



naamsa
THE AUTOMOTIVE BUSINESS COUNCIL

SUB-COMMITTEE MEETING

**PORTFOLIO COMMITTEE
ON TRANSPORT**

PANEL VAN CONVERSION

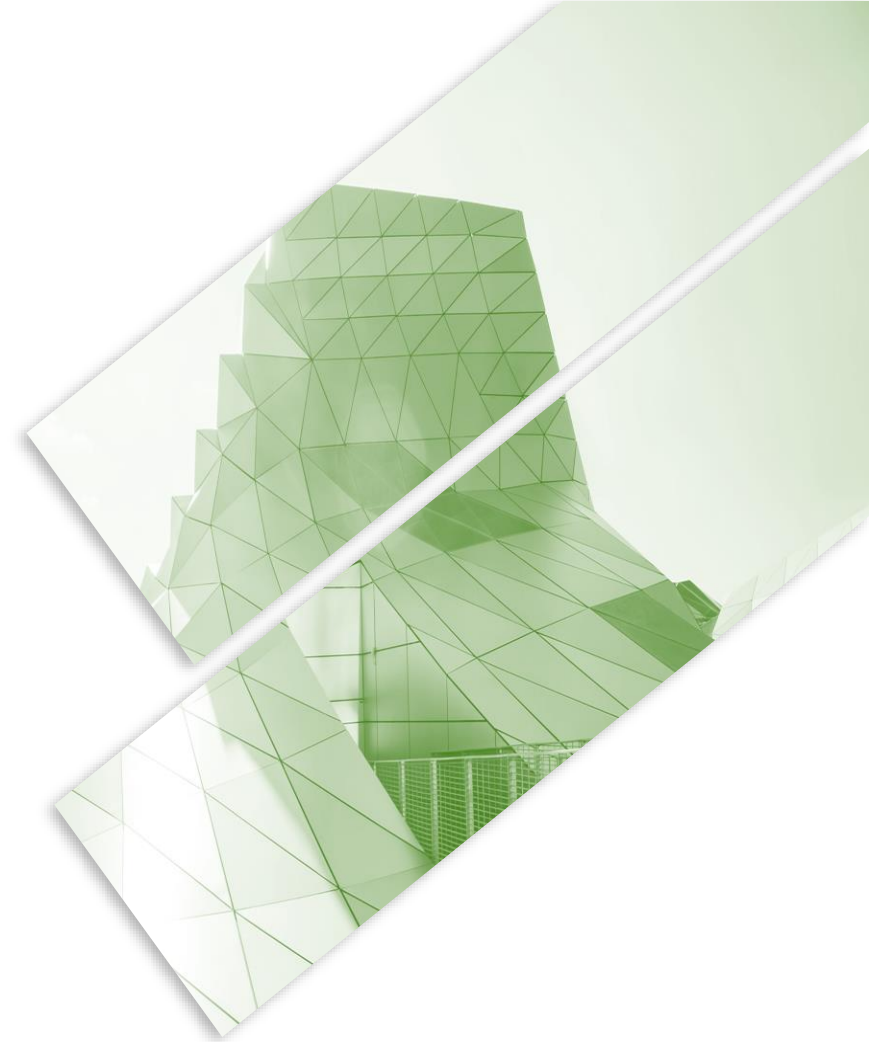
Wednesday | March 10, 2021

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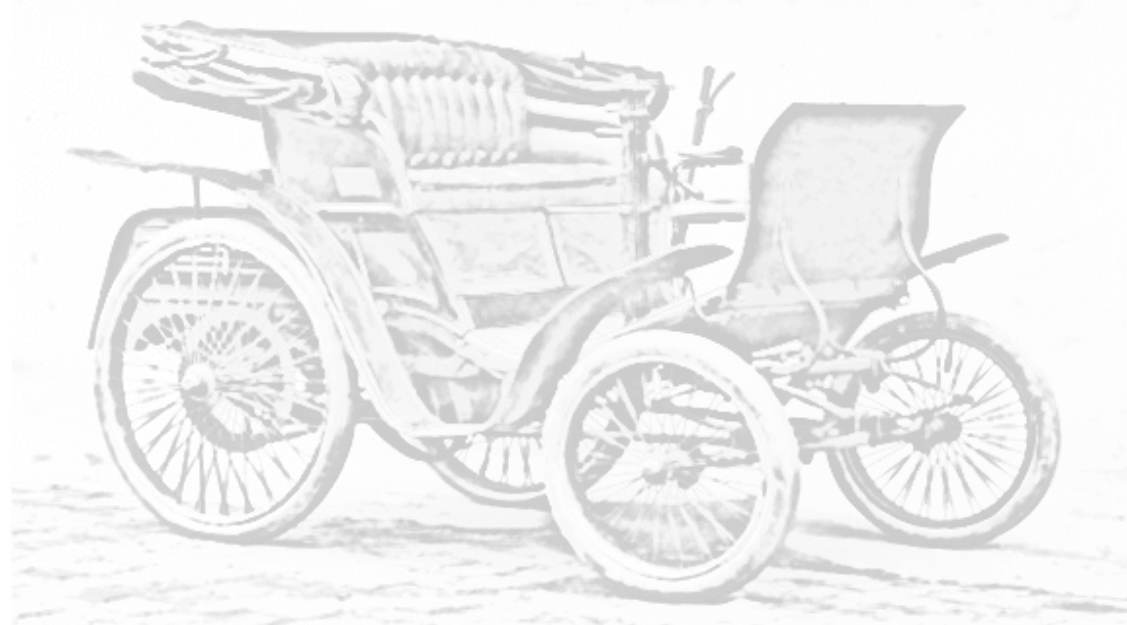
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naamsa HEAD OFFICE: Lynnwood, PRETORIA |
For the Financial Year ending December 31, 2021



