as it is for all kind of crimes. The idea encountered here is that one plan or policy fits all cases and there is not any plan or policy which deals specifically with the issue of preventing car theft crime. So talking about car theft prevention policy it is the same as talking about the general policy or plan for crime prevention in Maputo.

The crime prevention strategy in Maputo is commonly seen as patrolling, but little has been done towards prevention. It is within this realm that falls also the prevention of car theft: the institutional efforts are more concentrated in combating than preventing. The MPH, through its forces, participates in regional (SADC) operations for car recovering. Also there is a specific sector within the police which deals with the investigation of occurred car theft and robbery. The existent enterprises specialized in car theft recovery and installation of anti-car theft devices are all owned by private sector not by the gov-

ernment. The found that anti-car theft device is not compulsory in Mozambique. This leads to assume that there is any governmental policy directly regarding this issue.

In conclusion has been assumed that the current crime prevention policies do not meet the current public safety demand of preventing crime in MM given the wider character. It does not pick in detail the complexities raised from the historical, regional, and international contexts in which the country is embedded. There is a sense of bounded rationality in setting the crime prevention policies since there is no any strategy of crime prevention based on research to bring from the field the main aspects which might orient the production of suitable policies for crime prevention in general and regarding car theft in particular.

### ***5.2.2 Social Environment in Maputo***

The study concluded that the social environment in Maputo and in Mozambique is shaped and influenced by the history of the country, with emphasis in three relevant moments: colonial era, socialistic regime, and the current attempt to democratization. All these phases have an influence in urban population growth which results in the emergence of new neighbourhoods characterized by higher levels of poverty, unplanned housing, heterogeneity and unemployment.

Alar (2010:149) stated that 'in 2000 Maputo became part of the Word's million-inhabitant cities'. While people tend to increase in number, the employment policies are still not in place to meet the current public demand. Unemployment is a common matter of concern among people, mainly for youth. This is considered as one of the most grounding causes of crime in Maputo Municipality, including the unlawful possession of cars. The multicultural character of the city supported by the constitution has a role in hosting some regional or international criminals who might be involved in car theft and other types of offences.

The geographical position of the city has had an influence in crime activities including those related with car theft. Maputo City is closer to South Africa and thus the import of cars by individuals and dealers for sale makes Maputo a city where the availability of attractive cars is higher than other parts of the country. This study found that the police organization faces institutional weaknesses characterized by inefficient coordination among police units at different levels, and this undermines the institutional efficiency and efforts for car recovering. For this, the 'Management by inquiry' discussed earlier is a helpful philosophy in this paper. In addition there is corruption within police officers (participation in cross border crime) and other state officials (those responsible in legalizing car documentations), human rights abuse and tackling crime have undermined the trust of the police by the citizens.

Apart from inefficient urban space management related to housing, the parking environment also does not correspond to the current public demand.

Cars are mostly parked in the street or in private residences without any security measures. This matches with routine activity theory (Rice & Smith 2002:305).

To summarize, it can be assumed that national, regional, and international processes shape the social environment in Maputo Municipality. The national are related with evolutionary history of the country that set a foundation of the current reality. The regional is more linked to the current integration of the Southern Africa region which gave path for liberalization of trade, movement of people and goods within member countries. It is within this context that organized crime like car theft and other cross-border offences evolve and Mozambique being member strategically located (in the coast) cannot escape. Whilst in the international realm Mozambique has adopted the liberal economy and this opened more room for entrepreneurship, including car importing making Maputo an elected destiny of second hand cars from Japan and Durban in South Africa.

### ***5.2.3 Public Safety perception and Car Theft Crime in Maputo***

The empirical findings showed that there is a common perception that public safety in Maputo is less satisfactory. In addition, the research found that in general crime tends to occur in urban areas of Maputo, which corresponds to the area of Ka Mpumulo district rather than other parts of the Municipality. In Crime against property was found that this occurs both in the city and suburban area. Moreover, a higher rate of victimization was noted among the respondents. The interviews, the police reports and questionnaire converged in saying that car theft occurs in the urban areas of Maputo than in suburban area. There are more cases of stolen cars using false keys (Fig.1) than carjacked in Maputo.

Another aspect found was that the majority of people covered by this research have been victims of crime even car theft crime or at least know someone who has been victim of car theft in Maputo. Regarding the recovering of stolen cars the research concluded that car theft recovering is lower in Maputo than what was expected by the victims and the police professionals. For the issue of public participation in crime prevention, the research found that the public sometimes participates. This has been constrained by the lack of professionalism of police agents who do not ensure the anonymity of those who denounce crimes. Finally the study showed that there is an increase in tendency of reporting crime to the police in Maputo.

