

# LOCALISATION AND EXPORT DEVELOPMENT MATRIX 2017 – 2021

## AUTOMOTIVE COMPONENTS – LOCALISATION AND EXPORT DEVELOPMENT OPPORTUNITIES:



The aim of the localisation and export development matrix 2017 – 2021 is to provide a detailed analysis of the growth in automotive parts and components imports over a five-year period to identify potential localisation opportunities which could result in future export development opportunities for the South African automotive industry.

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**LOCALISATION AND EXPORT DEVELOPMENT 2017 – 2021 MATRIX**

Localisation promotes growth, industrialisation and employment and has been highlighted by government as a key policy aim during the recovery of the economy from the COVID-19 crisis. However, successful and sustainable localisation is dependent on a number of factors. An effective localisation strategy must start by identifying the constraints on domestic manufacturers to compete with foreign suppliers. Constraints to localisation include inadequate information about market opportunities, high logistics costs, lack of skills, market access, and high investment costs. The overall business and trading environment plays a pivotal role in establishing new businesses in South Africa and the behaviour of domestic manufacturers. However, just as important is the linkage between the different factors and the institutions that uphold such a conducive trading environment and how they interact.

The manufacture and assembly of a vehicle is a complex process involving many parts, materials and processes and therefore requires advanced manufacturing processes, extensive supply chains, and logistical efficiency. The automotive sector manufactures and assembles tens of thousands of high technology products in any one vehicle. A single car contains about 30 000 parts, counting every part down to the smallest screws, nuts and bolts. Some of these parts are manufactured by the OEM, but there are numerous suppliers that manufacture many of these parts. The parts use different raw materials and different manufacturing processes. This is done to extremely exacting standards to ensure operational efficiency, sustained operations, safety and, increasingly, climate mitigation requirements. It is, therefore, a very advanced form of manufacture with very positive technology and economic links to the whole economy. It is also a very dynamic sector with major new drive train technologies now being developed in many global production areas. The development of the automotive supply chain is shaped by several specific factors. In particular, economies of scale are important both in original equipment and in the after-market.

Based on an analysis of import data and trends to signal when demand would justify domestic production competitively, opportunities could be identified to take advantage of. The policy of localisation effectively uses trends in imports to signal when demand would justify domestic production to become competitive. However, domestic manufacturing is about much more than just assembling imported inputs with only limited local value add, technological sophistication and job creation.

The aim of the localisation and export development matrix 2017 – 2021 is to provide a detailed analysis of the growth in automotive parts and components imports over a five-year period to identify

potential localisation opportunities which could result in future export development opportunities for the domestic automotive industry.

### **STRUCTURE OF SOUTH AFRICA'S IMPORT**

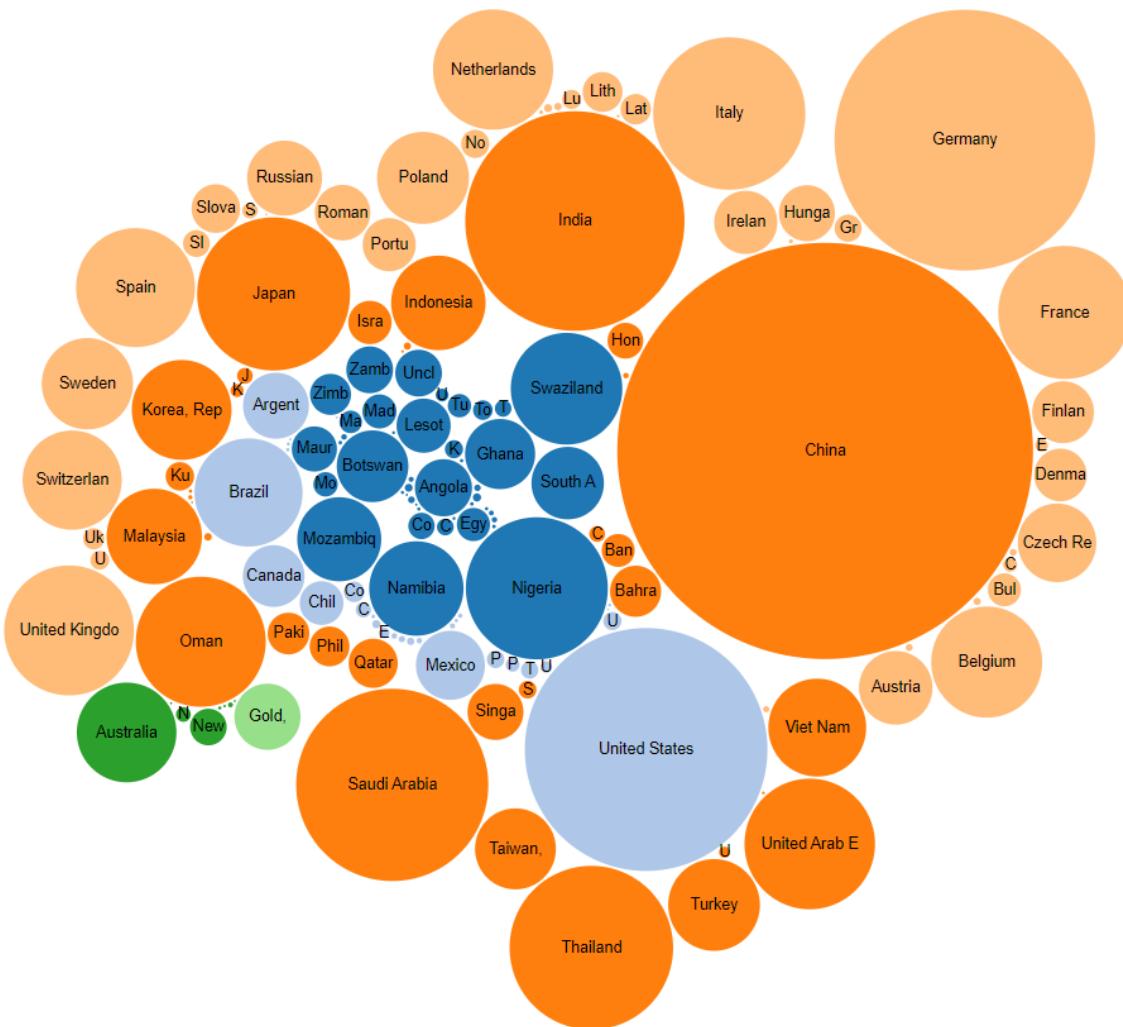
South Africa had emerged from the COVID-19 pandemic, from a fiscal perspective, better than expected, on the back of a commodities bull cycle. Aligned with global trends, the South African economy and the domestic automotive industry sharply rebounded in 2021 from the low-based, COVID-19 affected 2020, but the growth experienced since the initial shock has not been sufficient to return to pre-pandemic levels. South Africa's GDP growth rate increased to 4,9% in 2021, the highest level over the past 14 years, following the country's deepest economic contraction in a century, when its GDP slumped to -6,4% in 2020. Imports increased by 23,0% from R1 080,1 billion in 2020 to R1 328,3 billion in 2021 while exports increased by 31,1% from R1 262,3 billion in 2020 to R1 654,6 billion in 2021 securing a trade surplus of R326,3 billion, the largest on record. Asia remained the country's largest trading bloc accounting for R676,9 billion, or 51,0%, of total South African imports of R1 328,3 billion in 2021 and R583,5 billion, or 35,3%, of total South African exports of R1 654,6 billion in 2021. South Africa retained a trade surplus with Europe, America and the African continent in 2021 while the balance of trade with Asia reflected a huge deficit.

#### **South Africa's trade balance – 2021 (R billion)**

World Region	Imports	Exports	Trade surplus /
<b>Asia</b>	676,9	583,5	(93,4)
<b>Europe</b>	394,1	495,9	101,8
<b>America</b>	144,1	218,3	74,2
<b>Africa</b>	87,1	228,1	141,0
<b>Oceania</b>	18,9	13,8	(5,1)
<b>Other unclassified</b>	7,2	109,4	102,2
<b>Ship/Aircraft</b>	-	5,6	5,6
<b>Total</b>	<b>1 328,3</b>	<b>1 654,6</b>	<b>326,3</b>

Source: SARS

In the order of 47,8% of total imports in 2021 originated from five countries – China, the US, Germany, India and Saudi Arabia. China's dominance as South Africa's main country of origin continued as it was again the single-largest source of imports, accounting for R284,0 billion, or 21,6% of the total in 2021, followed by Germany (8,4%), the US (7,3%), India (5,9%), and Saudi Arabia (4,6%). The size of the following circles represents the countries' contribution to total South African imports and the colour of the circles represent the world region groups.



#### Top South African countries of origin for imports – 2021

Source: SARS

The strong relationship between imports and exports is not a coincidence, it is the nature of modern manufacturing that the supply chains of complex products are themselves complex, and inputs are sourced from a range of diverse sources. Manufacturing exports have increasingly been driven by participation by firms in global value chains, where ability to import intermediate inputs is a core part of the process of exporting. This is evident both at the aggregate level and at the level of individual firms. The most successful exporters are also the most likely to be importing a significant fraction of their inputs. This is certainly true in the case of the automotive industry, the sector that dominates South Africa's manufacturing export statistics.

As the leading manufacturing sector in the South African economy, automotive imports of R231,8 billion comprised 17,5% of total South African imports of R1 328,3 billion in 2021. The automotive import value increased by a substantial R52,7 billion, or 29,4%, from R179,1 billion in 2020 to R231,8 billion in 2021 as the domestic automotive industry sharply rebounded from the severely COVID-19 affected 2020. The following table reveals the automotive industry's imports as a percentage of total imports from the various regions as well as top regional country of origin in 2021.

#### **South Africa's total imports vs automotive imports from various regions – 2021 (R billion)**

World Region	Imports	Automotive imports	Automotive imports as % of region's imports	Top regional automotive country of origin and import value
Asia	676,9	104,8	15,5%	Thailand 26,9
Europe	394,1	100,6	25,5%	Germany 51,6
Americas	144,1	22,8	15,8%	USA 15,5
Africa	87,1	2,1	2,4%	Botswana 1,6
Oceania	18,9	0,4	2,1%	Australia 0,3
Other unclassified	7,2	1,1	15,3%	-
<b>Total</b>	<b>1 328,3</b>	<b>231,8</b>	<b>17,5%</b>	

Source: AIEC, SARS

Imports, which declined substantially in 2020, returned to pre-pandemic levels in 2021. The country saw substantial increases in imports of mineral fuel products. The rise in the import of these products was driven by problems in South Africa's refineries. With regards to commodities imported, the following table reveals that South Africa's main imports in 2021 were crude oil and refined petroleum oils, vehicle components, and pharmaceutical products. The bulk of the manufactured goods imported came from China while a large portion of original equipment components for vehicles being manufactured in South Africa was imported from Germany. The following table reveals the top South African commodity imports for 2021.