In 1896, South Africa imported her first automobile, the Benz Velo.
A YEAR LATER, THE VELO WAS DESTROYED BY FIRE.



Our local historians reaffirm that it was this incident that **sparked the flame of passion** for the automotive industry in South Africa.
THIS PASSION LIVES ON TODAY.



naamsa was established in 1935 to represent South Africa:

- manufacturing OEMs;
- retailing OEMs, and
- heavy commercial OEMs.

Simply put, we work for manufacturers, importers, exporters and distributors of cars, bakkies (or vans), trucks and busses.

In 2020, we expanded our membership ecosystem to include Associate Members and key Strategic Partners to accelerate the extraordinary contribution we make to the well-being of South Africa, its citizens and the economy.

3 **DIVISIONS**
Manufacturing OEMs;
Retailing OEMs; and
Heavy Commercial OEMs.

6

48 **FULL MEMBERS**
+ ASSOCIATE MEMBERS

5

TWO SEGMENTS

Manufacturing | Assembly of Passenger vehicles, LCVs, MCVs and components

Trade | Automotive retail and aftermarket wholesale

4



1 **1935**
naamsa established
an 86-year-old organisation

2 **7 OEM**
Original Equipment Manufacturers
BMW, Ford, Isuzu, Mercedes-Benz,
Nissan, Toyota, Volkswagen

3 **Manufacturing Location**
Gauteng;
Eastern Cape;
Kwazulu-Natal; and
Western Cape (HC OEMs)

MANUFACTURING

Original Equipment Manufacturers [OEMs]



ISUZU



TOYOTA



RETAILING

Original Equipment Manufacturers [OEMs]



HAVAL



HONDA



HYUNDAI



JAGUAR



Mahindra



MAZDA



MINI



MITSUBISHI
MOTORS



NISSAN



PEUGEOT



PORSCHE



RENAULT



SUBARU



SUZUKI



TATA



TOYOTA



V O L V O

HEAVY COMMERCIAL

Original Equipment Manufacturers [OEMs]



