

PRESENTATION COMPETITION COMMISSION

The Movement Advocacy Group Uber & Taxify Drivers

Document 1

Power Point Addendum

- E-Hailing Terminology
- Car A (Uber X) based on driver working on 25% before Uber
4 month average earnings
- Car A (Uber X) based on driver renting R 2 500 weekly
4 month average earnings
- Car B (Uber Black) based on driver working on 25% before Uber
4 month average earnings
- Car B (Uber Black) based on partner driving own car
4 month average earnings
- Rider Verification example of names and ratings of riders
- Proof of hourly earnings sometimes being lower than minimum wage.
These figures are total after Uber, so still need to divide, fuel, driver &
owner

Document 2

Additional documents

- Earnings Breakdown Car A Uber X based on driver working on 25%
before Uber
- Earnings Breakdown Car A Uber X based on driver renting R 2 500
weekly
- Car B (Uber Black) based on driver working on 25% before Uber
4 month average earnings
- Car B (Uber Black) based on partner driving own car
4 month average earnings
- Breakdown of Installment/Insurance/Fuel costs
And Partner and driver earnings
- Profit/Loss based on earnings presented
- Case numbers
- Murder victims Gauteng

Document 3

- Ehailing Operators Grieviences

Document 4

- Presentation to Competition Commission

Competition Commissions role in resolving ongoing conflict between Meter Taxi and Uber/e-hailing operators

The Key to the conflict lies in the regulation of the National Land Transport Bill.

We would like to address some of the key regulatory pillars, quantity restriction, regulation of pricing as well as working conditions which is largely influenced by the pricing.

The bill clearly states that supply that quantity restrictions aims to control the supply of vehicles that can enter the market.

There has been an influx of vehicles being onboarded by e-hailing companies which has led to the market being saturated, making it unsustainable for e-hailing operators, and leading to operators having to work impossibly long hours to cover targets.

The granting of permits is one of the measures put in place to control the supply, however as the permits have been stuck in the system, we have no measure of how many permits have been granted, and how much space there is for more vehicles. Although the number of applications for permits may be measured, we have no information available to us as operators or to the status of permits that have already been applied. We know that an application, does not necessarily mean that a permit will be granted, however we do need to have the facts made available to us, and to people that wish to purchase a vehicle with the idea to activate a vehicle on the Uber or Taxify platforms.

We feel that there has been a lack of transparency and this is one of the key factors in the overflowing of the market. There is also lack of knowledge of the requirement of holding a permit before a vehicle is purchased. People are purchasing vehicles and only then finding out they need to apply, this is leading to more vehicles being on the road without permits or receipts and is also leading to people purchasing fraudulent permits.

A huge issue is that it was not and has not been made clear to operators is that having a receipt does not mean that you are entitled to operate. It clearly states on the receipt that this does not allow you to carry passengers. As operators on e-hailing platforms we were lead to believe that by applying for a permit we are operating within the scope of the law, however for many operators it is only when their car is impounded that they realize that they are in fact operating illegally. Uber pays for cars that have been impounded, however most often the operators have to pay to get the car out and then be refunded. Often the operators do not have funds available, and generally it takes 2 or 3 days to get the car released. This means loss of earnings for both the driver and the owner.

In Cape Town it is particularly bad 100's of vehicles are being impounded and the first offence is R 7 500. - Second offence ~ R9000

We would like to propose that a moratorium be placed on new applications for permits until the current backlog has been processed. There is no transparency how many permits have been granted and how many have been applied for so there is no real way of assessing the supply and demand. Both app companies must be transparent as to the amount of vehicles they have onboarded and steps must be taken to inform the public that there is a process and that unless a permit has been granted they should not purchase a car. The public should also be made aware of the necessary requirements to apply for a permit.

The next question that has to be asked is whether the amendment to the National Land Transport Act to accommodate e-hailing has indeed accommodated e-hailing and the way it operates.

Ranking

E-hailing is unlike traditional meter taxis, in that the nearest vehicle is requested via e-hailing, and we do not have ranks and starting points.

It is on this basis that the rates are different to traditional meter taxis as we do not have to use fuel and time getting back to a certain rank or starting point.

If e-hailing does not have ranks how are will the municipalities measure supply and demand.

The rates are directly related to this premise.

It specifies in the National Land Transport Act that the minister may regulate the fares. We are putting forward that the fares have to be regulated. This will address the issue of unfair competition and we believe will go a far way in addressing this.