### 5.3 Towards a Policy Framework for Car Theft Prevention

The study on car theft prevention in Maputo found that the social environment is complex. Historical processes have influenced the current environment, leading people to converge in the city, including those not originally from urban areas. The city is therefore growing horizontally. The new neighbourhoods that have been emerging are generally characterized by unemployment and urban poverty. The police force is faced with a new increasing demand for its services. It is in the context of this environment that this research is situated, with a focus on car theft. Thus this section presents a policy framework for car theft prevention within the current social environment of Maputo- Mozambique.

The study on car theft prevention in Maputo-Mozambique sought to understand the relationship between internal and external factors pertaining to current crime prevention policies in general and to the issue of car theft in particular. Internal refers those within the law enforcement institutions, more precisely, police force. The external are those related to the environment in which criminal offences including car theft occur, as well as the broader range of stakeholders who are not directly involved in public order maintenance. This consisted of attempting to match policies with reality towards car theft prevention in Maputo Municipality. Regarding this, Houben et al (1999:126) state 'the recognition of the internal strength and weaknesses, as well as external opportunities and threats, takes place on the basis of a study, also called SWOT-analysis'. The SWOT analysis is related to awareness of Strengths, Weaknesses, Opportunities and Threats. This method is fundamentally knowledge-based and aims to grasp the interaction between internal and external factors towards a better organizational performance. This was the policy analysis method upon that this study on car theft prevention in Maputo relied upon to build a foundation for car theft prevention policy.

One of the major problems faced by the Mozambican police is the lack of a database of information about crime (Malan 1999:187). Furthermore, Malan points that the police force tends to be inspired by patterns outside of the country. The SWOT analysis policy method is basically about internal and external information research that is analysed and transformed in policy and action plans. According to Houben et al (1999:129), *strengths* are all aspects that can be considered as advantages and available abilities to tackle an issue. Within the Republic of Mozambique, there is a formal willingness to prevent crime in general in the country expressed in the national of constitution of 2004 and in other legislation. Looking at the essence of the SWOT analysis method, there is also national legal support that encourages scientific research for knowledge production and dissemination. Additionally, the state ensures the basic and higher training of police officers. The citizens are interested in public safety improvement, thus they generally collaborated with the police force in crime prevention through Community Policing established in 2000, although these efforts have not proved successful.

The *weaknesses* refer to possible impediments to success (ibid). There are several factors contributing to the challenge of preventing car theft in Maputo. These include a lack of a structured national crime prevention strategy; no national policy of public order, no research into the field of public safety strategies within in the country; an absence of car theft prevention policy; inefficient border control; a shortage of resources; corruption; and an inefficient system of communication between police units (SSPRM 2003:42). The impact of the absence of car theft prevention policies and insufficient border control on car theft are notorious, as well as the international dimensions that was found in this study. *Threats*: Like any other police organizations, PRM senior managers might be resistant to adopting a new approach to setting policy such as knowledge-based research policy. Another threat is the widespread corruption in the country. *Opportunities*: the peace environment in the country and the current regional integration in the SADC region facilitated by SARPCCO protocol on cooperation on combating cross-border crime including car theft look important.

The weaknesses within the PRM, suggest the importance fostering of national public safety knowledge on car theft prevention and other types of crimes. Towards this goal, knowledge based policy through research may contribute to laying the national theoretical foundations of this field of knowledge. Additionally, this approach will reduce the dependence on foreign literature to tackle national public safety issues in Maputo. The SWOT analysis method is a useful because it considers both the internal and external environment. For the case of car theft prevention policy setting, this method can be helpful in identifying potential circumstances that might be favourable for the occurrence of car theft. Through research, baseline information about car theft will be gathered and analysed for future interventions. The point is to develop crime prevention policies informed by research findings. Black (2001:276) argues that despite research being important for policy making, there are cases in which research will not be accepted by policy makers. According to this author, the point is that some policymakers will prefer to rely on their own experience rather than attempting to apply new knowledge. This corresponds to literature indicating that in police organization it is likely to be difficult to implement changes. Furthermore, Weiss (1986) also argued that research results are not automatically transformed in policies.