FUSO

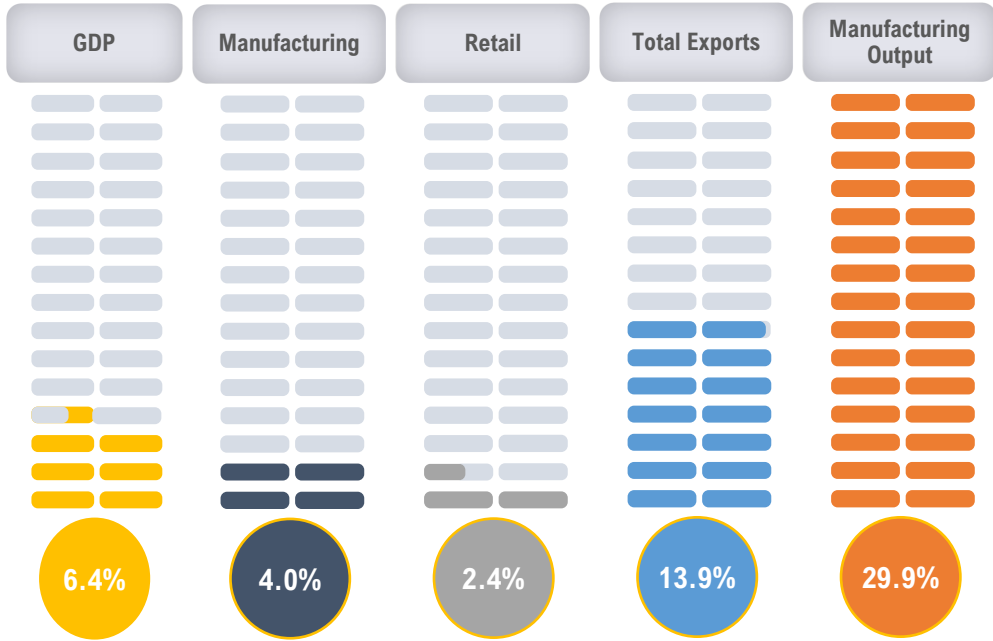


HINO

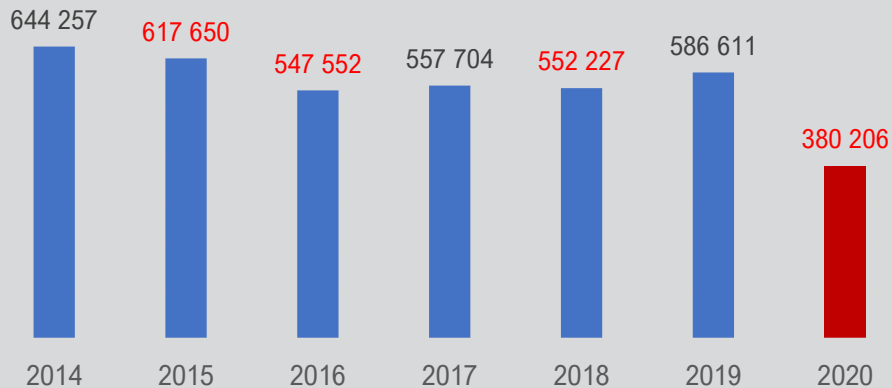
ISUZU

IVECO

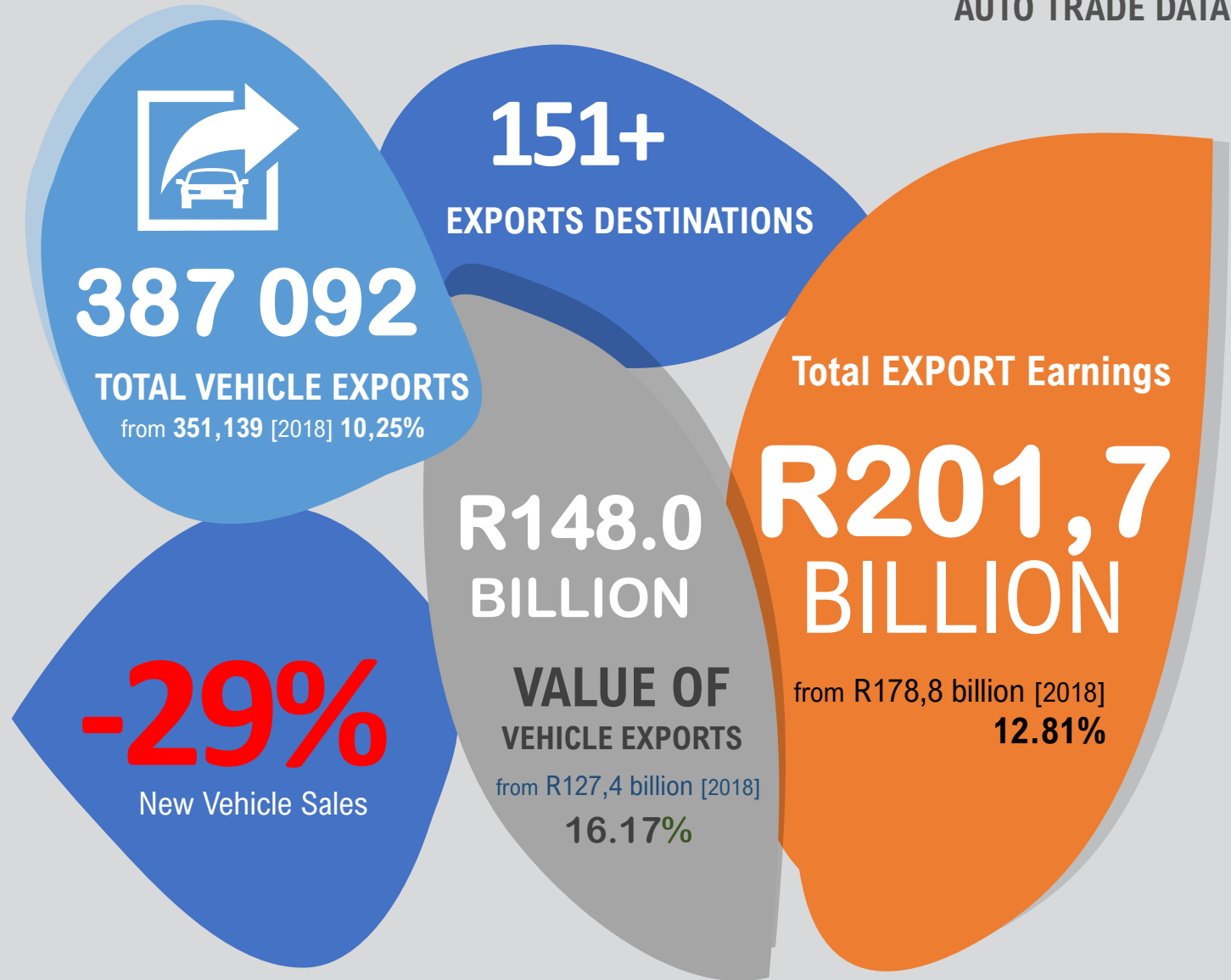


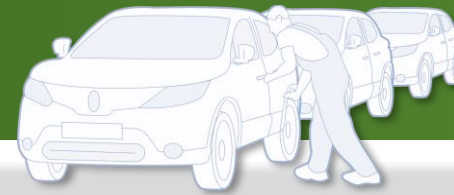


NEW VEHICLE SALES