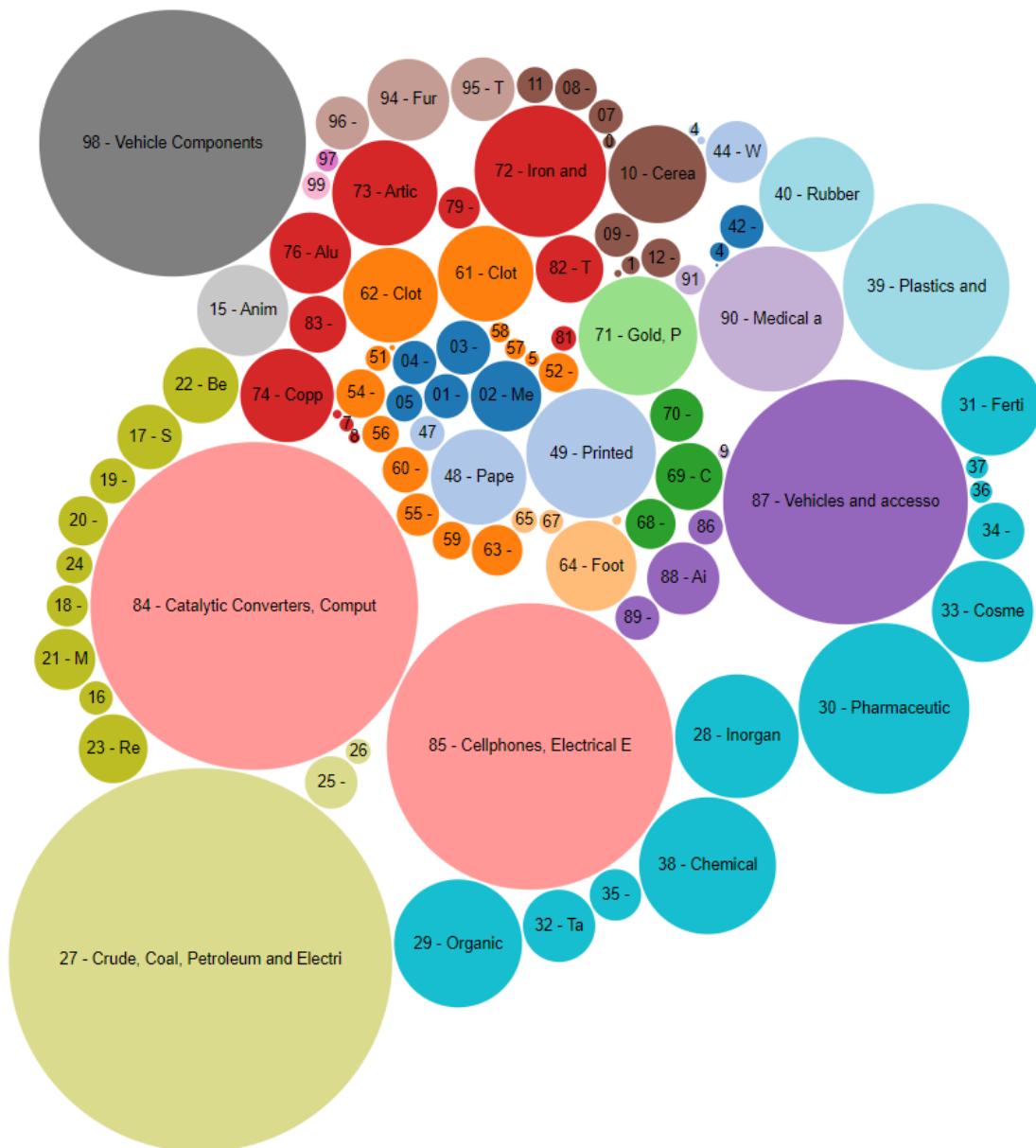
**Top South African commodity imports – 2021**

<b>27090000</b>	Crude, Coal, Petroleum and Electricity - Petroleum Oils and Oils obtained from Bituminous Minerals, Crude - Petroleum Oils and Oils Obtained from Bituminous Minerals, Crude
<b>27101230</b>	Crude, Coal, Petroleum and Electricity - Petroleum Oils and Oils obtained from Bituminous Minerals (Excluding Crude); Preparations Not Elsewhere Specified or Included, Containing by Mass 70 Per Cent or More of Petroleum Oils or of Oils Obtained from Bituminous Minerals, These Oils Being the Basic Constituents of The Preparations; Waste Oils - Distillate Fuel, As Defined in Additional Note 1(G)
<b>98010030</b>	Vehicle Components - Original Equipment Components - For motor cars (including station wagons) of heading 87.03 (excluding tyres)
<b>98010040</b>	Vehicle Components - Original Equipment Components - For motor vehicles for the transport of goods of heading 87.04, of a vehicle mass not exceeding 2 000 kg or of a G.V.M. not exceeding 3500 kg per chassis fitted with a cab (excluding shuttle cars and low construction flame-proof vehicles, for use in underground mines and off-the-road logging trucks; excluding tyres)
<b>27101202</b>	Crude, Coal, Petroleum and Electricity - Petroleum Oils and Oils Obtained from Bituminous Minerals (Excluding Crude); Preparations Not Elsewhere Specified or Included, Containing by Mass 70 Per Cent or More of Petroleum Oils or Of Oils Obtained from Bituminous Minerals, These Oils Being the Basic Constituents of The Preparations; Waste Oils - Petrol, As Defined in Additional Note 1(B)
<b>85171210</b>	Cellphones, Electrical Equipment and Machinery - Telephone Sets, Including Telephones for Cellular Networks or For Other Wireless Networks; Other Apparatus for The Transmission or Reception of Voice, Images or Other Data, Including Apparatus for Communication in A Wired or Wireless Network (Such as A Local or Wide Area Network) (Excluding Transmission or Reception Apparatus of Heading 84.43, 85.25, 85.27 Or 85.28) - Designed for Use When Carried in The Hand or On the Person
<b>30049099</b>	Pharmaceutical products - Medicaments (Excluding Goods of Heading 30.02, 30.05 Or 30.06) Consisting of Mixed or Unmixed Products for Therapeutic or Prophylactic Uses, Put Up in Measured Doses (Including Those in The Form of Transdermal Administration Systems) Or in Forms or Packings for Retail Sale - Other
<b>84713090</b>	Catalytic Converters, Computers and Mechanical Appliances - Automatic Data Processing Machines and Units Thereof; Magnetic or Optical Readers, Machines for Transcribing Data onto Data Media in Coded Form and Machines for Processing Such Data, Not Elsewhere Specified or Included - Other

Source: SARS



The size of the circles in the following graph represents the Harmonised Customs System chapter contribution while the colour of the circles represents the chapter sub-section groups for 2021.



### Top South African commodities imports – 2021

Source: SARS



## COST AND EASE OF DOING BUSINESS IN SOUTH AFRICA

Economic growth in South Africa is facing a myriad of headwinds in 2022, including a weaker global environment weighing on export potential, a tightening of domestic monetary policy, a further rise in electricity load-shedding as well as the adverse impact of domestic and foreign factors on business supply chains. The slowdown in economic growth will result in fewer jobs being created. The weaker Rand is also amplifying the impact of higher commodity prices on imported costs and, ultimately, domestic inflation. This, in turn, will likely take the country's unemployment rate to new highs. In June 2022, consumer price inflation exceeded the top end of the South African Reserve Bank's (SARB's) target range of 3% to 6% to reach 7.4%, the highest level since May 2009, as prices continued to accelerate, mostly for transport. Consequently, the SARB increased interest rates by 75 basis points, the biggest hike since September 2002, and the fifth increase since November 2021.

Over the past decade, South Africa has regressed on key competitiveness measures. Energy security has deteriorated significantly – with the significant impacts on economic growth and employment alike. Along with the shortage and surging electricity tariffs, businesses are also experiencing challenges and difficulties with the inefficiency resulting in limited capacity and generally exorbitant costs involved in the use of road, rail and port infrastructure. The potential opportunities related to the AFCFTA is also reduced by non-tariff barriers, including disparate regulatory systems, border-delays, complicated customs and excise requirements, as well as difficulties in facilitating cross-border payments.

Large foreign investors still see South Africa as the strongest economy in Africa and the natural conduit for investment on the continent. South Africa's strong financial system is trusted to handle foreign investor exposures. The country is sporting strong fundamental economic indicators and is expecting another current account surplus in 2022 thanks to strong global commodity prices which have enhanced the value of exports relative to imports. The commodity bull cycle has boosted government tax receipts which have been beating targets, assisting government to improve the debt outlook faster than expected a year ago. This positive momentum was noted by ratings agency S&P Global in 2022 when it revised its outlook for South Africa's credit rating from stable to positive. It is the first improvement the country had in the credit outlook since its ratings began plummeting in 2011, reaching sub-investment grade at the start of the COVID-19 pandemic. S&P Global praised the fundamental structural reforms that have been happening and signalled that faster implementation of these could lead it to a positive ratings change.

The country continues to display pockets of excellence as South Africa ranked second in terms of transparency in the 2021 Open Budget Index (IBP), scoring 86 points out of 100. IBP is an independent, comparative measure of budget transparency, participation and oversight. The index included 120 countries and South Africa scored the second best with 86 out of 100, a score which reflects South Africa's commitment to transparency. In terms of budget oversight, South Africa scored 81 points out of 100. South Africa scored 72 out of 100 points in terms of legislative oversight and received full marks for audit oversight. However, the country only scored 19 points out of 100 for public participation, ranking on par with Zimbabwe and being pipped by Zambia which scored 24 points. To enhance its oversight rankings in the index, the IBP recommended that South Africa's Parliament provide adequate oversight during the planning stage of the budget cycle and adequate oversight during the implementation stage.

### ***Cost of doing business***

As far as the cost of doing business is concerned, South Africa's international competitiveness ranking improved to 60 in 2022 from 62 in 2021. The latest improvement in the World competitiveness ranking flows from four consecutive years of decline since 2018. This is according to the latest World Competitiveness Yearbook (WCY) by the Swiss based Institute of Management Development (IMD). The IMD WCY is an annual report that ranks the international competitiveness of selected countries, 64 in 2021 and 63 in 2022. The IMD WCY is recognised internationally as the leading Survey of competitiveness between nations. The rankings are drawn from a combination of Hard data and an Executive Opinion Survey. Productivity SA is the information partner institute for the IMD in South Africa. Productivity SA is an entity of the Department of Employment and Labour and is also responsible for employment preservation and creation.

The current geopolitical tensions, as a consequence of the war in Ukraine, have resulted in Russia and Ukraine not being included as part of the IMD World Competitiveness rankings in 2022. Although it has helped South Africa's World Competitiveness ranking, the war in Ukraine has had global spill overs that continue to be felt far and wide resulting in an extraordinary toll on lives and livelihoods. As far as the international competitiveness of countries is concerned, the scale and duration of disruptions have affected government policies and business responses as well as adversely affected consumers worldwide. The IMD WCY evaluates each country's data based on about 346 distinct criteria, which are grouped into 4 factors, and South Africa performed as follows among the 63 selected countries:

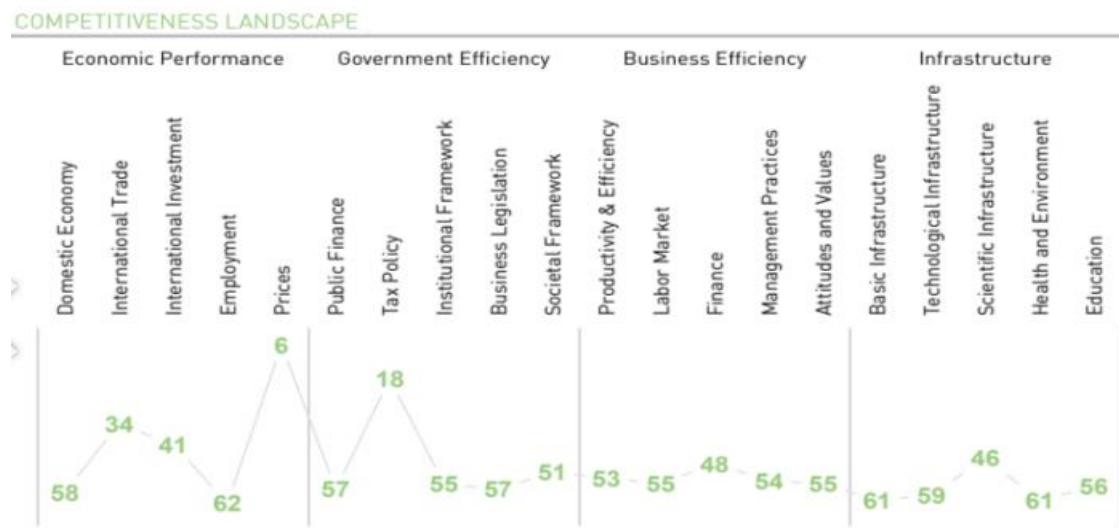
- Economic performance (59<sup>th</sup>)
- Government efficiency (53<sup>rd</sup>)

- Business efficiency (56<sup>th</sup>)
- Infrastructure (60<sup>th</sup>)

According to the IMD WCY, the fall in South Africa's global competitiveness ranking over recent years was underpinned by the following challenges:

- High headline and youth unemployment
- High public debt levels amid a shrinking fiscal space
- Ongoing electricity supply problems and rolling blackouts
- Lack of decisive plans to address socio-economic challenges

The following figure reveals that although South Africa performed relatively well in areas such as consumer price inflation, tax policy and international trade related to commodities as well as vehicles and automotive components in 2021, its overall competitive landscape was weak compared to competitor countries.