Information about police organization itself and its outside is needed. The idea is that all information about potential offenders, vulnerable places and, times etc. should be filed in order to develop a clear strategy to tackle the problem. This would facilitate research into the area of public safety. The development of knowledge based policy for car theft prevention in Maputo would consist of establishment of research strategies in the area of public safety and a research hub on car theft. Taking into account the international dimension of car theft in Mozambique would require well skilled professionals. The lack of literature on public safety has been a stumbling block for the Mozambique police force. In summary, the new policy for car theft prevention suggested in this paper is a tool for a more participatory approach involving different stakeholders of public safety services. Also, it challenges the current Mozambican police paradigm characterized by lack of national literature about car theft.

## 5.4 Recommendations

The study recommends the following aspects:

- Adoption of a National Crime Prevention Strategy
- Introduction of Policing based research in PRM to ensure grounded information for crime prevention policy making and database for future studies and analysis.
- Creation of Research Center for Public Safety in Mozambique
- A legal framework for compulsory use of anti- car theft device and car theft prevention.

### *5.4.1 Suggestions for future research directions*

The study suggests research in the following topics:

- Transnational crime in Southern Africa: Current and Future Challenges for the Police of the Republic of Mozambique
- Urban population growth and challenges for human security in Mozambique

## 6. References

Alar, F.I. (2010), Performance Management of the Police in the Context of Public Sector Reform in Mozambique. PhD Thesis, The Hague: Institute of Social Studies, Erasmus University.

Anozie, V., J. Shinn, K. Skarlatos and J. Urzua (2004) 'Reducing incentives for corruption in the Mexico City Police Force', International Workshop- [lafollette.wisc.edu](http://lafollette.wisc.edu)

Azfar, O. and T. Gurgur (2005) 'Government Effectiveness, Crime Rates and Crime Reporting', Available at SSRN 723681 .

Baker, B. (2003) 'Policing and the Rule of Law in Mozambique', *Policing & Society* 13(2): 139-158.

Berghof Handbook Dialogue Series (2): 16-17.

Breetzke, G.D. (2010) 'Modeling Violent Crime Rates: A Test of Social Disorganization in the City of Tshwane, South Africa', *Journal of Criminal Justice* 38(4): 446-452.

BROOKS, A. (2011) 'Networks of Power and Corruption: The Trade of Japanese used Cars to Mozambique', *The Geographical Journal* 178(1)

Beuving, J.J. (2004) 'Cotonou's Klondike: African Traders and Second-Hand Car Markets in beø Nin'.

Cohen, B. (2004) 'Urban Growth in Developing Countries: A Review of Current Trends and a Caution regarding Existing Forecasts', *World Development* 32(1): 23-51.

Cohen, J.L. and A. Arato (1994) *Civil Society and Political Theory*. The MIT Press.

Clarke, R.V. and P. Mayhew (1994) 'Parking Patterns and Car Theft Risks: Policy-Relevant Findings from the British Crime Survey', *Crime prevention studies* 3: 91-108.

Constituição da Republica de Moçambique, Imprensa Nacional de Moçambique, Maputo 2004

Copes, H. (1999) 'Routine Activities and Motor Vehicle Theft: A Crime Specific Approach', *Journal of Crime and Justice* 22(2): 125-146.

Dana, L.P. and N. France (1996) 'Small Business in Mozambique After the War', *Journal of Small Business Management* 34(4): 67-71.

DeHaven-Smith, L. and K.C. Jenne II (2006) 'Management by Inquiry: A Discursive Accountability System for Large Organizations', *Public administration review* 66(1): 64-76

Decreto n. 28/99, de 24 de Maio. Cria o Estatuto do Policia da Republica de Moçambique, publicado pelo boletim da Republica, Muputo, 24 de Maio 1999

Edelenbos, J. (1999) 'Design and Management of Participatory Public Policy Making', *Public Management an International Journal of Research and Theory* 1(4): 569-576.

Fafeiro V. & Araújo L. (1960) *Código Penal Português*, 3a edição, editora Coimbra limitada.

Gastrow, P. and M. Mosse (2011) 'Mozambique: Threats Posed by the Penetration of Criminal Networks'.

Hanlon, J. and B. Cunguara (2012) 'Whose Wealth is it Anyway? Mozambique's Outstanding Economic Growth with Worsening Rural Poverty', Development and Change .

Hanlon, J. and M. Mosse (2010) , Mozambique's elite: Finding its way in a globalized world and returning to old development models .

Hanlon, J. and T. Smart (2008) Do Bicycles Equal Development in Mozambique? James Currey Limited.

Heald, S. (2007) 'Controlling Crime and Corruption from Below: Sungusungu in Kenya', International Relations 21(2): 183-199.

Herbert,D. (2001) Knowledge about and Prevalence. Encyclopaedia of Social and Behavioural sciences

Hübschle, A. (2011) 'Organised Crime in Southern Africa First Annual Review'.