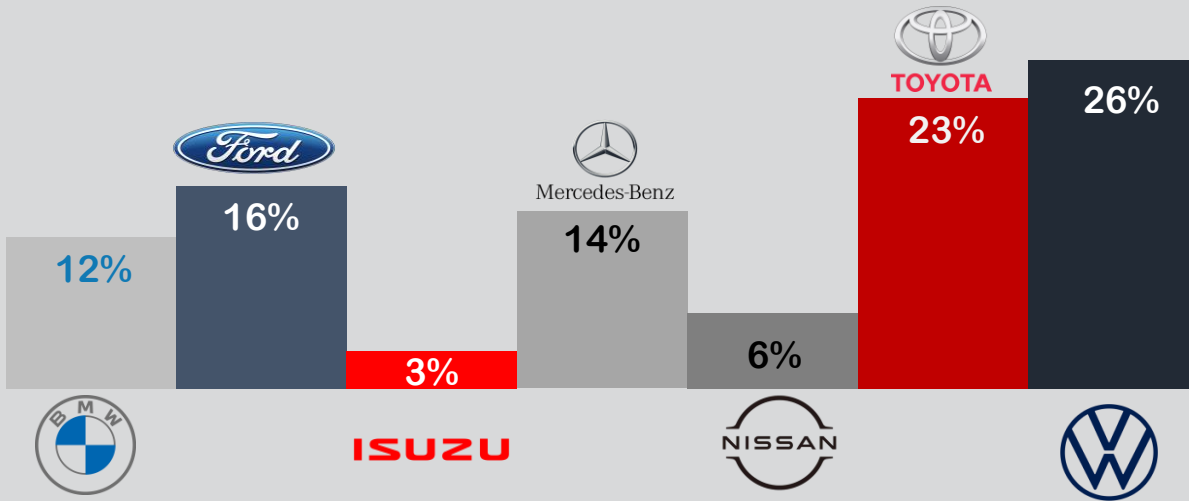


AUTO TRADE DATA

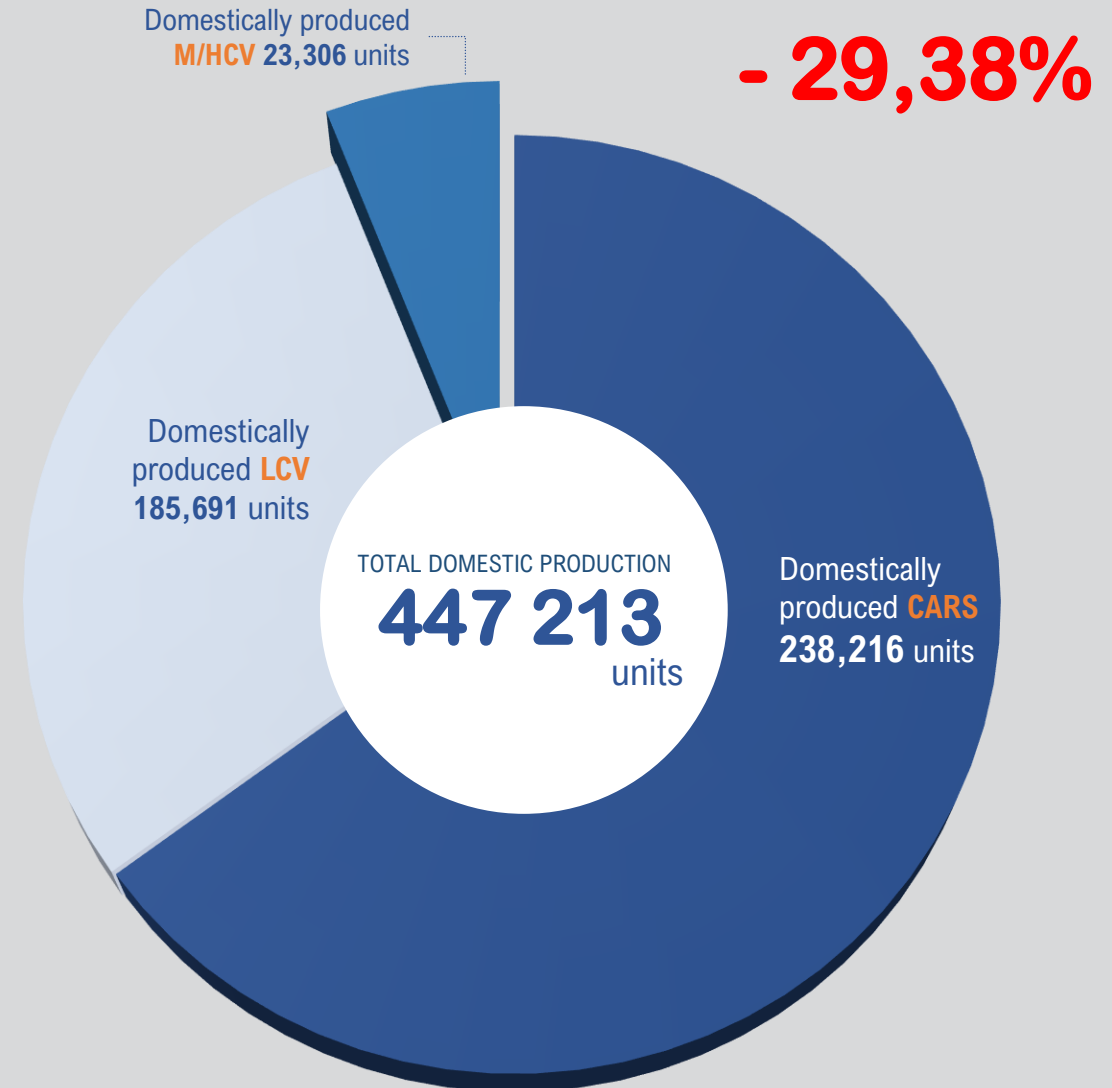




LOCAL VEHICLE PRODUCTION | MARKET SHARE BY VOLUME



LOCAL PRODUCTION BY SEGMENT



NEW PASSENGER VEHICLES



238 216

vs. 2019 [348 665]
-31.7%