Source: IMD WCY

For the country to command a larger market share for its products on the global stage, supply chains need to be world class to ensure efficient delivery of goods. In the case of State-controlled network industries, the economy requires improved electricity supply reliability from State-owned utility Eskom, increased efficiency in port operations by Transnet National Ports Authority, and more reliable rail services by Transnet Freight Rail. The shortage of electricity is the biggest threat to South Africa's industrial policy goals over the long term. South Africa needs to move with greater purpose and urgency to remove the various impediments to the growth and development of the country. With the

prospect of a global recession on the horizon, it is imperative that South Africa redoubles its efforts to deliver the structural reforms that are essential to a sustainably improved growth path for its economy. This is the only way the country can maintain a positive trajectory despite the darkening global conditions. South Africa must urgently complete the electricity sector restructuring that is under way and then swiftly resolve the ports and rail capacity issues that plague exporters.

### ***Ease of doing business***

As far as the ease of doing business in the country is concerned, every industry faces its own unique challenges and risk factors. Small businesses in particular play a crucial role in employment, growth, competition, inclusion and innovation in every major economy in the world and must be supported and developed. Each manufacturing job has a multiplier effect in creating other jobs in the rest of the economy, owing to links to primary sectors, such as mining and agriculture, and downstream linkages to wholesale, retail and financial services.

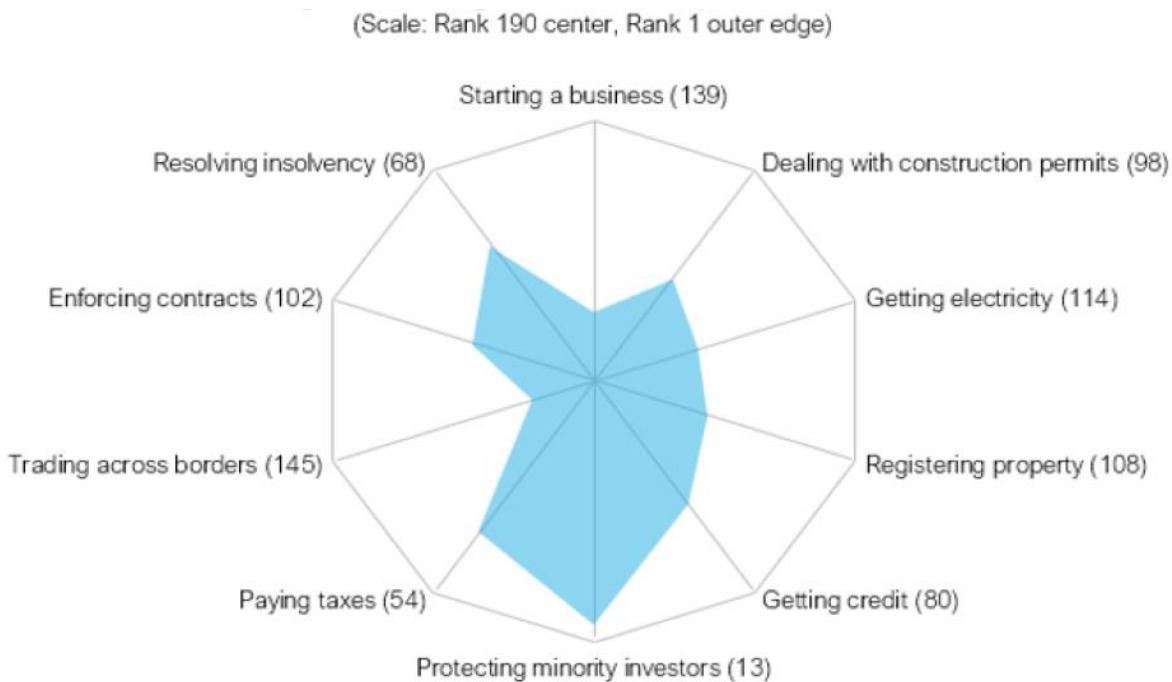
The ease of doing business index ranks countries against each other based on how the regulatory environment is conducive to operating a business. Economies with a high rank (1 to 20) have simpler and more friendly regulations for businesses. The World Bank's *Ease of Doing Business Report* (EODB) analyses regulation that encourages efficiency and supports the freedom to do business. In the latest EODB report published in 2020, South Africa scored 84th out of 190 countries. The 2019 report was the last report as the World Bank announced it was discontinuing its "Doing Business" report, which ranks countries on the ease of opening and operating a company.

South Africa's ease of doing business deteriorated significantly from a record low ranking of 32<sup>nd</sup> in 2008 over recent years to an all-time high ranking of 84<sup>th</sup> in 2019 as revealed in the following graph.



Source: World Bank

The following graph reveals South Africa's respective rankings regarding the various topics analysed by the report. Of all the topics analysed, South Africa scored the worst in "*Trading across borders*" (ranked 145th out of 190 countries, down two spots from 2018, where South Africa ranked 143<sup>rd</sup>). Another area of concern revolves around "*Starting a business*" (ranked 139th out of 190 countries).



### **South Africa's ranking on the ease of doing business**

Source: World Bank

Various aspects relating to the ease of doing business impede South Africa's potential to grow. Addressing the limitations experienced by network industries such as electricity, transport and telecommunications underpin the productivity and growth of South Africa's trade and manufacturing industries. For South Africa to reap the benefits of an export-driven economy, emphasis should be put on strengthening the logistics network by ensuring infrastructure bottlenecks are confronted and unnecessarily high transport-related costs are reduced. Various opportunities will ignite South Africa's export growth and create more jobs and further economic growth. These opportunities include greater competition among firms in South Africa, resolving infrastructure bottlenecks and cutting logistics costs, as well as deeper regional integration in goods and services.

The effects of COVID-19 over the last two years, the civil unrest in KwaZulu-Natal and Gauteng, and the cyber-attack on Transnet's operating systems in 2021 highlighted the enormous reliance of

business, industry, and the community on an effective logistics network. It is crucial that the main supply chains and corridors remain open and effectively operating to ensure a stable economy. The difficulties experienced in 2021 in Durban, as the country's main import and export port, highlighted the importance of a robust logistics environment. The situation showcased how inter-connected the domestic and global supply chain is, how important it is that supply chains are agile, and that the logistics environment allows for quick adaptability. Resolving infrastructure chokepoints and reducing logistic and border costs present a valuable opportunity to support export growth. Furthermore, reducing exporter charges incurred for the use of ports, rail and telecommunications would promote competitiveness and benefit small and medium-sized exporters and non-traditional export sectors.

Unfortunately, these issues are not new. If not addressed, domestic manufacturers will lose out on growth opportunities that bring about income, technology, skills transfer, and employment. This situation shows potential for growth in South Africa, but these ongoing impediments prevent the economy from reaping the benefits.

Potentially huge market access opportunities exist for South African businesses in Africa via the African Continental Free Trade Area (AfCFTA) which was implemented on 1 January 2021, but the current trading environment of South Africa and its neighbouring countries is not optimally conducive for business development, trade, and competition. In addition to import tariffs, various NTBs (non-tariff barriers) between borders hinder trade and make it hard for traders to be profitable in South Africa and neighbouring countries. NTBs arise from different measures taken by governments and authorities in the form of prohibitions, conditions, or specific market requirements that make importation or exportation of products difficult and / or costly. NTBs also include unjustified and improper application of Non-Tariff Measures (NTMs) such as sanitary and phytosanitary (SPS) measures and other technical barriers to Trade (TBT). In many instances, NTBs can be resolved relatively quickly as the neighbouring country never had protectionist intentions.

Slow border procedures also greatly exacerbate costly transportation of goods, long transit times, and heavy congestion, all of which make regional products uncompetitive. Intra-regional trade is often hindered by the lengthy procedures involved in passing through two sets of identical controls on each side of the border. Lengthy transit times increase the cost of trade and make African businesses less competitive. Given that Africa comprises 54 countries, 16 of which are land-locked, the negative impact of inefficient border controls on Africa's economy is significant.

For the South African automotive industry, the African continent remains a priority focus as the continent comprised its second-largest export region in 2021, accounting for R34,96 billion, or 16,8% of the country's total automotive exports of R207,5 billion. The launch of the AfCFTA enhances pan-African trade and investment opportunities, especially for the automotive industry, and South Africa could capitalise on this, as the country is the biggest contributor to intra-African trade, which better positions it to accrue benefits from interconnected regional markets. It can leverage economies of scale, volume, and improved skill sets to facilitate Africa as an automotive powerhouse. Intra-African trade can be further bolstered and diversified by developing the Auto Pact, situated within the framework of the AfCFTA, which aims to expand the African new vehicle market from one to potentially five million units, and connecting African regions for the common good. The aim is the establishment of a sub-Saharan African automotive development plan or Automotive Pact, built around South Africa, Nigeria, Kenya, Ghana, Egypt, and potentially, one or two other larger economies.

Removing NTBs (Non-Tariff Barriers) will help new domestic products become more lucrative and help domestic manufacturers be more profitable going forward. Appreciating and strengthening the link between all the role players in the supply chain can effectively streamline and standardise regional policies and procedures. By nurturing the ease of doing business and trading across borders via public-private partnerships and focusing on simplifying and standardising processes, the country would be able to unlock its full potential.

Furthermore, stimulating entrepreneurial ideas and structuring a policy that offers guidance and support (technical or financial) could help more people enter the business environment and create jobs. Incentives like SEZ (Special Economic Zones) tailored for manufacturing and storing minerals and products will promote socio-economic development through skills development, technology transfer and job creation and enhance beneficiation, investment, and economic growth. South Africa should grasp the opportunity and leapfrog under 4IR with a growing export economic structure.

### ***Government interventions***

A key priority focus for the South African government is to create a conducive environment to attract investment into the manufacturing sector aimed at unlocking the country's real economic potential and promoting job-rich results. In this regard, the corporate income tax rate that has been lowered to 27% from 28% in the National Budget 2022 aims to bring South Africa's corporate tax rates closer to international averages, and for the corporate tax system to support companies to grow, increase investment and employ more people.

Government recognises the importance of SMEs and, in the 2022 State of the Nation address, President Cyril Ramaphosa said the Business Act and other legislation that affects small, medium-sized and microenterprises were being reviewed to lessen the regulatory burden for small businesses. He also acknowledged that there were too many regulations in South Africa that were unduly complicated and difficult to comply with, preventing small businesses from growing and creating employment. This led to the creation of a dedicated capacity in the Presidency to reduce red tape across government entities. The President noted that government was intensifying its investment drive and removing the red tape that held back business growth and greater employment creation.

The President said that unemployment remained a challenge for his government and that he would do all he could to make the economy grow. In this regard he appointed dedicated capacity “red tape team” in the Presidency which was consistent with the standards of governments around the world to improve the business environment for companies of all sizes to reduce red tape. The red tape team will study the bureaucratic inefficiencies in processes such as permit approval and zoning applications, to expedite the procedures for business. The red tape team will also identify priority reforms for the year ahead, including mechanisms to ensure government departments pay suppliers within the required 30 days. The team will work with other departments and agencies to unblock specific obstacles to investment and business growth. It will support current initiatives to simplify processes relating to property registration, cross-border trade and construction permits. The President also announced the review of the Business Act, alongside a broader review of legislation that affects SMMEs – to reduce the regulatory burden on informal businesses.