Furthermore we would like to present some figures to show that the money we are making is not sustainable, but in fact are sometimes seeing drivers make below minimum wage. Drivers are working incredibly long hours to try and make targets, and are risking their safety, health and family life because of the unrealistic prices that were set by Uber in 2014 and they have never raised. (Taxify did recently increase their per kilometre tariff by 50c to match Uber.)

We are not suggesting collusion, but we are putting forward that a standard minimum rate be set, to protect vehicle owners and drivers on all platforms. We are also aware that the fares need remain attractive to users, but this should not be at the expense of South Africans being reduced to slave labour.

The meter taxi rates were regulated in 2010 to R 15 p/km and R 80 base fare.

We propose that all operators (both e-hailing and meter taxis) have an opportunity to put forward proposals, which can then be put under consultation with all the parties.

We have heard a fleet owner in Cape Town put forward that there is nothing wrong with the rates, and because of our minimal dead kilometers together with surge (dynamic) pricing the rates were reasonable.

He also suggested that we should be looking at an hourly rate.

We have put together a presentation that breaks down the fares, which will clearly illustrate that the current rates are neither fair nor sustainable. We will also show evidence of drivers being online for hours and hours, sometimes with no trips at all.

We are not against looking into possibilities of hourly rates, however if there are no trips will Uber compensate us for waiting? Also how will the rates translate when divided into vehicle costs, fuel related to mileage, wages for the driver and profit for the vehicle owner. We don't see the logic in this at all.

Dynamic pricing should not be brought into the equation. He mentions when there is an event at Cape Town Stadium, how often are there events at the stadium and do all the thousands of drivers in CT benefit from one event. Drivers benefit very rarely with surge pricing and definitely nothing significant.

We think it will be impossible to argue that drivers are not happy with the current earnings.

We are also putting forward that government regulates the commission that the app companies are allowed to take.* Last month in Malaysia they ruled that a maximum of 20% commission be regulated. 25% is a huge percentage and bringing this down would automatically bring our earnings up. Taxify only takes 15% commission and some app companies taking 12.5%. This makes a huge difference to our earnings.

Another factor negatively impacting our earnings is upfront pricing. This is when a client receives the price of the ride upfront. The calculation is done on the most direct route, sometimes the most direct route is not safe or is not the fastest. (Example from O R Tambo International Airport to Sandton, the routing takes you off London Road and through Alexander Township. Sometimes it routes through Marlboro Drive, which has a lot of hijackings especially at night and early mornings. Even if a client requests a different route, our fares are not adjusted. This was just abolished in Kenya,

Safety

Since the introduction of cash payments, riders were not required to sign up with any identification. This has led to a complete crisis with criminals taking advantage, ordering an Uber and then hijacking or robbing them, some drivers have been stabbed, burnt with acid and there have been many murders.

When riders signed up with bank cards there was a way to trace them, however now there is not. Anyone can get a sim card that has been re-activated, and make up an email and they have an active account. Uber says it verifies riders with Facebook verification, however if you see **slide with rider verification** you will see that this is impossible. We have riders with names like

LesleighSquirrelPhoenix, Now, 6038 or Taxify riders called Lunch, and I'm not sure.

* Again in Malaysia they ruled that for the safety of drivers passengers are required to upload their identification cards or passport. We are calling for legislation be put in place regarding the uploading of positive identity documents. They further ruled that firms set up a mechanism for drivers to file complaints.

In this slide you will see a rider with a rating of 2.83 however if our rating goes lower than 4.5 we get permanently deactivated.

It is obvious that riders are protected whereas drivers do not have the same protection. Riders see our name, picture and registration number and rating, whereas we pick up someone called Trupti with a 2.83 rating.

*(E-hailing Drivers subject to same rules as cabbies starting tomorrow – Malay Mail 11/07/201

* See list of case numbers, and murders which are just a fraction of the cases in Gauteng Alone. All cities crime is rampant.

Branding of vehicles

Further to the amendment to the bill, section 8 of act 5 of 2009, identifying operators involving colour coding and branding of vehicles used for public transport where national uniformity is required;”;

We would like to confirm that this will not be applicable to e-hailing operators, as there is no national uniformity required as far as we know and meter taxis do not have colour coding or branding.

We use our private vehicles and many are not solely used for e-hailing. Some operators are with a number of different platforms and any branding would make us more visible targets for both meter taxis and criminals.