LIGHT COMMERCIAL VEHICLES



185 691

vs. 2019 [254 417]
-27.0%

MEDIUM COMMERCIAL VEHICLES



4 059

vs. 2019 [5 440]
-25.4%

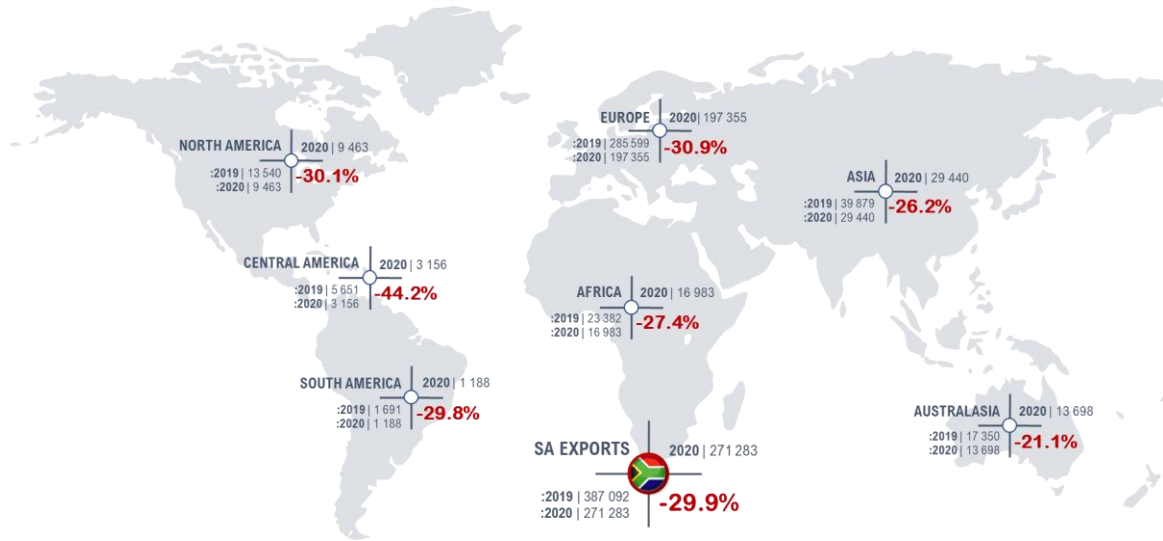
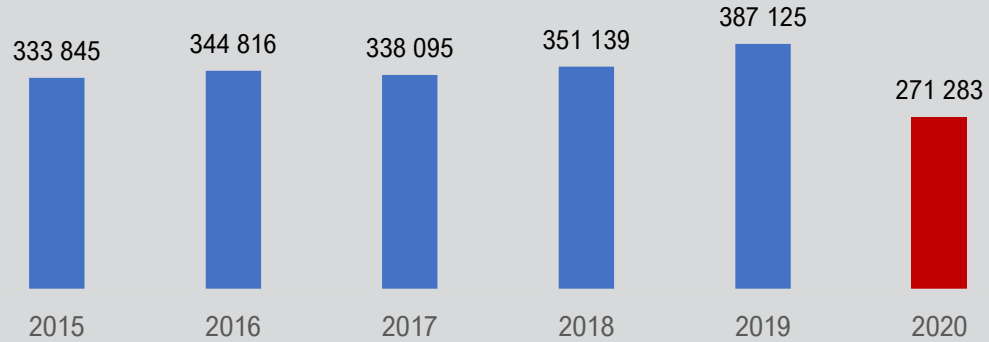
HEAVY COMMERCIAL VEHICLES