Hughens, G. (2002) Understanding Crime Prevention. Social Control, Risk and Late Modernity. Philadelphia.

Hope, T. (1995) 'Community Crime Prevention', Crime and Justice : 21-89.

Hope, T. and M. Hough (1988) 'Area, Crime and Incivilities: Findings from the British Crime Survey', in (Eds.) Hope, T. and Shaw, M', Communities and Crime Reduction .

Houghton, G. (1992) 'Car Theft in England and Wales: The Home Office Car Theft Index', Crime Prevention Unit Paper 33.

Hughens, G. (2002) Understanding Crime Prevention. Social Control, Risk and Late Modernity. Philadelphia.

Isaacman, A.F. and B. Isaacman (1983) Mozambique: From Colonialism to Revolution, 1900-1982. Vol.3. Westview press Boulder, Colorado.

rish-Qhobosheane, J. (2010) 'See no Evil, Hear no Evil: The Social Economy of Organised Crime in Mozambique'.

Jackson, E.T. and Y. Kassam (1998) Knowledge Shared: Participatory Evaluation in Development Cooperation. Kumarian Pr Inc.

JAVAHERI, K.M., A. ASADI and M.R. KOUSARNEZHAD (2009) 'MANAGEMENT OF KNOWLEDGE IN POLICE RESEARCHES', POLICE HUMAN DEVELOPMENT .

Kapuscinski, C.A., J. Braithwaite and B. Chapman (1998) 'Unemployment and Crime: Toward Resolving the Paradox', Journal of Quantitative Criminology 14(3): 215-243.

Karmen, A.A. (1981) 'Auto Theft and Corporate Irresponsibility', Crime, Law and Social Change 5(1): 63-81

. Kyed, H.M. (2009) 'Community Policing in Post-War Mozambique', Policing & Society 19(4): 354-371.

Leeuw, F.L., G. Van Gils and C. Kreft (1999) 'Evaluating Anti-Corruption Initiatives', Evaluation 5(2): 194-219.

Lei 19/92, de 31 de Dezembro, cria a Policia da Republica de Moçambique. Boletim da Republica, Maputo, 31 de Dezembro de 1992.

Malan, M. (1999) 'Peacebuilding in Southern Africa: Police Reform in Mozambique and South Africa', *International Peacekeeping* 6(4): 171-190.

Maxfield, C. (2004) *The Design Warrior's Guide to FPGAs: Devices, Tools and Flows*. Vol. 1. Elsevier.

O'Leary, Z. (2010) *The Essential Guide to Doing Your Research Project*. Sage Publications Ltd. London

Pattavina, A., G. Pierce and A. Saiz (2002) 'Urban Neighborhood Information Systems: Crime Prevention and Control Applications', *Journal of Urban Technology* 9(1): 37-56.

Sayed, T. and D. Bruce (1998) 'Police Corruption: Towards a Working Definition', *African Security Review* 7(1): 3-14.

Seleti, Y. (2000) 'The Public in the Exorcism of the Police in Mozambique: Challenges of Institutional Democratization', *Journal of Southern African Studies* 26(2): 349-364.

Silverman, J.M. (1992) *Public Sector Decentralization: Economic Policy and Sector Investment Programs*. Vol. 23. World Bank Publications.

Schneider, R.H. and T. Kitchen (2002) *Planning for Crime Prevention: A Transatlantic Perspective*. Vol. 3. Psychology Press.

Starfield et al. (2007) 'The Concept of Prevention: a good Idea gone astray?' *J Epidemiol Community Health* 2008; 62:580-583

Steenkamp, D.G. (1999) , Motor vehicle theft: a comparative study .

Strategic Plan of the Republic of Mozambique (SPPRM) -2003-2012

Sumich, J. (2010) 'Nationalism, Urban Poverty and Identity in Maputo, Mozambique'.

Suresh, G. and R. Tewksbury (2012) 'Locations of Motor Vehicle Theft and Recovery', *American Journal of Criminal Justice* : 1-16.

Sollien, S.E., A.B.C. Andersen and P. Jenkins 'HomeSpace Maputo: Meanings and Perceptions of the Built Environment in a Rapidly Expanding African City'.

van Dijk, J. (2010) '61 Highlights of the International Crime Victims Survey', *International Crime and Justice* : 462.

Van Dijk, J.J.M. and J. De Waard (1991) 'A two-dimensional typology of crime prevention projects: with a bibliography', *Criminal justice abstracts*, pp483-503.

Workshop, Public Affairs, pp2003-2004.