We have also included a document that lists some of the e-hailing operators' grievances, that we have presented elsewhere, as a lot of the issues that we have addressed are there in more detail.

We thank you for your time, and we hope that we have brought some new information and clarity that will help in your findings.

The Movement

Ehailing Operators Grievances

1. EXPLOITATION

a. RATES

Uber rates R 7.50 per kilometer

Uber takes 25% – partner clears R 5.63 p/km

- **driver clears R 1.87 per km** if he is on 20% before Uber

Uber rates R 0.75 per min less 25% = 0.57 p/min if partner driver.

Taxify rates R 7.00 per kilometer

Taxify takes 15% – partner clears R 5.95 p/km

- **driver clears R 1.75 per k/m** if he is on 25% before Taxify

- **Uber has not raised prices since they have come into the country**
- Petrol continues to raise, as does vehicle prices/insurance/cost of living.

b. FLOODING THE MARKET

- Both companies have flooded the market with vehicles, diminishing the work for all cars, but making more commission for themselves.

c. DRIVERS ARE OFTEN WORKING FOR LESS THAN MINIMUM WAGE

d. THE FARES ARE NOT SUSTAINABLE FOR PARTNERS (OWNERS)

- Partners are often misled about earning potential
- Not educated about the real costs of owning & maintaining vehicles
- Often uninformed about payment terms/ interest/devaluation
- Cars are being reposed weekly, leaving owners black listed

e. DRIVERS ARE FORCED TO WORK LONG HOURS TO MAKE TARGET

- Some drivers rent vehicles from owners and therefore have to make a minimum amount to cover the rent and fuel.
- Other drivers are paid commission but either the owner of the vehicle or the drivers themselves set targets.

f. DEALS WITH RENTAL COMPANIES /WESBANK ARE NOT EMPOWERING DRIVERS

2. REGULATION AND PERMITS

- Backlog of permits
- Cars impounded

Starting points

Branding of vehicles

3. SAFETY

a. CASH PAYMENT

Uber introduced cash payment and Taxify also takes cash

1. Previously and in most other markets only card payments were accepted making it a cashless system and making riders traceable through their banks.
2. There is no identification taken when riders sign up with cash so the riders are not traceable.
3. Uber says it verifies riders identities through facebook. This we can prove is false.
4. Taxify says they confirm riders identities through sms confirmation. This is not effective as usually either the SIM cards are purchased back door already RICA'd or the phones used are stolen or both.

b. CRIMINAL ACTIVITY

- Criminals are targeting Uber and Taxify drivers.
- They request a ride and then once the trip has started they Hijack the car/Rob the driver of smartphones and cash
Stab or otherwise attack the driver
Drivers have had acid/ petrol thrown over them and set alight.

METER TAXI VIOLENCE

Meter taxis say we are operating illegally.

- Those of us who have permits are legal
- Those that don't have permits either have applied for a permit and are in possession of a receipt, the issuing of licenses has been held up at the DoT and we do not have any influence on this

Or

- The ehailing operators have misrepresented themselves/the process to us and have not made it clear that we need to be in possession of an actual permit before purchasing a car.

Meter taxis cite unfair competition.

- It is clear that NO driver or partner on ANY of the ehailing companies are happy with the rates as in our first point.
- We do not have any influence or say on the rates.
- The rates are not sustainable.

We do not set the rates, nor have we been part of any discussions on the legal framework, however it is us as drivers who are constantly being intimidated, beaten or even BURNT TO DEATH.

It is our cars that are getting bashed and burnt.

WHY?

We are only trying to make a living and feed our families.

THE METER TAXIS ISSUE SHOULD BE WITH THE APP COMPANIES, NOT INNOCENT DRIVERS AND PARTNERS.

4. RATE BREAKDOWN AND RELATED ISSUES

- In most other countries the drivers own the cars and therefore they take all of the income,
- In this country a lot of drivers drive for other people, which makes the rates even more exploitative
E.G. Uber rate of R 7.50 per hour
Uber 25% = R 1.87
Partner gets balance of 75% usually split into 20% driver, balance for partner.
i.e. **Driver R 1.87 per kilometer**
Partner R 3.76 per kilometer if not driving the vehicle him/herself
(Meter Taxi rates vary between R 10 – R 15 per kilometer generally not split between a driver and owner.