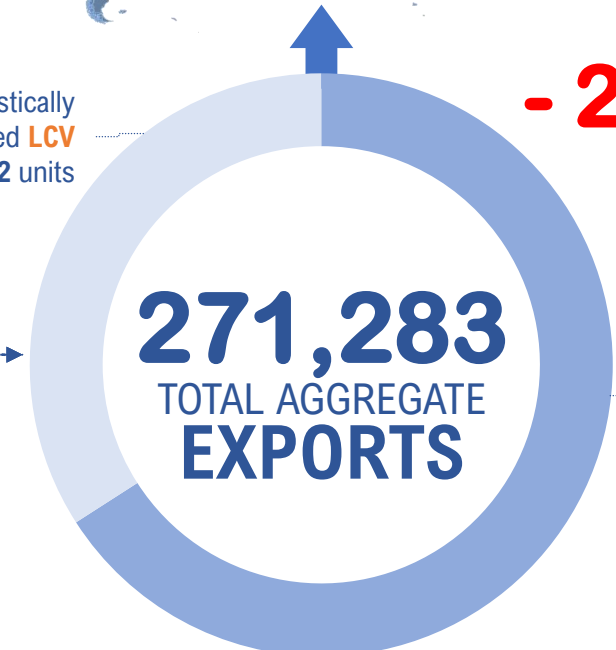
14 859

vs. 2019 [18 490]
-19.6%

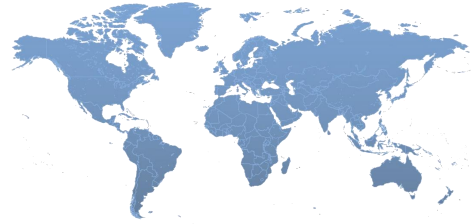
TOTAL VEHICLE EXPORTS | Annual Average Local Production since 2015