In April 2022 National Treasury launched its Bounce Back Support Scheme R15 billion credit guarantee scheme meant to aid struggling businesses. The scheme will provide additional funding to qualifying businesses to grow the South African economy and facilitate job creation. The scheme is expected to facilitate the recovery of businesses beyond the COVID-19 pandemic lockdowns. It will also help businesses recovering from the July 2021 civil unrest in KwaZulu-Natal and Gauteng, as well as the flood-related disaster in KwaZulu-Natal. The initiative comprises two mechanisms. The first is a loan guarantee that facilitates loans guaranteed by government to eligible businesses, which will assume a 20,5% portion of initial losses, with finance providers assuming the risk for remaining losses. The Bounce Back Support Scheme will also support economic growth and foster job creation in South Africa. Funds borrowed from this scheme, through participating banks, development finance institutions (DFIs) and non-bank small and medium-sized enterprise (SME) finance providers, can be used for growth and expansion and to foster job creation within South Africa.

The scheme comprises a loan guarantee mechanism of R15 billion, as well as a smaller R5 billion equity-linked scheme to be facilitated by Treasury and DFIs, which will be introduced during 2022 as a complementary tool. Access for DFIs and non-bank SME finance providers to the Bounce Back Support Scheme will be facilitated through participating banks, and such participating banks will still have to perform due diligence in accordance with regulatory standards. Businesses with a maximum turnover of R100 million a year will be eligible to access the scheme. The maximum loan amount will be set at R10 million per businesses, and a minimum loan amount of R10 000 while, for non-bank lenders, loans may be made for a maximum amount of R100 million per non-bank lender, subject to the approval of the lender. Bounce Back Support Scheme loans are to be granted at a preferential capped rate of repo plus 6,5%. Businesses will be required to repay the loan over a period of up to five years after any deferred interest period agreed to by the lenders.

SMEs are often the least resilient in weak economies and global disasters such as COVID-19, as they have smaller client bases and limited cash reserves. Many of these businesses are also not insured against disasters. The timing of assistance is critical as to the impact. Many small businesses have already failed and gone out of business, and it is very difficult for these businesses to re-establish themselves. Not all of those businesses can be revitalised, but some can and are looking to access any assistance to get re-established. A key lesson from past interventions is that simplicity is key to how many businesses will take up the scheme. The country's job crisis can only be resolved by thriving small businesses.

The Department of Trade, Industry and Competition also has several funding schemes available for new or existing ventures, while the National Youth Development Agency raises funding for small enterprises and the Small Enterprise Finance Agency fosters the growth of SMEs while also contributing to poverty alleviation. As part of government's drive to create a new generation of black industrialists, create jobs and transform the economy government's Black Industrialists Programme was launched in 2015, and coupled with efforts from the Industrial Development Corporation, the National Empowerment Fund and other agencies, more than 900 black industrialists have been supported, to the value of R55 billion. In turn, this had delivered socio-economic returns valued at R160 billion to the economy and created more than 50 000 jobs. Government in 2021 approved R2,5 billion in new support to about 180 black industrialists in the form of loans and grants. Over the next three years, a further R21 billion has been committed to support black industrialists and an additional R25 billion to support black, women, youth and worker-owned companies.

On the electricity front a landmark regulatory change was announced by President Cyril Ramaphosa in August 2021, where Schedule 2 of the Electricity Regulation Act was amended to extend the limit over which a private power project must apply for a Generation License, from 1MW to 100MW. The additional energy supply would help reduce the burden on power utility Eskom. Further far-reaching interventions announced in July 2022 by the President included a doubling in the allocation for the next renewables procurement round, the scrapping of the 100 MW license-exemption threshold for distributed generators and a proposal of a feed-in tariff for self-generating households and businesses – as part of a much-anticipated action plan for ending load-shedding. The President also announced that special legislation would be placed before Parliament to address remaining legal and regulatory obstacles to the urgent introduction of new generation capacity. In the meantime, certain regulatory requirements, where possible to do so within existing legislation, would be waived or streamlined such as cutting red tape that has made it difficult for Eskom to buy maintenance spares and equipment within the required period to effect repairs. A single point of entry for all energy project applications, to ensure coordination of approval processes across government, would also be established. The measures announced together with the steps already taken would aim to hasten the end of load shedding and put the country on a clear path towards reliable, affordable and sustainable energy supply. The move to remove limits to private sector electricity generation would help unlock investments, create jobs during the construction and help lower the cost of electricity in the long term.

Relating to the issue of NTBs and cross border trading, in 2020, the DTIC launched the Export Barriers Monitoring Mechanism (EBMM) which provides a single channel for companies to report and receive assistance in resolving export barriers to overcome export challenges. While the EBMM is open to receiving barriers encountered in all markets, it will have a particular focus on smoothing trade with the rest of Africa. These are effective ways of establishing and building business relationships in the pursuit of opportunities.

One of the critical tools that government has identified, not only to encourage investment, but to create jobs, is special economic zones (SEZs). SEZs are also developing additional services and offerings to meet demand from companies in new industrial segments, including renewable energy and advanced manufacturing. There are at present 12 (SEZs) in South Africa which remain attractive destinations owing to the financial and non-financial incentives and support services they offer to specific industrial segments. The list of designated SEZs include the following:

- Bonjanala SEZ
- Coega SEZ
- Richards Bay SEZ
- East London SEZ
- Saldanha Bay SEZ
- Dube Tradeport SEZ
- Maluti-A-Phofung SEZ
- Or Tambo SEZ
- Musina/Makhado SEZ
- Atlantis SEZ
- Nkomazi SEZ
- The Tshwane Automotive SEZ (TASEZ)

## **IMPORTS OF VEHICLES**

In 2021, the 262 281 new light vehicles (passenger cars and light commercial vehicles) imported into South Africa originated from 24 countries. Imports of light vehicles increased by a significant 58 709 units, or 28,8%, from the 203 572 units in 2020 to 262 281 units in 2021, in line with the 22,2% year-on-year rebound in the domestic new vehicle market in 2021. Light vehicle imports, as a percentage of total light new vehicle sales in South Africa, increased from 57,0% in 2020 to 60,0% in 2021. Passenger car imports accounted for 78,3% of total passenger car sales of 340 340 units in 2021, and light commercial vehicle imports accounted for 18,1% of total light commercial vehicle sales of 133 078 units in 2021.

Consumers in South Africa benefit from access to a wide variety of new models and a highly competitive pricing environment, as new vehicle demand in the country is met by a range of imported and domestically manufactured vehicles. The growth in the variety of vehicles in South Africa is a direct result of government's automotive policy regime whereby manufacturers earn duty credits with which they can cost-effectively import other low volume models not manufactured in the country. The current APDP2, as well as the previous policy regimes since 1995, encourages domestic OEMs to manufacture high volumes of selected models linked to export contracts to obtain economies of scale, coupled with low-volume models imported to complement domestic market mixes. In order to offer imported vehicles at favourable prices, OEMs require the most favourable import duties. Vehicles manufactured in South Africa are mainly for the export market in order to obtain higher production

volumes but also to generate rebate credits so that the imported vehicles and growing choices demanded by a consumer-driven market can be offered at more favourable prices by rebating the relevant import duties.

The top country of origin, in volume terms, for passenger cars and LCVs imported into South Africa in 2021 was India, with 129 364 vehicles, accounting for 49,3% of the total light vehicles imported. India has been established by several global brands as a production hub for entry-level and small vehicles, and most of the vehicles imported from India fell into these categories. Volkswagen's Polo Vivo was the only vehicle in these segments that was manufactured in South Africa in 2021. Imported Chinese brands gained traction in 2021, while vehicle imports from Germany slipped down to fourth position as the premium vehicle segment continued to remain under pressure in the domestic market. The following table reveals that in volume terms, India, followed by Japan, China, Germany, and South Korea were the top countries of origin for vehicles imported into South Africa in 2021. In import Rand value terms, India was also the main country of origin, followed by Germany, of which imports included the premium brands such as Audi, BMW, Mercedes-Benz and Porsche.



**Top countries of origin for light vehicles (passenger cars and light commercial vehicles) imported – 2017 to 2021**

Country of origin	2017	2018	2019	2020	2021
<b>Total value (R billion)</b>	<b>57,7</b>	<b>57,1</b>	<b>60,6</b>	<b>36,6</b>	<b>50,9</b>
<b>India</b>	<b>89 724</b>	<b>98 585</b>	<b>106 199</b>	<b>88 699</b>	<b>129 872</b>
<b>Japan</b>	<b>37 795</b>	<b>36 386</b>	<b>34 351</b>	<b>21 491</b>	<b>24 160</b>
<b>China</b>	<b>3 145</b>	<b>3 201</b>	<b>11 443</b>	<b>10 427</b>	<b>21 528</b>
<b>Germany</b>	<b>55 480</b>	<b>41 791</b>	<b>36 760</b>	<b>21 660</b>	<b>19 801</b>
<b>South Korea</b>	<b>32 643</b>	<b>27 458</b>	<b>26 828</b>	<b>14 854</b>	<b>17 878</b>
<b>Spain</b>	<b>10 387</b>	<b>9 439</b>	<b>11 946</b>	<b>10 129</b>	<b>11 135</b>
<b>Indonesia</b>	<b>5 476</b>	<b>7 928</b>	<b>7 882</b>	<b>3 697</b>	<b>7 782</b>
<b>UK</b>	<b>10 591</b>	<b>10 314</b>	<b>8 125</b>	<b>4 776</b>	<b>4 413</b>
<b>Portugal</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>174</b>	<b>3 555</b>
<b>USA</b>	<b>6 690</b>	<b>4 523</b>	<b>4 191</b>	<b>2 757</b>	<b>2 416</b>
<b>Thailand</b>	<b>6 354</b>	<b>15 453</b>	<b>10 663</b>	<b>4 405</b>	<b>2 308</b>
<b>Argentina</b>	<b>2 946</b>	<b>2 972</b>	<b>2 667</b>	<b>1 541</b>	<b>1 770</b>
<b>Romania</b>	<b>5 052</b>	<b>5 773</b>	<b>6 077</b>	<b>3 117</b>	<b>1 638</b>
<b>Slovakia</b>	<b>3 301</b>	<b>2 249</b>	<b>1 827</b>	<b>1 344</b>	<b>1 617</b>
<b>Mexico</b>	<b>1 920</b>	<b>3 394</b>	<b>2 400</b>	<b>1 458</b>	<b>1 425</b>
<b>Turkey</b>	<b>2 562</b>	<b>2 463</b>	<b>2 244</b>	<b>1 659</b>	<b>979</b>
<b>Poland</b>	<b>4 000</b>	<b>1 007</b>	<b>3 042</b>	<b>2 058</b>	<b>792</b>
<b>Belgium</b>	<b>2 744</b>	<b>2 718</b>	<b>1 169</b>	<b>772</b>	<b>718</b>
<b>Hungary</b>	<b>2 242</b>	<b>2 150</b>	<b>2 094</b>	<b>1 263</b>	<b>597</b>
<b>Other</b>	<b>10 262</b>	<b>14 393</b>	<b>10 746</b>	<b>7 291</b>	<b>7 897</b>
<b>Number of light vehicle imports</b>	<b>293 265</b>	<b>292 197</b>	<b>290 654</b>	<b>203 572</b>	<b>262 281</b>
<b>Total light vehicle market</b>	<b>531 431</b>	<b>524 772</b>	<b>508 600</b>	<b>357 453</b>	<b>437 418</b>
<b>% new vehicle market of imports</b>	<b>55,2%</b>	<b>55,7%</b>	<b>57,2%</b>	<b>57,0%</b>	<b>60,0%</b>

Source: naamsa/Lightstone Auto, SARS

Used vehicle imports are not allowed into South Africa. Strict control measures ensure that only a limited number of legal import permits are issued to allow specified used vehicles into South Africa. In terms of current legislation, used vehicles qualifying for an import permit include those for immigrants, returning South African residents and nationals, specifically adapted vehicles for persons with physical disabilities, vehicles inherited by South African citizens/nationals, vintage and collectors' passenger vehicles, and racing cars. Left-hand drive vehicles are also not allowed into the country.