Warchol, G.L., L.L. Zupan and W. Clack (2003) "Transnational Criminality: An Analysis of the Illegal Wildlife Market in Southern Africa", *International Criminal Justice Review* 13(1): 1-27.

Wing, F.G. (1994) 'Putting the Brakes on Carjacking Or Accelerating it-the Anti-Car Theft Act of 1992', *U.Rich.L.Rev.* 28: 385.

Webb, B. (1997) 'Steering Column Locks and Motor Vehicle Theft: Evaluations from Three Countries', *Situational crime prevention: Successful case studies* 2.

Weiss, C.H. (1986) 'The Many Meanings of Research Utilization', *Public administration review* 39(5): 426-431

Wulf, H. (2004) 'Security Sector Reform in Developing and Transitional Countries', Security sector reform: potentials and challenges for conflict transformation

I

## **7. Appendixes**

### **1 List of interviewees**

| <b>IN DEPTH INTERVIEWS</b> |                         |                   |                 |
|----------------------------|-------------------------|-------------------|-----------------|
| <b>Nr</b>                  | <b>NAME</b>             | <b>ROLE</b>       | <b>DATE</b>     |
| 1                          | Augusto Bobo R. Zinduve | DOPS- Maputo City | August 8, 2012  |
| 2                          | Fernando Bata           | HOD- Maputo City  | August 29, 2012 |
| 3                          | José Cuinica            | HIPD- Maputo City | August 14, 2012 |

| <b>SEMI-STRUCTURED INTERVIEWS</b> |                          |                         |                   |
|-----------------------------------|--------------------------|-------------------------|-------------------|
| 1                                 | Benjamim Nhamazane       | Investigator Agent -PIC | August 15, 2012   |
| 2                                 | Aurora da Silva Domingos | Traffic Police-5th P.S  | August 31, 2012   |
| 3                                 | Gilberto Taimo           | Investigator Agent -PIC | August 15, 2012   |
| 4                                 | Paulo                    | HSD- Maputo City        | September 4, 2012 |
| 5                                 | Benjamim Alves Manjate   | LA Polana Cimento 'A'   | August 30, 2012   |
| 6                                 | Miguel Nhamussua         | LA Polana Cimento 'B'   | August 30, 2012   |

### **2 Interview Guide for Junior Police officers**

1. What is your perception about the current tendency of crime in Maputo?
2. How do you assess the current levels of the car theft crime in Maputo Municipality?
3. Why car theft is reduced currently?
4. What are Factors of Car Theft in Maputo Municipality?
5. What are the most wanted cars by offenders in Maputo and?
6. Could you explain why?
7. According to your experience where is the destiny of stolen cars?
8. How satisfactory are the levels of recovering stolen cars?
9. What are the Factors of reduced car theft recovering?
10. How do relate the resource factor with your daily job?
11. Which are is the most vulnerable places for car theft in Maputo?
12. How do compare the involvement of women and men in car theft crime?
13. What is the Modus Operandi used by offenders to unlawful possess a car?
14. How do you assess the Public Participation in Crime Prevention?
15. How does public participate in crime prevention?

### **3 Interview Guide for Local Authorities**

1. How do you characterize the current environment of Maputo City?
2. How do you relate these characteristics with public safety?
3. What is your perception about the public safety level in the city and suburban areas?
4. Police services, how efficient are they?
5. What are your comments on public participation in crime prevention?
6. What is the general perception of the public that you are leading about public safety in Maputo?
7. What do you think might be the factors or causes for car theft in Maputo?

#### 4. Tables

**Table 2** Citizen's Public safety satisfaction in Maputo

| Perception on public safety satisfaction | Number of Respondents | % of respondents |
|--|-----------------------|------------------|
| No satisfied                             | 13                    | 27.66            |
| Less satisfied                           | 25                    | 53.19            |
| satisfied                                | 9                     | 19.15            |
| More satisfied                           | 0                     | 0                |
| very satisfied                           | 0                     | 0                |
| Total                                    | 47                    | 100              |

Source: Researcher construction

**Table 3** Perception on crime location in urban areas

| Perception on crime location in urban areas | Nr. Respondents | % respondents |
|---|-----------------|---------------|
| strongly disagree                           | 15              | 31.91         |
| Agree somehow                               | 20              | 42.55         |
| Agree                                       | 11              | 23.42         |
| of course agree                             | 0               | 0             |
| strongly agree                              | 1               | 2.12          |
| Total                                       | 47              | 100           |