Domestically produced LCV
92 942 units



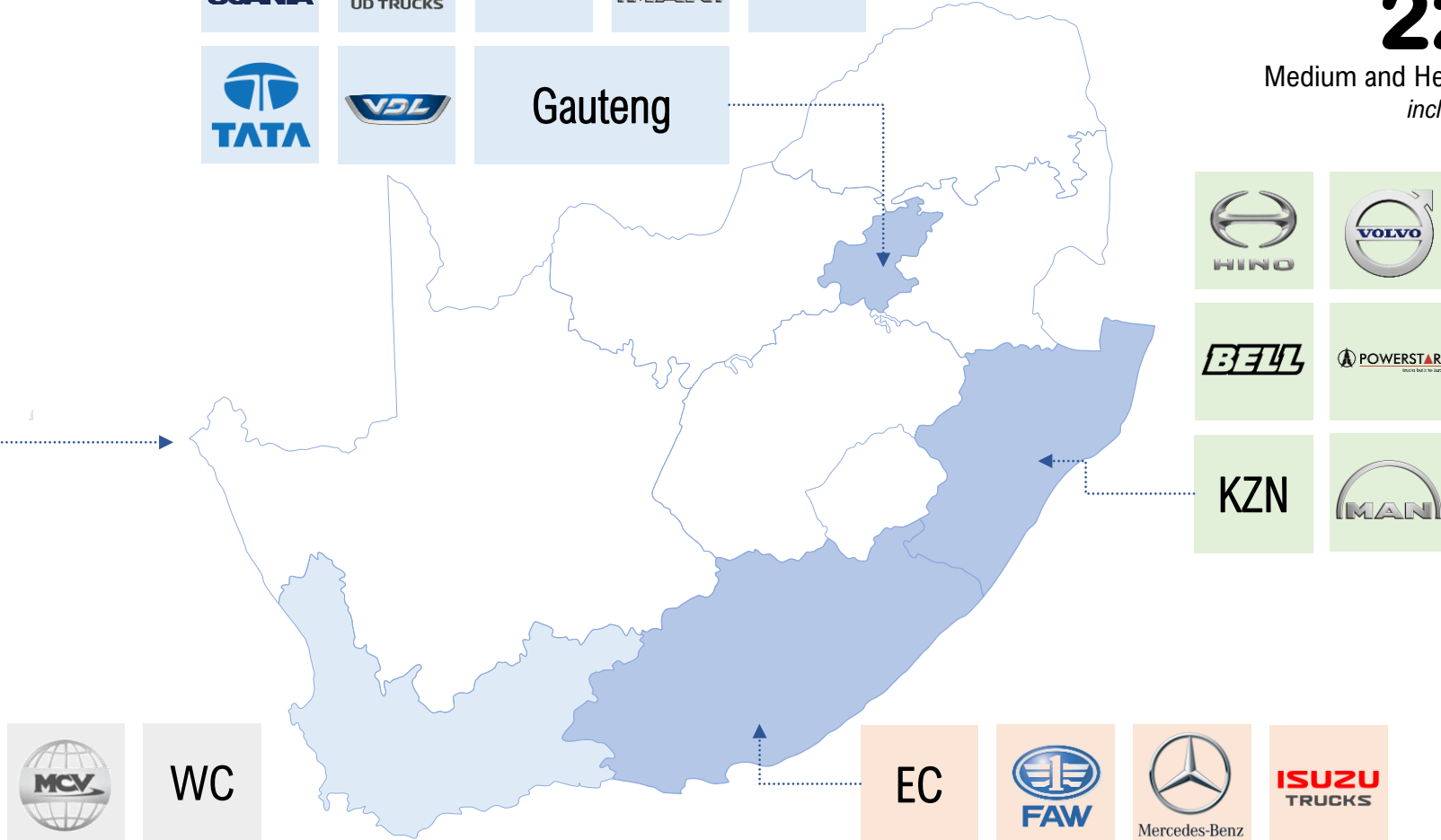
- 29,9%



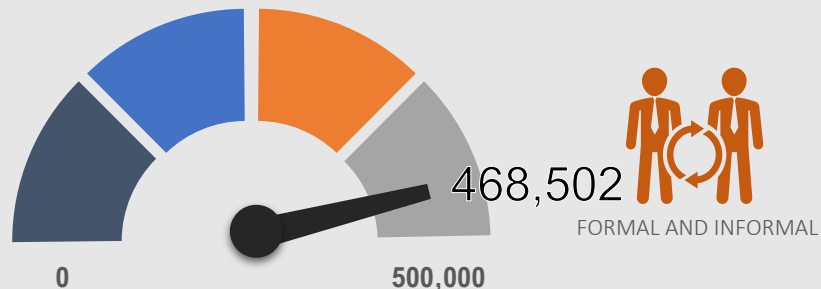
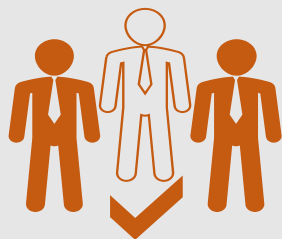
 SCANIA	 UD TRUCKS	IVECO	 MAN	 Marcopolo
 TATA	 VDA	Gauteng		

22,753

Medium and Heavy Commercials [2020]
including imports



TOTAL DIRECTLY EMPLOYED



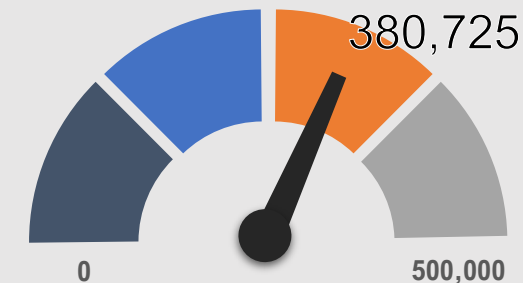
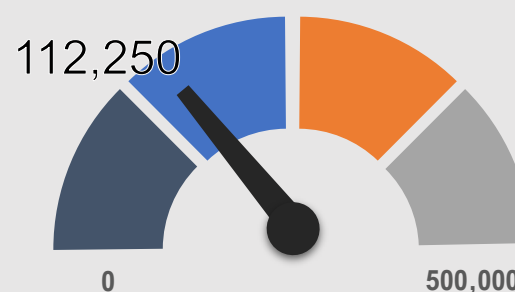
30 250 people: Average monthly employment by OEMs



AUTO MANUFACTURING

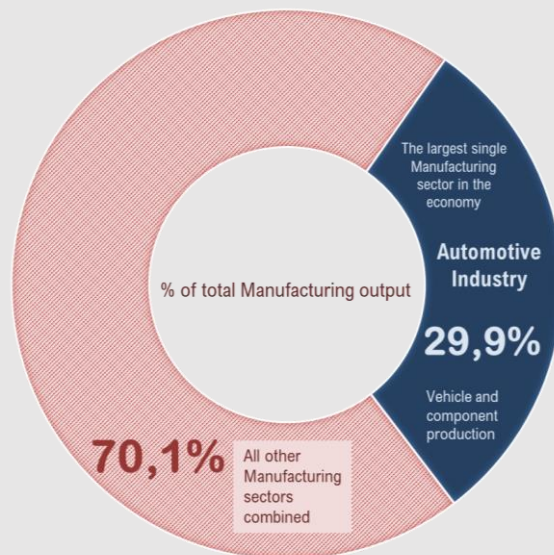


AUTO SALES, REPAIRS AND MAINTENANCE



The auto sector accounts for 2.9% share of 16.2 million people employed in SA

MANUFACTURING OUTPUT



OTHER FACTS AND FIGURES

CAPITAL EXPENDITURE | OEMs R7,2b | Components R3,5b

SA's production as % of Africa's production | **57,2%**

SA's global vehicle production ranking | **22nd**

SA's global vehicle production market share | **0,69%**

No. of registered vehicles in SA | **12,70 million**

WHEN DID naamsa BECOME AWARE OF THE “ILLEGAL” PANEL VAN CONVERSIONS?