The following table reveals the South African vehicle parc for the top 20 imported passenger car and light commercial vehicle models by country of origin. The bulk of the replacement parts to service the vehicles are imported at present as highlighted by the detailed analysis of the vehicles and components imported by country of origin in this report. Potential business opportunities exist to localise these imported replacement parts in those instances where the volumes make the projects viable. More details on the complete South African vehicle parc are available from the **naamsa** Autolytics Bank and Lightstone Auto.

#### **Vehicle parc of the top 20 imported passenger cars and light commercial vehicles - 1992 to 2021**

Vehicle brand	Imported model	Country of origin	Total vehicle parc
TOYOTA	TOYOTA Yaris	France	147 825
TOYOTA	TOYOTA Etios	India	125 225
FORD	FORD Fiesta	Germany	131 128
HYUNDAI	HYUNDAI i20	India	106 559
FORD	FORD Figo	India	101 796
KIA	KIA Picanto	South Korea	87 197
AUDI	AUDI A4	Germany	79 185
FORD	FORD EcoSport	India	71 491
TOYOTA	TOYOTA Avanza	Indonesia	71 365
CHEVROLET	CHEV Spark	South Korea	65 210
TOYOTA	TOYOTA RAV	Japan	58 912
CHEVROLET	CHEV Aveo	South Korea	58 771
KIA	KIA Rio	South Korea	58 734
HYUNDAI	HYUNDAI i10	India	57 870
FORD	FORD Focus	Germany	57 442
HYUNDAI	HYUNDAI Grand i10	India	56 115
NISSAN	NISSAN Almera	India	54 579
BMW	BMW 1-Series	Germany	52 655
HYUNDAI	HYUNDAI Accent	South Korea	45 131
RENAULT	RENAULT Kwid	India	44 540

Source: **naamsa**/Lightstone Auto

## AUTOMOTIVE COMPONENT SUPPLY CHAIN DEVELOPMENTS AND INITIATIVES

The automotive value chain includes the manufacture, sale, repairs and recycling of motor vehicles – both new and pre-owned – and motor vehicle parts and accessories. Component manufacturers are usually categorised in tiers depending on their location in the supply chain. In addition, financial services and after-sales services constitute important components of the overall value chain. An important new development is the emergence of large ICT-enabled mobility solutions.

The automotive value chain is a producer-driven value chain in which the production and retail of vehicle sales are governed by the OEMs. They have significant power to shape the value chains through their scale and specification of their orders. After manufacturing and retail, the OEMs also typically provide aftermarket services to customers and support various financial services. They do this through well-developed dealer networks that provide high-value commercial opportunities to national investors. The manufacture and assembly of a vehicle is a complex process involving many parts, materials and processes and therefore requires advanced manufacturing processes along with extensive supply chains and logistical efficiency. All of these have to be in place for the sector to be effective and competitive.

Inevitably, vehicle manufacturing complexity is highly capital intensive, and the economics of the sector are therefore driven by economies of scale. This requires complex mass production systems driven by advanced technology. The technology dynamic in the production equipment, componentry, materials, and final product is very powerful. Such complexity requires precision and reliability, hence the imperative of exacting standards and homologation. It must be remembered that standards must be appropriate to operating environments. These factors along with consumer preferences make the sector highly competitive despite the relatively limited number of OEMs.

Mass production, at scale, of a complex product requires advanced infrastructure delivery systems in energy, information and communication technology, bulk services, waste management, and logistics. The only economically viable way to achieve positive economies of scale is for OEMS to focus their plants on longer production runs for a limited number of models and then organise a production and trade system that produces all their required models across several production centres linked to global demand patterns. This strategic arrangement of production by the OEM is therefore also the basic determinant of the production and then export of the various models produced by an OEM. The pattern of exports is not determined by normal demand and supply forces. In practice, the export

patterns are determined by an ongoing engagement between policy makers and the OEM and the location of demand for various products.

The production system is OEM-driven as the OEMs, who are the final assemblers of the product, design and evolve their specific patterns of production and trade considering the patterns of demand and the location and cost competitiveness of suppliers. Each OEM has a specific global production and trade strategy that policymakers must understand. In practice, whilst much is country-specific, regional automotive policy programmes have strongly shaped this system of production and trade. This production system inevitably shaped its supply chain, and it has been necessary for the Tier 1 and Tier 2 and 3 component suppliers to follow the footprint of the OEM – bearing in mind the just in time logic.

The supply chain is also dominated by advanced manufacturing processes – it is often sub-assembly componentry – and requires the same infrastructure systems as the OEM. Componentry, like the assembled product, also benefits from economies of scale. This means that the large component suppliers tend to develop a system of production sites, and therefore a trade dependence, that is related to the OEM manufacturers' locations. Advanced manufacturing requires requisite and often new skill sets as the automotive sector is already in the 4IR phase. Multi-tasking and teamwork are common practices. So, in addition to the infrastructure requirements there are important human resource requirements. However, as a high productivity sector, it also offers well-paid employment with good multiplier effects into the rest of the economy.

Under the APDP2, the basis for calculating the duty-free import credits is based on value added through the supply chain in the automotive manufacturing industry. There are certain eligibility requirements under the APDP2 to ensure that the beneficiaries are companies producing substantial quantities of components for vehicle manufacturing, and to exclude accessories. The requirements include that automotive component manufacturers have to supply at least 25% of their total turnover, or R10 million annually, as part of an OEM supply chain domestically and/or internationally to comply under the APDP2. Regarding this, with the exception of automotive tooling, which is used in the production processes of vehicles and automotive components, the imported replacement parts are generally not linked to value-addition in the country under the APDP2, and they are therefore not included in the automotive trade balance that is used to track the progress of the APDP and APDP2. Holistically, as was the measure under the MIDP, when imports of aftermarket parts are included in the calculation, the industry as a whole, still reflects a trade deficit.

In 2021, the automotive import value under the APDP and APDP2 increased by R40,9 billion, or 32,1%, from R127,5 billion in 2020 to R168,4 billion in 2021, in line with the 28,8% year-on-year increase in vehicle imports and the 33,8% year-on-year increase in original equipment component imports. For purposes of comparison of the 2012 MIDP data with the 2013 to 2021 trade balance data under the APDP and APDP2, based on a holistic view of total automotive exports and imports (including vehicles, OE components and aftermarket parts), total automotive imports amounted to R231,8 billion in 2021, up by a substantial R52,7 billion, or 29,4%, compared to the R179,1 billion in 2020. The following table reveals that the automotive industry's trade deficit in 2021 increased to R24,3 billion compared to the R3,4 billion in 2020.

**Automotive industry trade balance, including all automotive products – 2012 to 2021**

Year	Imports into SA (R billion)	Exports from SA (R billion)	Trade surplus/(deficit) (R billion)
2012*	137,2	94,9	(42,3)
2013	166,5	102,7	(63,8)
2014	177,9	115,7	(62,2)
2015	196,7	151,5	(45,2)
2016	204,0	171,1	(32,9)
2017	208,4	164,9	(43,5)
2018	219,1	178,8	(40,3)
2019	233,7	201,7	(32,0)
2020	179,1	175,7	(3,4)
2021	231,8	207,5	(24,3)
Vehicles	53,4	138,3	84,9
Automotive components (including aftermarket parts)	178,4	69,2	(109,2)

Source: AIEC, SARS

\*MIDP calculation



Key pillars of the SAAM 2021-2035 in the achievement of its objectives relating to supplier development, in particular, include localisation, industry transformation, and the development of industry-required technologies and skills. Fundamental changes in manufacturing processes and methodologies, quality management, materials management and supply chain logistics have created increasing pressure for automotive component suppliers to rapidly identify and embed critical skills to secure their global competitiveness.

ASCCI, a national coordinating body was established in December 2013, with the mandate of coordinating supply chain development activities within the South African automotive industry. ASCCI is a jointly funded, collaborative initiative between the suppliers, OEMs, government and labour, with the objectives of increasing supplier manufacturing value-add, enabling local supply chain capabilities, increasing local content, growing employment, and advancing transformation. Against the backdrop of the current low levels of local content in domestically manufactured vehicles and the ambitious targets outlined in the SAAM 2021-2035, a key priority for ASCCI is to deepen local manufacturing value-addition through localisation by developing opportunities for the local sourcing of components at Tier 1 and 2 levels. In this regard, the development of a Black Supplier Database, as part of the Supplier Capability programme, provides a single go-to listing of Black-owned manufacturers that supply, or have the potential to supply components to the automotive sector.

In supporting sub-tier suppliers to unlock competitiveness gains, ASCCI implemented a World Class Manufacturing (WCM) programme, with the focus on lean principles and production optimisation methodologies. The subsidised programme has supported around 100 component suppliers since its inception, and will, in future, incorporate 4IR approaches to further bolster competitiveness and value-addition in the supply base. The increase of local value-addition is key, not only to the sustainability of the South African automotive industry, but also to allow the multitude of benefits that the sector delivers to be felt more widely across the economy. ASCCI highlights not only the need for focused interventions, but also the value of cooperation among industry stakeholders in making these initiatives a success.

Since transformation goes hand in hand with localisation, the launch of a R6-billion Automotive Industry Transformation Fund (AITF) to support Black participation in the automotive industry supply chain is imperative. The AITF was established as a collective Equity Equivalent Investment Programme (EEIP), as defined in the BBBEE Codes, between the seven OEMs in South Africa. It aims to facilitate transformation across the sector's value chain through the provision of access to developmental

funding, access to market, and access to capacity development for qualifying Black-owned entities. The AITF will play a key role in the implementation of the South African Automotive Masterplan (SAAM), especially in terms of localisation and industry transformation. The SAAM 2021-2035 target is in the order of 500 second- and third-tier suppliers, of which 25%, or 130, of these suppliers, need to be Black-owned by 2035, off a very low base currently.

As South Africa's automotive volumes are predominantly driven by export demand, the industry is highly vulnerable to changes in demand in export markets, in particular, Europe and the UK. Globally, the automotive industry benefits when the supplier base is strong and competitive. At present, automotive component suppliers not only have to face the effects of the global pandemic but are also required to drive forward the transformation of the automotive value chain towards e-mobility. Rarely has the automotive sector faced such an array of opportunities and challenges. Big changes in the decade ahead on a global scale include new powertrains, relationships with consumers, modes of ownership, manufacturing processes, and technologies. Products related to the internal combustion engine (ICE) and exhaust systems are coming under increasing pressure, while electromobility is gaining in importance. The ICE vehicle area is confronted with a declining market volume, a high level of market consolidation and the severe negative effects of environmental legislation. This change carries enormous risks for many suppliers.

Due to the impact of the COVID-19 pandemic and faster NEV adoption, ICE vehicle sales in the passenger car segment almost certainly passed their peak in 2017 and are now in permanent decline. Automotive component suppliers that are slow in implementing the latest technological and consumer-driven trends, or to follow new regulations run the risk of failure. It is, therefore, more important than ever to maintain maximum efficiency, ensure cost-effective manufacturing and maintenance, and have the flexibility to respond to changes in the market. This can not only be achieved through major investment and innovations, but also in the little things that yield measurable results in terms of safety, quality, costs and productivity.