Source: Researcher construction

**Table 4** Property crime location in suburban area

| Property crime location in suburban area | Nr of respondents | % Answers |
|--|-------------------|-----------|
| strongly disagree                        | 16                | 34.94     |
| Agree somehow                            | 13                | 27.65     |
| Agree                                    | 16                | 34.94     |
| of course agree                          | 1                 | 2.12      |
| strongly agree                           | 1                 | 2.12      |
| Total                                    | 47                |           |

Source: Researcher construction

**Table 5** Crime victimization

| Perception on Crime victimization | Nr of respondents | % of respondents |
|-----------------------------------|-------------------|------------------|
| Yes                               | 33                | 70.22            |
| No                                | 14                | 29.78            |
| Total                             | 47                | 100              |

Source : Researcher construction

**Table 6** Perception on car theft location suburban area

| Perception on car theft location in-urban area | Nr of respondents | % respondents |
|--|-------------------|---------------|
| strongly disagree                              | 8                 | 17.21         |
| Agree somehow                                  | 11                | 23.4          |
| Agree  | 18                | 38.29         |
| of course agree                                | 5                 | 10.63         |
| strongly agree                                 | 5                 | 10.63         |

Source: Researcher construction

**Table 7** Perception on car theft victimization

| Perception on car theft victimiza-tion | Nr of respondents | % of respond-ents |
|--|-------------------|-------------------|
| Victimized                             | 41                | 87.24             |
| never                                  | 6                 | 12.76             |
| Total                                  | 47                | 100               |

Source: Researcher construction

**Table 8** Perception on car theft recovery in Maputo

| car theft recovery | Nr of respondents | % of respond-ents |
|--------------------|-------------------|-------------------|
| Yes                | 5                 | 12.19             |
| No                 | 25                | 60.97             |
| Do Know            | 11                | 26.82             |
| Total              | 41                | 100               |

Source: Researcher construction

**Table 9** Perception on Public participation in crime prevention

| Public participation in crime prevention | Nr of respondents | % of respondents |
|--|-------------------|------------------|
| No                                       | 3                 | 6.38             |
| Never                                    | 1                 | 2.12             |
| Yes                                      | 7                 | 14.89            |
| Sometimes                                | 26                | 55.31            |
| Rarely                                   | 10                | 21.8             |
| Total                                    | 47                | 100              |

Source: Researcher construction

**Table 10** Perception on reporting crime in Maputo

| Reporting crimes | Nr of respondents | % of respondents |
|------------------|-------------------|------------------|
| Reported         | 27                | 57.44            |
| Never            | 20                | 42.56            |
| Total            | 47                | 100              |

Source: Researcher construction

## 5. The Original Questionnaire Administered in Portuguese Language

### QUESTIONÁRIO DE PESQUISA

O presente questionário tem como objectivo colher percepções sobre a segurança pública na cidade de Maputo, mormente no que concerne ao crime de subtração de veículos. O mesmo enquadra-se no âmbito do trabalho de pesquisa em curso com vista a obtenção do nível de Mestre em Estudos de Desenvolvimento, especialização em Gestão e Políticas Públicas no Instituto Internacional de Estudos Sociais da Universidade Erasmus Rotterdam-Holanda, pelo que a sua contribuição é importante e o seu anonimato é garantido.

Por favor coloque [ X] na opção que lhe convier.

1. O nível de segurança pública na cidade de Maputo é:

- a. Não satisfatório [ ]
- b. Pouco satisfatório [ ]
- c. Satisfatório [ ]
- d. Mais que satisfatório [ ]
- e. Muito satisfatório [ ]

2. A maior parte dos crimes ocorre na zona suburbana do que na cidade de cimento

- a. Não concordo absolutamente [ ]
- b. Concordo um pouco [ ]
- c. Concordo [ ]
- d. De facto concordo [ ]
- e. Concordo absolutamente [ ]

3. O roubo e furto de bens é frequente nos bairros suburbanos do que na zona de cimento.

- a. Não concordo absolutamente [ ]
- b. Concordo um pouco [ ]
- c. Concordo [ ]
- d. De facto concordo [ ]
- e. Concordo absolutamente [ ]

4. Já foi vítima de um crime na cidade ou arredores da cidade de Maputo?

f. Sim [ ]  
g. Não [ ]

5. A Subtracção de viaturas (roubo e furto) é frequente na zona urbana do que nos bairros suburbanos.

a. Não concordo absolutamente [ ]  
b. Concordo um pouco [ ]  
c. Concordo [ ]  
d. De facto concordo [ ]  
e. Concordo absolutamente [ ]