- **naamsa** was informed about the “illegal” conversion of panel vans during the stakeholder technical task team meetings facilitated by the Department of Transport in 2009;
- this matter was raised with Toyota by the DoT’s Compliance Office at the time;
- **naamsa** represents 13 manufacturers, importers and distributors of panel vans in South Africa;
- However, the “illegal” conversion of panel vans into minibus taxis was canvassed only with Toyota and NOT with any of the other manufacturers;
- **Toyota does NOT approve nor support** the “illegal” conversion of panel vans in South Africa.



PANEL VAN [LCV AND MCV]
Original Equipment Manufacturers [OEMs]

			
			
			
	<p>The overall market vehicle sales for panel vans was 5,150 in the last 12 months.</p>		



ARE PANEL VANS SUITABLE OR UNSUITABLE TO CONVERSION INTO MINIBUS TAXI PASSENGER CARRYING VEHICLES?

- The **PROPER AND LEGAL** conversion of panel vans is part of the manufacturing processes provided that such conversions have passed the necessary homologation testing requirements as prescribed by the National Regulator for Compulsory Specifications [NRCS].

Some of the compulsory homologation testing requirements:

- the rollover reinforcement bars;
- seat anchorage;
- seat belt requirement;
- inside headroom

VC 8023 - M2/M3 as set by the NRCS.

HOW MANY naamsa MEMBERS HAVE WORKED WITH THE DEPARTMENT OF HEALTH TO CONVERT PANEL VANS INTO AMBULANCES?

- All **naamsa** members who have registered with RT57



HAS naamsa PARTICIPATED IN THE TECHNICAL TASK TEAM COMMITTEE SET UP BY THE DEPARTMENT OF TRANSPORT IN 2009?

- YES: **naamsa** members participated in all Stakeholder Technical Task Team Committee meeting since 2009. There were no stakeholder engagement sessions in the past 4 years. The last stakeholder meeting was held in 2016.

HOW MANY MEETINGS HAVE THEY BEEN INVITED TO AND ATTENDED SINCE 2009 TO DATE?

- We don't have the statistics of the number of meetings attended by **naamsa** and its members with the Department of Transport.

WHAT INFORMATION ON eNATIS CAN BE ACCESSED BY naamsa MEMBERS? CAN THEY DETERMINE WHETHER THE VEHICLE SOLD, AS A NEW VEHICLE OR A SECOND-HAND VEHICLE, HAS BEEN CONVERTED FROM PANEL VAN TO PASSENGER CARRYING VEHICLE PRIOR TO SALE?

- All **LEGAL** conversions are homologated through the NRCS as people carriers, and these would reflect as such on eNatis once the vehicle is registered.
- **naamsa** members do not have access to vehicle owner's personal information as captured on eNATIS [Protection of Personal Information Act - POPIA].



IS naamsa AWARE OF THE USE OF ADMIN MARKING ON eNATIS FROM 2016 AND DO THEY HAVE ANY INFORMATION ON WHETHER THEIR DEALERSHIPS SOLD ANY OF SUCH ADMIN MARKED VEHICLES SINCE 2016? IF THEY HAD THESE VEHICLES ON THE SALE FLOOR ONCE ADMIN MARKS HAD BEEN ISSUED, WHAT DID THEY DO WITH THE VEHICLES IF THEY DID NOT SELL THEM - SINCE THE ADMIN MARK WOULD NOT ALLOW FOR LICENCING OF THE VEHICLE?

- **naamsa** is not aware of the admin mark placed on specific vehicles.

HAVE ANY naamsa MEMBERS ACTED AGAINST THE SALE BY DEALERS OR CONVERSION BY MIBS THAT ARE ACCREDITED AS A MEMBER ACCREDITED MIB OF ILLEGALLY CONVERTED PANEL VANS?

- **naamsa** members do not sell illegally converted vehicles and we are unaware of any of our member's MIBS doing illegal conversions.

ARE ANY naamsa MEMBERS AWARE OF CLIENTS RETURNING TO DEALERSHIPS WITH CLAIMS THAT THEY UNKNOWINGLY BOUGHT ILLEGALLY CONVERTED PANEL VANS? **PLUS**, COMPLAINTS RECEIVED BY THE BANKING SECTOR.

- There were many comments from the press in respect of clients who have bought illegal vehicles elsewhere, however no claim has been brought forward by customers to any **naamsa** member thus far





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THANK YOU

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