- **TIPPING**

- When Uber started Tips were not allowed.
- Uber introduced tipping after international pressure when it was introduced in other countries
- **THE TIP OPTIONS ARE ON THE APP**
They are R2 , R5, R10 or other.

5. HELP OPPOSING AMENDMENT TO BILL

- This bill has been drafted and passed with NO input from the ehailing operators
- It is not in any of the app companies interests to protect the rights of drivers and partners
- App companies have not consulted partners/operators about the bill
- **OPERATORS HAVE NO KNOWLEDGE OF THE BILL AT ALL.**

Car A based on Uber X R 5 000 installments, R 1 600 insurance

CAR A (X) Driver working on 25% before Uber		"Partner"	
Date	Total Earning Uber 25%	Driver 25% Fuel	
02-Apr	R 8 380,00	R 2 095,00 R 2 200,00	R 1 990,00
09-Apr	R 8 018,00	R 2 004,50 R 2 100,00	R 1 909,00
16-Apr	R 7 528,00	R 1 882,00 R 1 900,00	R 1 864,00
23-Apr	R 6 570,00	R 1 642,50 R 1 700,00	R 1 585,00
30-Apr	R 7 870,00	R 1 967,50 R 2 000,00	R 1 935,00
Monthly	R 38 366,00	R 9 591,50 R 9 900,00	R 9 283,00
07-May	R 4 473,00	R 1 118,25 R 1 200,00	R 1 036,50
14-May	R 5 820,00	R 1 455,00 R 1 500,00	R 1 410,00
21-May	R 6 407,00	R 1 601,75 R 1 700,00	R 1 503,50
28-May	R 7 626,00	R 1 906,50 R 1 900,00	R 1 913,00
Monthly	R 24 326,00	R 6 081,50 R 6 300,00	R 5 863,00
04-Jun	R 7 425,00	R 1 856,25 R 1 900,00	R 1 812,50
11-Jun	R 6 671,00	R 1 667,75 R 1 700,00	R 1 635,50
18-Jun	R 7 709,00	R 1 927,25 R 2 000,00	R 1 854,50
25-Jun	R 7 200,00	R 1 800,00 R 1 800,00	R 1 800,00
Monthly	R 29 005,00	R 7 251,25 R 7 400,00	R 7 102,50
02-Jul	R 8 767,00	R 2 191,75 R 2 500,00	R 1 883,50
09-Jul	R 6 561,00	R 1 640,25 R 1 700,00	R 1 580,50
16-Jul	R 7 652,00	R 1 913,00 R 1 900,00	R 1 926,00
23-Jul	R 4 850,00	R 1 212,50 R 1 300,00	R 1 125,00
Monthly	R 27 830,00	R 6 957,50 R 7 400,00	R 6 515,00

Car B based on Uber Black. R 8 000 installments, R 3 000 insurance

CAR A (X) Driver working with rental

Date	Total Earning Uber 25%	rental	Fuel	Driver
02-Apr	R 8 380,00	R 2 500,00	R 2 200,00	R 1 585,00
09-Apr	R 8 018,00	R 2 500,00	R 2 100,00	R 1 413,50
16-Apr	R 7 528,00	R 2 500,00	R 1 900,00	R 1 246,00
23-Apr	R 6 570,00	R 2 500,00	R 1 700,00	R 727,50
30-Apr	R 7 870,00	R 2 500,00	R 2 000,00	R 1 402,50
Monthly	R 38 366,00	R 12 500,00	R 9 900,00	R 6 374,50
07-May	R 4 473,00	R 1 118,25	R 1 200,00	-R 345,25
14-May	R 5 820,00	R 1 455,00	R 1 500,00	R 365,00
21-May	R 6 407,00	R 1 601,75	R 1 700,00	R 605,25
28-May	R 7 626,00	R 1 906,50	R 1 900,00	R 1 319,50
Monthly	R 24 326,00	R 10 000,00	R 6 300,00	R 1 944,50
04-Jun	R 7 425,00	R 1 856,25	R 1 900,00	R 1 168,75
11-Jun	R 6 671,00	R 1 667,75	R 1 700,00	R 803,25
18-Jun	R 7 709,00	R 1 927,25	R 2 000,00	R 1 281,75
25-Jun	R 7 200,00	R 1 800,00	R 1 800,00	R 1 100,00
Monthly	R 29 005,00	R 7 251,25	R 10 000,00	R 4 353,75
02-Jul	R 8 767,00	R 2 191,75	R 2 500,00	R 1 575,25
09-Jul	R 6 561,00	R 1 640,25	R 1 700,00	R 720,75
16-Jul	R 7 652,00	R 1 913,00	R 1 900,00	R 1 339,00
23-Jul	R 4 850,00	R 1 212,50	R 1 300,00	-R 162,50
Monthly	R 27 830,00	R 6 957,50	R 10 000,00	R 3 472,50