6. Já foi vítima ou conhece alguém que foi-lhe subtraída (roubada ou furta da) a sua viatura na cidade de Maputo?

a. Sim [ ]  
b. Não [ ]

7. Se tiver assinalado no SIM, no número anterior, será que a viatura foi recuperada?

a. Sim [ ]  
b. Não [ ]  
c. Não sei [ ]

8. A população participa na garantia da segurança pública

a. Não [ ]  
b. Nunca [ ]  
c. Sim [ ]  
d. Às vezes [ ]  
e. Raramente [ ]

9. Já fez uma denúncia à polícia?

a. Sim [ ]  
b. Não [ ]

10. No seu entender porquê há registo de subtracção de veículos (roubo e furto) na cidade de Maputo?

---

---

---

*Muito obrigado pela sua colaboração!*

## 6. ANNEXES

### DATA COLLECTION RESULTS

#### I.CRIME PREVENTION POLICIES vs. CAR THEFT

SPO-01, MPH *there is not any specific plan or policy for car theft prevention- (Não existe um plano ou política específica de prevenção do furto e roubo de veículos)*, translation in Portuguese language. According to this officer *the car theft crime prevention is included within the general plan for preventing crime in the city. This is done through the regular patrolling activity but not in fulfilment of a specific task of preventing car theft. Although there is not policy aiming the prevention of car theft crime the PRM participate in investigate the occurred cases through the Brigade of car theft and robbery at PIC. A part from that the PRM participate in regional (SADC) operations aiming to recover the stolen cars within the territories of SADC states members.*

SPO-2, MPH *the police organization pursues its role of protecting people and their property.*

SPO-3, MPH also shared the opinion of general procedure in preventing crime and did not add anything about car theft prevention plan or policy.

#### II.SOCIAL ENVIRONMENT IN MAPUTO

SPO-1, MPH- *geographical position of Maputo city plays a great influence for car theft. It has communication facilities with the world through. More cars from Cap Town Port are more likely to enter to Maputo than to other provinces of the country because this city is closer to the Cape Town port. Also cars from Japan can enter through Maputo Port. So this availability can justify that the Maputo city tends to record a relative high rate of car theft than other provinces*

SPO-2, MPH *way the city is, lack of an efficient control of people, knowing who is where and what s/he or does; high rate of immigration, ineffective public security system undermined by shortcoming resources, patrol is not enough to meet the public demand. The city is crowded, a lot of people and cars. All these reduce the visibility of an ordinary patrol activity. Cars and video cameras would help to minimize the problem.,*

SPO-3, MPH *There is not solidarity between people in the city; even people who live in the same building might not know each other.*

JPO-1, PIC *there is an increasing number of cars in Maputo than before and the parking system is not effective yet. In whole city there are only two parks for all people who have car. These parks are not enough to meet the demand so people park their cars in the streets.*

JPO-1, PIC referred that *people park their cars at home mainly those who have not condition to pay for parking in a private places. If they have not personal garage are likely to be victims. The landscape of the city is disorganized; the lack of supervision of building construction, each one constructs its wall sealing the way and height they want (within this cars are dismantled)*

JPO-3 *there is higher rate of unemployment that might leads to illegal initiatives including car theft crimes. Also she mentioned that the availability of luxury cars in Maputo has an influence in raising the percentage of car theft in Maputo.*

LA-1 : *in general terms the public safety in Polana Cimento 'A' . It is difficult to be controlled by the police because there are many homeless people who are born, grow, marry each other in the streets. Others live in the bush of barriers Maxaquene. They do not work and they have no source of livelihood so they commit crimes to survive. The availability of goods is one factor which attracts the criminals.*

LA-2: *a lot of things have changed. Now there are people from all over the world. Each one has his behaviour.*

LA-3: *Before answer your question about environment in Maputo first I want tell you that when people say Maputo City they refer Ka Mpumfumo district. The city of Maputo is cosmopolitan, Mozambican people and foreigners converge in this city. Another issue appointed by this that in Maputo city informal business is widespread. It is possible find everything everywhere.*

### III. PUBLIC SAFETY PERCEPTION IN MAPUTO MUNICIPALITY AND REGARDIND CAR THEFT

SPO-1, MPH *Currently there is a common understanding among police organization that the crime has reduced and car theft had also decreased drastically, but still occur mainly the use of false keys to steal the cars and rarely carjacking as result of cooperation between the police and private sector enterprises specialized in recovering stolen cars(car trak). The cases of stealing cars that occur are mainly the majority are relatively older cars and in the urban city (Ka Mpumfumo district). Why old car preference? the thieves fear new cars because they think that the new ones might have anti-theft car device incorporated. Most wanted cars are Toyota Corolla and Townace. The public collaborate in crime prevention through community councils of security.*