## **AUTOMOTIVE PARTS AND COMPONENTS – IMPORTS**

The automotive component sector in South Africa consists of a diverse group of various tier-level automotive suppliers. There are 197 first-tier suppliers in South Africa, of which about 60% are foreign multinational companies. South African-owned companies are more represented within the second- and third-tier supplier bases that supply the sub-parts built into completed components. The bulk of

the domestically manufactured automotive components are sold as original equipment components to the OEMs and the balance to exports and the aftermarket. All components and sub-assemblies are assembled into a car to provide the best driving experience. A distinct diverse range of original equipment components and aftermarket parts is manufactured in South Africa.

It is important to note that the rise in automotive exports is intricately linked with a rise in imports. South Africa's success in motor vehicle manufacturing has been a consequence of the industry's integration into global value chains which means that every vehicle exported contains a vast array of parts that are imported, showing how critical imports are for industrialisation.

The automotive component industry is predominantly divided into five segments. (i) Engine parts (ii) Drive transmission and steering parts (iii) Suspension and brake parts (iv) Electrical parts (v) Body and chassis. Changes in technology are at the core of the transition to the vehicle of the future, which is primarily linked to electrics and electronics, connectivity, safety, environment and fuel efficiency. Successes have been influenced by different factors, including commitment to innovation, R&D capabilities, large and extensive supply chains, and large and global production capabilities. The COVID-19 pandemic, as well as the presence of industry disrupters have accelerated the OEMs' focus and adoption of new technologies. Domestic automotive component suppliers need to meet the increasing environmental pressures when selling their products into national and international OEM supply chains.

A key consideration for automotive component manufacturers at present is that they need to meet customer requirements in an uncertain environment with low demand that is impacting on short- to medium-term capacity management decisions. Concerns relating to the impact of the global pandemic on component suppliers are focused on the recovery of vehicle demand and production, and when consumption and new vehicle purchases will recover to pre-pandemic levels. Besides the declining new vehicle market, component suppliers also have to deal with fluctuations and market uncertainty around short-term volumes, resulting in planning constraints and supplier plants operating at an imbalance.

### ***Original equipment components***

Original equipment (OE) components are components or systems supplied directly to national or international OEMs and have global recognisable brands. Global sourcing principles apply in the

vehicle manufacturing industry, and in those instances where the original equipment (OE) component is not manufactured in South Africa, the components need to be imported. The introduction of a new model generally starts off with lower local content levels that increases as large multinational automotive component suppliers follow the investments by the OEMs to supply systems in a just-in-time fashion to the manufacturing plants. In 2021, the seven OEMs invested R8,8 billion, the second highest annual figure on record, while the component sector invested a record R5,7 billion.

The local content value of light vehicles produced by South Africa's seven light vehicle OEMs is in the order of 40% under the APDP2. The issue of local content has been central in government policy concerns and has also of course been a key focus for the industry, but the objective of higher local content per vehicle produced in South Africa has not been attained. While subject to short term fluctuations that are primarily underpinned by South Africa's highly volatile currency, the level of local content per vehicle produced domestically has not increased in tandem with the increase in vehicle production to date and this probably constitutes the most glaring weakness of South Africa's automotive development since the advent of the MIDP.

The Executive Oversight Committee [EOC] for Localisation is one of the seven workstreams that support the main EOC that is chaired by the Minister of Trade, Industry and Competition. The EOC comprises of senior leadership of the South African automotive industry, inclusive of **naamsa** CEOs and NAACAM CEOs, NUMSA's most senior leaders, and selected representatives from the broader value chain, particularly where these representatives have a key role in implementing the pillars of the SAAM. The EOC Localisation workstream aims to play the key role of coordinating, monitoring, and evaluating the progress of the industry localisation projects that support SAAM 2035. The ultimate objective is to support SAAM 2035 localisation goal to increase local content in South African manufactured vehicles to up to 60% and to ensure the transformation of the supply chain. The workstream has the following objectives:

- Wider localisation (OEM collaboration of existing supplier and new global and domestic suppliers that brings new technology and components to the industry).
- Deeper localisation (Domestic production of previously imported components by local producing Tier 1 suppliers who in turn develop sub-tier suppliers to supply sub-components and materials further up into the supply chain).
- Study and initiate projects for the localisation of new energy vehicles (NEVs) and component production and future technologies that will continue to evolve and develop regardless of powertrain type.

- Materials localisation activities and projects. The priority materials identified for localisation activities are:
  - Steel – Skin Panel Improved Surface Finish [ISF] and High Tensile [HT] structural steel
  - Resins – HDPE [High Density Polypropylene] and Polypropylene
  - Aluminium – Cast alloys and Skin Panel
  - Copper

Imports of OE components by the seven OEMs in South Africa increased by a substantial R27,8 billion, or 33,8%, to R110,1 billion in 2021, from the R82,3 billion in 2020, in line with the 11,8% year-on-year vehicle production increase in 2021, as well as in accommodating the introduction of new domestically manufactured models. The introduction of a new model generally starts off with lower local content levels, with the high-value componentry, such as the powertrain and telematics, which collectively account for about 50% to 60% of the value in a modern vehicle, being mainly imported into South Africa. However, the country's manufacturing capabilities are well illustrated by the fact that engines manufactured by two OEMs are sourced in the domestic market along with the remainder of the components. The widening and deepening of the country's component-supplier base under the SAAM 2035 is an important focal point, as it will reduce the risks associated with exchange rate fluctuations and logistics costs. OE components are imported under Chapter 98 for CKD vehicle manufacturing in South Africa. The following table reveals that imports of original equipment components originated mainly from major vehicle production countries such as Germany, Thailand and Japan.

**Top 10 countries of origin for original equipment components imported (Chapter 98) – 2017 to 2021**

Country	2017	2018	2019	2020	2021
<b>Germany</b>	46%	38%	34%	34%	30%
<b>Thailand</b>	15%	17%	16%	19%	20%
<b>Japan</b>	11%	11%	10%	10%	11%
<b>USA</b>	3%	5%	5%	6%	6%
<b>China</b>	4%	4%	4%	4%	4%
<b>Sweden</b>	2%	3%	3%	3%	3%
<b>Brazil</b>	3%	4%	3%	2%	3%
<b>Spain</b>	2%	2%	3%	3%	3%
<b>Czech Republic</b>	2%	4%	4%	3%	3%
<b>UK</b>	2%	2%	2%	2%	2%
<b>Germany</b>	46%	38%	34%	34%	30%

Source: AIEC, SARS

### ***Aftermarket parts***

The independent aftermarket is responsible for the manufacturing and sales of automotive replacement parts and accessories through independent retailers and repair shops directly to the consumer, rather than to the OEMs themselves. The aftermarket also re-manufactures, distributes, retails and installs motor vehicle parts and products, other than the OE components. In 2021, the import of replacement parts increased by a substantial R10,69 billion, or 18,6%, to R68,3 billion, up from the R57,6 billion in 2020.

A weak macro-economic outlook, along with the global shortage of semi-conductors, the latter affecting vehicle production, and the subsequent limited stock availability or increasing waiting periods for specific models, has resulted in consumers and fleets holding onto their vehicles for longer. Keeping their cars for longer increases aftermarket product volume, since older vehicles use more aftermarket products per kilometre driven than newer vehicles. At more than twice the size of the new car market, used vehicles present an untapped opportunity for domestic automotive aftermarket parts suppliers. Aside from tyres and certain accessories, light vehicles do not make a substantial contribution to the volume of aftermarket products before they reach at least five years of age. The repair-age sweet-spot for most light vehicles ranges between six and ten years of vehicle age. Considering that the South African car parc is an aging one, increasing to 10 years and four months in 2021, with 71% being six years or older, servicing of these older vehicles becomes critical.

Vehicle age is expected to continue climbing over the next few years, generating big aftermarket changes, ranging from the age boundaries of the repair-age sweet-spot to the types of products used in vehicle repair, where products are purchased and installed, and how they are distributed. New product categories are currently emerging from evolving functional technologies and alternate powertrain systems, which will bolster aftermarket activity. However, even with rising new energy vehicle sales, it will take some years before this category is expected to have a meaningful impact on the aftermarket. Firstly, a significant portion of new energy vehicles on the road in 2030 will be HEVs and PHEVs, which have an internal combustion engine and an electric motor. HEVs and PHEVs use a wide array of conventional aftermarket parts. This means ICE cars and light commercial vehicles will continue to increase their aftermarket product volume to 2030 and beyond.

The following table reveals the top replacement parts imported to complement the parts not manufactured in the domestic market for 2017 to 2021.

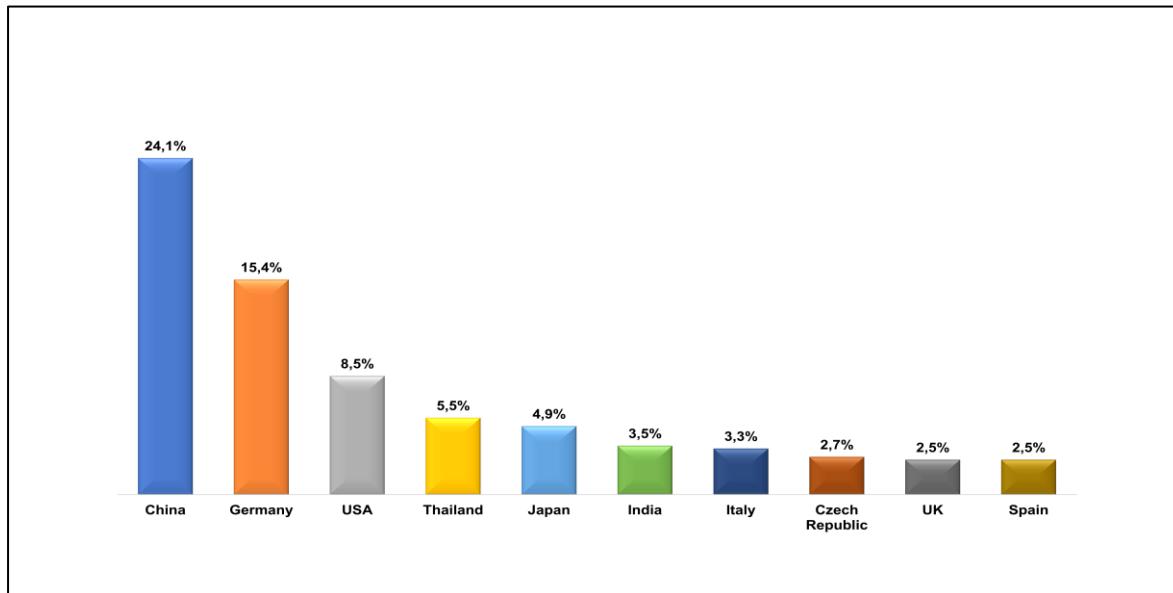
**Top replacement parts imported (R million) – 2017 to 2021**