CAR B (Blac Driver on 25% before Uber				CAR B (Blac Partner/Driver driving own car					
Date	Total Earning Uber 25%	Driver 25% Fuel	balance "Partner"	Date	Total Earning Uber 25%	Fuel	Driver/Parnter		
02-Apr	R 1 077,00	R 269,25	R 200,00	R 338,50	02-Apr	R 1 077,00	R 269,25	R 200,00	R 607,75
09-Apr	R 3 200,00	R 800,00	R 800,00	R 800,00	09-Apr	R 3 200,00	R 800,00	R 800,00	R 1 600,00
16-Apr	R 6 477,00	R 1 619,25	R 2 000,00	R 1 238,50	16-Apr	R 6 477,00	R 1 619,25	R 2 000,00	R 2 857,75
23-Apr	R 3 122,00	R 780,50	R 800,00	R 761,00	23-Apr	R 3 122,00	R 780,50	R 800,00	R 1 541,50
30-Apr	R 8 160,00	R 2 040,00	R 2 200,00	R 1 880,00	30-Apr	R 8 160,00	R 2 040,00	R 2 200,00	R 3 920,00
Monthly	R 22 036,00	R 5 509,00	R 6 000,00	R 5 018,00	Monthly	R 22 036,00	R 5 509,00	R 6 000,00	R 10 527,00
07-May	R 8 831,00	R 2 207,75	R 2 500,00	R 1 915,50	07-May	R 8 831,00	R 2 207,75	R 2 500,00	R 4 123,25
14-May	R 4 320,00	R 1 080,00	R 1 200,00	R 960,00	14-May	R 4 320,00	R 1 080,00	R 1 200,00	R 2 040,00
21-May	R 4 338,00	R 1 084,50	R 1 200,00	R 969,00	21-May	R 4 338,00	R 1 084,50	R 1 200,00	R 2 053,50
28-May	R 7 995,00	R 1 998,75	R 2 200,00	R 1 797,50	28-May	R 7 995,00	R 1 998,75	R 2 200,00	R 3 796,25
Monthly	R 25 484,00	R 6 371,00	R 7 100,00	R 5 642,00	Monthly	R 25 484,00	R 6 371,00	R 7 100,00	R 12 013,00
04-Jun	R 5 700,00	R 1 425,00	R 1 800,00	R 1 050,00	04-Jun	R 5 700,00	R 1 425,00	R 1 800,00	R 2 475,00
11-Jun	R 8 577,00	R 2 144,25	R 2 500,00	R 1 788,50	11-Jun	R 8 577,00	R 2 144,25	R 2 500,00	R 3 932,75
18-Jun	R 2 305,00	R 576,25	R 2 500,00	-R 1 347,50	18-Jun	R 2 305,00	R 576,25	R 2 500,00	-R 771,25
25-Jun	R 5 589,00	R 1 397,25	R 1 700,00	R 1 094,50	25-Jun	R 5 589,00	R 1 397,25	R 1 700,00	R 2 491,75
Monthly	R 22 171,00	R 5 542,75	R 8 500,00	R 2 585,50	Monthly	R 22 171,00	R 5 542,75	R 8 500,00	R 8 128,25
02-Jul	R 5 818,00	R 1 454,50	R 1 900,00	R 1 009,00	02-Jul	R 5 818,00	R 1 454,50	R 1 900,00	R 2 463,50
09-Jul	R 5 874,00	R 1 468,50	R 1 900,00	R 1 037,00	09-Jul	R 5 874,00	R 1 468,50	R 1 900,00	R 2 505,50
16-Jul	R 5 932,00	R 1 483,00	R 1 900,00	R 1 066,00	16-Jul	R 5 932,00	R 1 483,00	R 1 900,00	R 2 549,00
23-Jul	R 7 162,00	R 1 790,50	R 2 000,00	R 1 581,00	23-Jul	R 7 162,00	R 1 790,50	R 2 000,00	R 3 371,50
Monthly	R 24 786,00	R 6 196,50	R 7 700,00	R 4 693,00	Monthly	R 24 786,00	R 6 196,50	R 7 700,00	R 10 889,50