SPO-2, MPH *the city now is cool in comparison with previous years'. the car theft had reduced far from the past in Maputo city even in those places where used to occur in the past now but the use of false keys still occurs within the city. Some cases of hijacking, the thieves used to wait at the main entrance of the home's victims-he said, car theft reduction has two explanations: first the work of the police in controlling the potential offenders. it is difficult to drive here in the city because there are so many cars, and the thieves fear to be caught before getting out of the city, so before all they need to think about the way they will use after stealing a car. The public participation in crime prevention is notorious through community policing councils. The participation has been undermined because of lack of legal framework and incentives for community policing members and currently there is an on-going effort in order*

*to overcome these issues,*

*JPO-1, PIC Public safety is not good but also not worse. Most preferred cars by thieves are Corolla, Toyota Dyna, Honda Fit and Mitsubishi Canter. Destiny of stolen cars the the majority of stolen cars are taken to the centre and north of the country especially Zambezia, Tete and Nampula provinces. Because there is high car demand in such provinces first because many cars enter to the country through Maputo via South Africa; second because these provinces are more productive and these cars (small trucks) are used to transport coconuts, maize, rice and nuts from the farms.*

*JPO-2 the most preferred by thieves is Toyota corolla. Stolen cars are not only taken to the centre and north of the country but also are sold in Maputo city. The public safety in Maputo is not good at all. The lower salary of police does not motivate the police officers; insufficiency of means of labour and inefficient communication system undermines the police performance.*

*JPO-1, PIC Car recovering rate of stolen cars in Maputo is lower than expected and the recovered cars in the centre and north of the country are found with buyers and not or rarely with sellers (thieves). There is a lack of cooperation and coordination between provincial police headquarters; inefficient communication system in the police organization; existence of many car sell spares in Maputo, legal and illegals; the lack of supervision of building construction, the landscape of the city is disorganized. Each one constructs its wall sealing the way and height s/he wants and sometimes cars are dismantled within it.*

*JPO-2, PIC lack of resources to conduct due diligence. We use victims resources do investigate and the public cooperation in this has helped us to clarify many cases*

*JPO-1, PIC The theft and car robbery are preceded by falsification of documentation. Networks who take out unfilled documents and these are filled as soon as they have stolen a car*

*JPO-2& JPO-1 most vulnerable places for car theft in Maputo are: Ka Mpumulo district (at the entrance of Universal Church located in 24 July avenue-anytime; in front of São Tomás University; Pedagogical University and in the Campus of Eduardo Mondlane University-19-21 hours); cemetery; Ka Mubukwana and Ka Mavota districts.*

*JPO-2 these locals almost always there is high concentration of cars in regular period of time. The owners go to work, pray and study in regular time.*

*JPO-1, PIC some factors of car theft insufficient public light ; lack of car protection devices in many cars. The majority of stolen cars have not protection device. The incorporation of protection of device it depends on individual choice and financial condition thus it is not compulsory. The enterprises of device protection are operated by private entities and without any linkage with police organization. Some tax drives who are simply workers collaborate with thieves, they give them keys to make a copy and then when they park the car the thieves take it away, afterwards the car is sold and they share the money.*

*Women are rarely involved in car theft crime they asking for lift and then she drops where she knows that armed thieves are waiting for action. It has happened in Ka Mpumulo district.*

*In cases of carjacking they take the owner with them and insist him or her to show the car secret, I mean if the car has a protection device or not. Some cases of car hijacking involve death of the owners, but this is not frequent; cases violations occur in Ka Mavota district and ka Mubukwana district (Magoanine B quarter) -The public participate in denouncing car theft and robbery but some do not because they fear the consequence if the thieves know who informed the police. Efforts have been evolved to ensure the anonymity.*

*LA-1 The homeless and unemployed people are many. The city now is full of people from different origins, nationals and foreigners.*

*The participation of public is undermined because the police do not guarantee the anonymity*

*of those who denounce crimes. In certain stage police do not protect the key informants  
The chiefs of those groups [car thieves] sit in the restaurants dressed up and they identify  
the victims and then communicate their friends to steal a certain car*

*LA-2 The public safety in Maputo is not good. The cost of life might be one of the factors  
on insecurity in the city. The crime is more concentrated in the city than in the suburban area  
because good things are also in the city. The police work but they do not meeting the demand  
at all. In the city people are more closed, there are not solidary like what happen in rural  
areas.*