	2017	2018	2019	2020	2021	Ranking	% of total export value
<b>World: Automotive Goods</b>							
<b>Total (R million)</b>	<b>59 029,2</b>	<b>61 324,3</b>	<b>62 929,8</b>	<b>57 615,8</b>	<b>68 306,7</b>		<b>100,0%</b>
Tyres	5 818,7	6 400,7	6 149,6	4 766,3	6 697,8	1	9,8%
<b>Automotive tooling</b>	<b>5 188,3</b>	<b>4 307,0</b>	<b>3 742,1</b>	<b>6 074,4</b>	<b>4 943,8</b>	<b>2</b>	<b>7,2%</b>
Engine parts	4 199,9	4 247,4	4 364,3	4 238,5	4 882,9	3	7,1%
Transmission shafts / cranks	2 103,5	2 123,2	2 163,4	2 090,8	2 460,7	4	3,6%
Stitched leather seats / parts	2 439,9	2 323,8	2 425,8	1 788,3	2 452,9	5	3,6%
Engines	2 059,4	1 691,7	2 126,0	1 921,0	2 322,8	6	3,4%
Gauges / instruments / parts	2 021,2	2 303,0	2 197,0	2 065,4	2 229,3	7	3,3%
Wiring harnesses	2 062,7	2 150,5	2 255,0	1 660,8	2 030,4	8	3,0%
Filters	1 384,6	1 499,2	1 489,4	1 455,0	1 576,8	9	2,3%
Brake parts	1 141,4	1 302,0	1 677,5	1 341,6	1 546,4	10	2,3%
Lighting equipment / parts	1 198,6	1 279,8	1 281,8	1 041,3	1 355,4	11	2,0%
Batteries	610,7	988,1	1 109,8	1 390,4	1 207,7	12	1,8%
Ignition / starting equipment	900,9	956,9	948,7	887,4	1 149,1	13	1,7%
Steering wheels / columns / boxes	781,7	738,3	1 242,5	977,8	1 108,0	14	1,6%
Clutches / shaft couplings	769,8	879,7	913,9	797,6	995,2	15	1,5%
Shock absorbers	511,5	835,8	891,8	762,4	936,8	16	1,4%
Axles	583,5	705,9	915,0	814,7	902,2	17	1,3%
Radiators / parts	633,5	673,5	706,0	636,0	888,4	18	1,3%
Body parts / panels	905,3	951,3	896,5	650,2	815,9	19	1,2%
Catalytic converters	1 261,0	819,8	603,7	752,3	702,4	20	1,0%
Gaskets	490,7	559,6	522,3	527,5	659,5	21	1,0%
Gear boxes	300,2	399,3	408,4	366,4	537,2	22	0,8%
Automotive glass	440,2	453,1	451,6	411,4	522,0	23	0,8%
Road wheels / parts	468,1	474,0	570,6	414,8	504,1	24	0,7%
Silencers / exhausts	239,1	347,8	373,4	371,8	426,9	25	0,6%
Alarm systems	500,6	482,8	478,4	346,9	379,6	26	0,6%
Springs	217,3	261,5	265,5	234,5	342,5	27	0,5%
Air conditioners	219,2	190,2	204,1	267,3	295,6	28	0,4%
Car radios	260,6	413,8	298,3	216,7	261,7	29	0,4%
Jacks	79,9	97,7	87,2	83,7	118,0	30	0,2%
Seatbelts	93,1	106,9	114,4	76,2	91,6	31	0,1%
Seats	51,7	69,9	87,2	70,5	86,0	32	0,1%
<b>Other components</b>	<b>19 092,1</b>	<b>20 290,1</b>	<b>20 968,9</b>	<b>18 116,2</b>	<b>22 877,0</b>	<b>33</b>	<b>33,5%</b>

Source: AIEC, SARS

Imports of replacement parts are normally linked to the countries of origin of the light vehicle imports and remained high considering that light vehicle imports, as percentage of total new vehicle sales in South Africa, increased from 57,0% in 2020 to 60,0% in 2021. Imports from the traditional markets such as Germany, Japan, the US, and the UK have declined over recent years, while imports from India and China have increased.

**Top countries of origin for imported replacement parts – 2021**



Source: AIEC, SARS

The following table reveals the top 10 countries of origin for imported replacement parts from 2017 to 2021.

**Top 10 countries of origin for imported replacement parts – 2017 to 2021**

Country of origin	2017	2018	2019	2020	2021
China	18,2%	19,6%	19,7%	21,7%	24,1%
Germany	19,5%	16,8%	16,7%	16,1%	15,4%
USA	9,2%	10,8%	9,8%	9,1%	8,5%
Thailand	4,2%	4,3%	4,5%	4,9%	5,5%
Japan	5,6%	5,9%	5,4%	5,6%	4,9%
India	3,3%	2,7%	3,1%	2,8%	3,5%
Italy	3,4%	3,6%	3,4%	3,8%	3,3%
Czech Republic	2,6%	2,5%	2,7%	2,4%	2,7%
UK	3,2%	2,8%	2,8%	2,4%	2,5%
Spain	2,8%	2,4%	2,4%	2,6%	2,5%
Other	28,0%	28,6%	29,5%	28,6%	27,1%

Source: AIEC, SARS

## IMPORTS BY COUNTRY OF ORIGIN

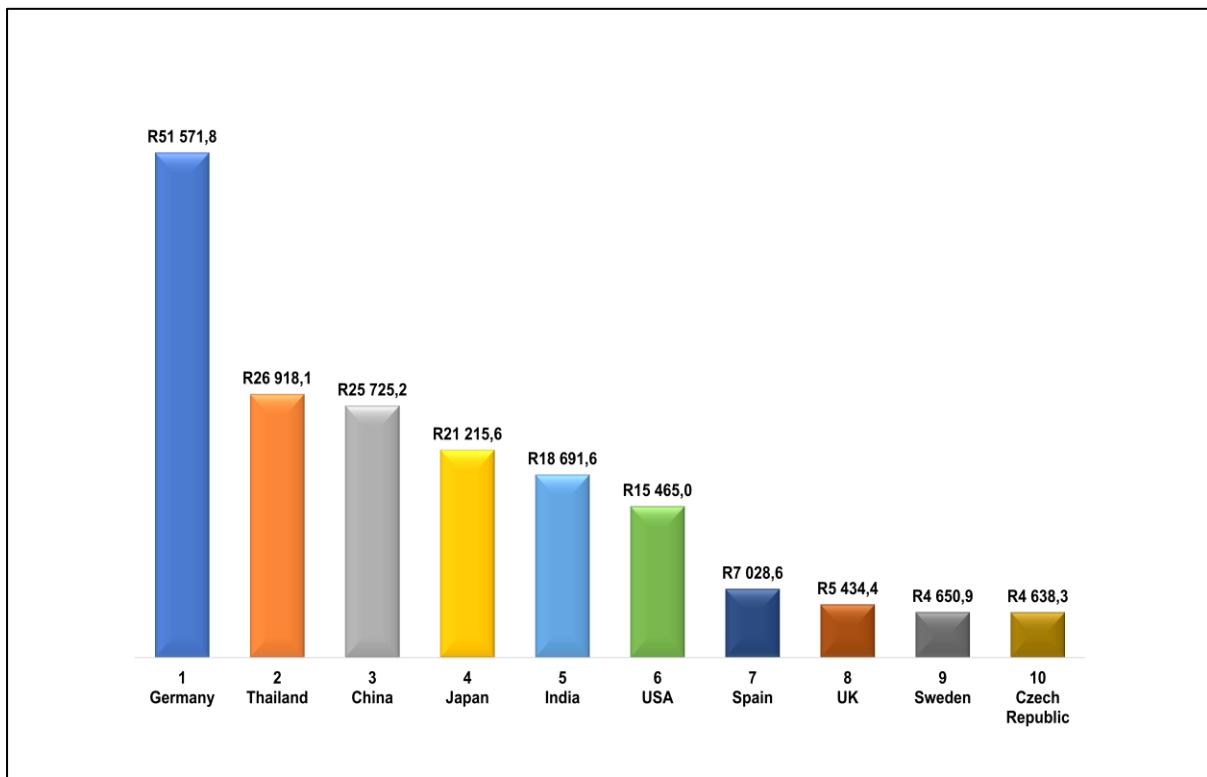
The COVID-19 global pandemic continued to have large and varied impacts on demand, supply and international trade in 2021. The pandemic-related disruptions to supply chains highlighted South Africa's and various other countries' reliance on imports, with prices and lead times having risen owing to the pandemic. For the domestic automotive industry, the level of imports remains a function of the success of the automotive policy regime, as the benefits can only be used to rebate the import duties on vehicles and eligible automotive components being imported. In 2021, the imports of vehicles, to complement the domestic market mix, once again afforded consumers the widest choice of new vehicle models to market-size ratio anywhere in the world. Imports of light vehicles increased year-on-year by a significant 28,8% in 2021, in line with the 22,2% year-on-year rebound in the domestic new vehicle market in 2021. With regards to original equipment components, significant value is added to the imports of OE components that are not sourced in South Africa, and that are used to manufacture vehicles for the domestic and export markets. Replacement parts for a vehicle parc of 12,96 million vehicles at the end of 2021, remained high, considering that 78,3% of passenger cars sold in the domestic market were imported.

For the domestic automotive industry, the Rand exchange rate is particularly important with regards to the exchange rates of the source countries for South African imports. At an individual company level, depending on the particular firm's balance of trade, the impact of exchange rate fluctuations may vary. Against the US Dollar, the Rand appreciated by 10,2% on an annual average basis in 2021, against the Euro by 6,9%, against the Pound by 3,7%, against the Chinese Yuan by 3,9%, and against the Yen by 12,6%.

The countries of origin for vehicles and automotive components imported into South Africa generally reflect the global linkages with the head offices of parent companies. The notable exceptions amongst the top countries of origin in 2021 were Thailand, where 82,8% of imports comprised original equipment components for light commercial vehicles, and China, where 64,0% of the imports comprised aftermarket parts.



### South Africa's top automotive countries of origin – 2021



Source: AIEC, SARS

The following table reveals the import values and rankings for the 66 countries of origin for vehicle and automotive component imports into South Africa, above the R10 million threshold for 2021.



**Import value and ranking by country of origin – 2017 to 2021**

All automotive products	2017	2018	2019	2020	2021
<b>World (R million)</b>	<b>208 423,2</b>	<b>219 081,4</b>	<b>233 752,3</b>	<b>179 052,7</b>	<b>231 757,2</b>
<b>Germany</b>	69 333,0	61 387,8	63 146,2	45 333,4	51 571,8
<b>Thailand</b>	18 711,0	22 927,2	22 497,3	19 066,4	26 918,1
<b>China</b>	15 007,1	17 693,4	18 623,4	18 077,2	25 725,2
<b>Japan</b>	20 142,0	20 907,5	22 110,0	16 516,3	21 215,6
<b>India</b>	11 482,5	11 466,7	14 408,4	10 768,3	18 691,6
<b>United States</b>	10 951,0	12 795,2	13 258,4	10 995,8	15 465,0
<b>Spain</b>	6 381,9	6 708,5	7 993,1	6 518,3	7 028,6
<b>United Kingdom</b>	7 241,5	7 191,3	6 679,5	4 375,3	5 434,4
<b>Sweden</b>	3 044,1	3 706,2	4 885,3	3 241,9	4 650,9
<b>Czech Republic</b>	3 661,5	5 295,0	7 369,1	4 569,1	4 638,3
<b>Korea South Republic</b>	4 633,1	5 213,6	3 927,8	2 499,0	4 340,7
<b>Brazil</b>	3 712,8	4 286,9	3 450,7	2 379,5	3 634,6
<b>Poland</b>	2 736,0	3 062,7	3 115,7	2 922,8	3 470,4
<b>Italy</b>	3 897,7	3 535,7	3 680,5	3 429,8	3 409,6
<b>Romania</b>	2 165,7	3 489,3	4 632,9	2 909,0	3 184,4
<b>Slovak Republic</b>	2 018,1	2 444,3	2 690,4	2 356,0	2 773,3
<b>Hungary</b>	1 600,2	1 874,5	2 559,7	1 933,6	2 520,6
<b>France</b>	2 538,5	3 215,7	3 774,8	2 337,3	2 482,9
<b>Portugal</b>	1 139,4	1 259,1	1 779,1	1 566,2	2 252,0
<b>Mexico</b>	1 571,7	2 791,7	2 433,0	1 875,1	2 170,5
<b>Belgium</b>	1 086,9	1 423,1	1 709,1	1 716,8	2 117,6
<b>Turkey</b>	2 095,2	1 949,6	2 297,1	1 594,5	2 089,1
<b>Indonesia</b>	1 247,6	1 875,8	1 595,3	1 046,6	1 703,2
<b>Netherlands</b>	1 503,9	977,6	1 081,9	717,0	1 617,0
<b>Botswana</b>	1 598,9	1 727,5	1 790,6	1 303,6	1 600,1
<b>Austria</b>	890,7	865,0	2 536,6	882,9	1 506,6
<b>Taiwan</b>	1 289,3	1 408,1	1 335,8	1 211,0	1 319,9
<b>Argentina</b>	1 069,8	1 565,7	1 685,9	838,9	1 188,3
<b>Philippines</b>	854,3	859,6	923,6	767,6	1 074,4
<b>Malaysia</b>	602,5	705,8	608,7	627,8	867,7
<b>Denmark</b>	306,2	434,9	511,5	473,6	392,3
<b>Slovenia</b>	161,6	271,6	359,6	341,9	370,1
<b>Vietnam</b>	112,4	132,9	207,9	254,5	335,4
<b>Australia</b>	300,8	332,8	309,3	246,5	322,4
<b>Switzerland</b>	370,6	321,5	328,1	349,9	312,2
<b>Canada</b>	555,4	500,9	389,5	305,1	298,8
<b>United Arab Emirates</b>	107,3	181,8	210,4	202,7	251,6
<b>Finland</b>	210,9	225,9	180,6	241,6	233,7
<b>Bulgaria</b>	82,2	159,5	230,5	221,3	191,5
<b>Morocco</b>	71,1	87,7	128,5	108,9	167,2
<b>Israel</b>	150,7	134,1	131,6	144,8	136,2
<b>Luxembourg</b>	140,4	126,4	136,7	107,1	98,0
<b>Kenya</b>	2,6	1,9	1,5	2,1	93,9