Installments/Insurance/Fuel Costs

<u>Car</u>	<u>Installment</u>	<u>Insurance</u>	<u>Total</u>
Almera	R 4 600	R 1 400	R 6 000
Kia	R 5 000	R 1 700	R 6 700
Quest	R 5 200	R 1 800	R 7 000
Prestige	R 6 200	R 1 800	R 8 000
Average X	R 5 250	R 1 675	R 6 925
Black	R 8 000/	R 3 000 /	R 11 000/
Audi, BMW, Mercedes	R 12 000	4 000	R 16 000
Average Black	R 10 000	R 3 500	R 13 500

Average Total earnings after Uber

	<u>per week</u>	<u>per month</u>
Uber X	R 4 500/ R 6 500	R 5 500 x 4.2 = R 23 100
Uber Black	R 5 000/ R 7 500	R 6 250 x 4.2 = R 26 250

Monthly income/expenses

Uber X

Income after Uber	Driver	Fuel	Installment	Insurance	Balance
R 23 100	R 5 775	R 7 560	R 5 250	R 1 675	R 2 840

Excludes, maintenance, tyres, excess, depreciation, license fees, Dekra inspections
Also does not take into account if a driver is ill, or car is off the road due to accident or impoundment

Drivers income

R 5 775 monthly = R 1 375 weekly

Driving 6 days per week, 12 - 14 hours per day (minimum 70 hour week)

R 1 375 / 70 hours = R 19.64 per hour

This excludes ALL COSTS

1 or 2 meals daily, beverages (coffee, cold drink, water) Data, Airtime

Estimate R 100 per day

Minimum: Food R 50, energy drink R 20, Water R 10, R 10 airtime, R 10 data

R 1 375 weekly R 600 costs = R 775 per week balance / 70 hours = **R 11.07 per hour**

Well below the Minimum Wage

We are not saying that some drivers do not make more, especially if they are renting a vehicle, however this is a very realistic average.

"Profit" to Partner

Car A based on Uber X - Driver on 25% after Uber

Earnings	Installment	Insurance	"Profit"
7190.00	5000.00	1600.00	590.00

"Profit" to Pa

Car B based on Uber Black - driver on 25% after Uber

Earnings	Installment	Insurance	"Profit"
4484.00	8000.00	3000.00	6516.00

Profit to Partner

Car A based on Uber X - R 2 500 rental

Earnings	Installment	Insurance	"Profit"
10625.00	5000.00	1600.00	4025.00

Profit to Partner

Car B based on Uber Black - parnter/driver

Earnings	Installment	Insurance	"Profit"
10389.00	8000.00	3000.00	611.00

CAS 676/01/2017 Sunnyside
CAS 765/04/2017 Midrand
CAS 06/05/2017 Diepkloof
CAS 642/02/2017 Hillbrow
CAS 510/04/2017 Boksburg
CAS 413/03/2017 tba
CAS165/04/2017 Benoni
CAS 510/04/2017 Boksburg
CAS 308/04/2017 Norwood
CASE 93/04/2017 Langlaagte
CAS 622/20/18 Sunnyside

Pretoria hijacking cases.

506/07/2017 Silverton
383/07/2017 Garsfontein
130/8/2017 Silverton
148/8/2017 Sunnyside
219/9/2017 Silverton
478/9/2017 Silverton
490/8/2017 Silverton
4/10/2017 Garsfontein
115/04/2017 Silverton
415/03/2017 Douglasdale
40/10/2017 Silverton

Burn Victims
84/08/2017 Sophiatown
tba
tba

Murders of Uber & Taxi Drivers 2018

1. Max Nyoni – Yeoville 242/01/2018 22/02/18 shot
2. Nathaniel Dibete – Diepsloot? 30/01/18 - brutally murdered
3. Siyabonga Ngcobo – burnt in Pretoria 06/03/18
4. Godfrey Ngwenya – shot in Walkerville 12/03/18
5. Mzi Mokwena – killed found in Mortuary 03/03/18
6. Mooi Gatsheni – Shot in Alberton 25/04/18 IO Constable Math
7. Moipolai Heavy Sekati – shot in Protea Glen Car torched 02/05/18