Russian Federation	48,4	76,0	89,2	38,7	80,9
Singapore	63,8	72,6	88,4	118,3	73,6
Tunisia	69,0	35,2	29,9	26,8	69,3
Hong Kong, China	41,3	57,1	41,6	74,0	40,1
Norway	26,9	23,5	34,4	60,6	40,0
Ukraine	21,2	21,3	24,9	26,7	37,0
Ireland	55,7	40,3	51,0	28,4	36,4
Croatia	18,6	26,9	31,2	20,3	33,5
Bosnia & Hercegovina	21,8	16,3	24,3	28,6	32,5
Lithuania	16,7	16,8	20,5	19,2	30,7
Malta	28,8	32,6	23,3	22,1	28,3
Lesotho	277,9	23,5	33,3	43,6	22,9
New Zealand	31,3	18,2	20,4	13,3	22,4
Egypt	15,8	27,1	21,6	21,4	21,7
Estonia	10,1	14,1	15,7	15,6	20,4
eSwatini	14,3	39,1	40,4	26,3	19,8
Zambia	37,2	39,1	41,0	15,9	18,9
Chile	3,4	5,0	11,3	13,3	17,7
Namibia	102,5	71,7	76,0	17,6	16,1
Moldova	3,6	16,9	19,9	24,1	15,5
Colombia	4,7	9,9	9,8	6,0	15,5
Latvia	44,5	9,6	31,9	11,7	10,3
Costa Rica	5,7	6,1	4,4	4,9	10,1

Source: AIEC, SARS

Countries for which the import values more than doubled from 2017 to 2021



**ALL AUTOMOTIVE PRODUCTS – IMPORTS BY COUNTRY**

The following tables reveal total automotive import details for the 66 countries of origin recording an import value above R10 million of the total automotive import value of R231,8 billion in 2021. It should be noted that “other parts” refer to various miscellaneous parts and sub-components eligible in terms of the APDP and APDP2 but not classifiable under one of the main automotive component categories. The import values of the latest year (2021) are used to rank the countries in order of priority, from the most to the least important country of origin and also for the automotive component categories, from the highest to the lowest import value for each country of origin. Relative high-volume light and heavy commercial vehicle imports have also been included to identify potential localisation opportunities for replacement parts imports from the respective countries. Countries and products for which the import values more than doubled from 2017 to 2021 have been highlighted in green in the following tables.

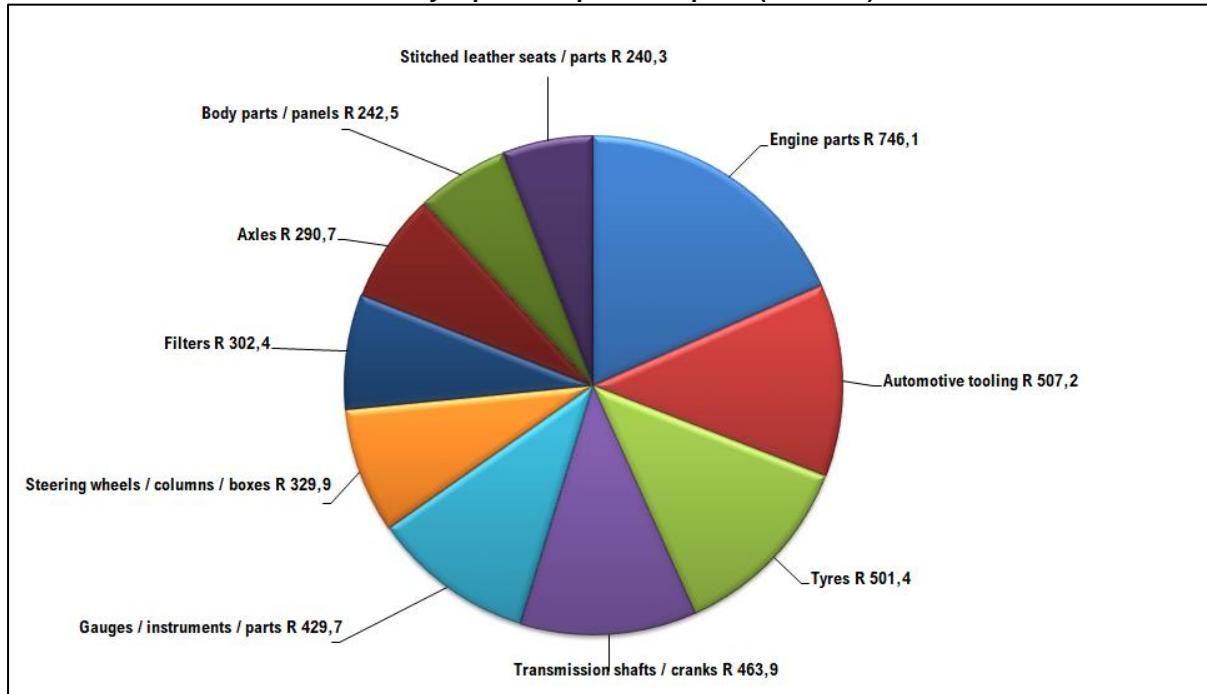


**1. GERMANY (Left-hand drive)**  
**(Vehicle production 2021 – 3 308 692 units) (Vehicle sales 2021 – 2 973 319 units)**

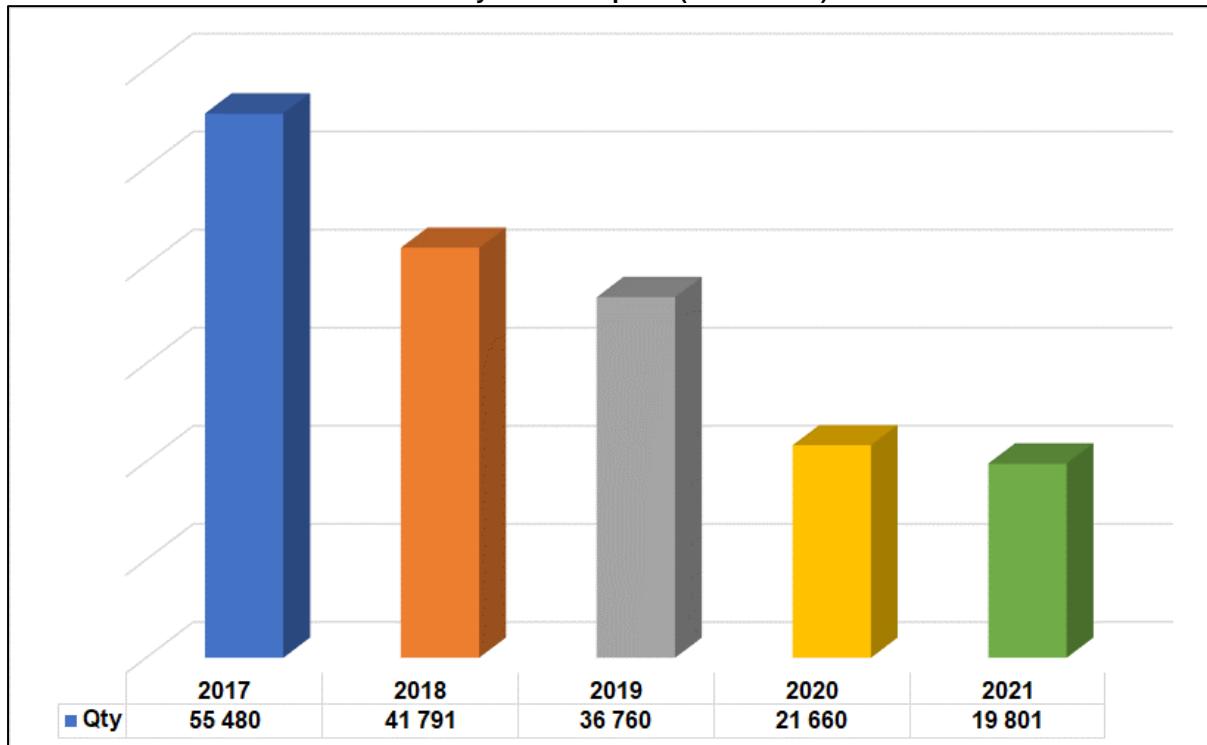
Germany	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>69 333,0</b>	<b>61 387,8</b>	<b>63 146,2</b>	<b>45 333,4</b>	<b>51 571,8</b>
Light vehicles	16 255,0	12 837,0	16 008,5	7 296,0	7 507,6
2017 – 2021 main volume light vehicle imports from Germany	Audi A3, A4, A5, Q2, Q5 BMW 1, 2, 3, 4, and 5-series, X1, X2 Ford Fiesta, Focus Mercedes-Benz A-Class, C-Class, E-Class, GLA, GLC Opel Adam Porsche 911, Cayenne, Macan VW Caravelle, Golf 7, Kombi, Tiguan, Transporter				
Medium / Heavy vehicles	651,1	978,2	859,2	522,9	270,6
2017 – 2021 main volume heavy vehicle imports from Germany	Iveco Stralis VW Crafter				
Original equipment components	40 929,9	37 297,2	35 785,9	28 251,6	33 266,7
Other components	4 596,2	4 231,6	4 330,3	3 674,5	4 577,4
Engine parts	701,0	717,2	716,9	669,9	746,1
Automotive tooling	1 064,7	588,3	678,2	1 190,6	507,2
Tyres	505,4	524,9	556,2	305,9	501,4
Transmission shafts / cranks	461,8	460,6	434,4	395,4	463,9
Gauges / instruments / parts	385,2	408,8	377,7	368,6	429,7
Steering wheels / columns / boxes	552,0	284,0	240,0	184,8	329,9
Filters	283,6	275,5	288,2	291,8	302,4
<b>Axles</b>	<b>87,8</b>	<b>191,7</b>	<b>437,3</b>	<b>295,5</b>	<b>290,7</b>
Body parts / panels	306,6	276,8	249,5	174,6	242,5
Stitched leather seats / parts	280,4	252,4	279,0	170,3	240,3
Engines	389,6	223,2	248,7	196,0	227,8
Brake parts	171,3	216,5	336,9	220,1	217,3
Batteries	137,3	239,5	144,3	138,6	182,5
Clutches / shaft couplings	134,5	147,6	146,0	115,6	154,3
<b>Shock absorbers</b>	<b>68,7</b>	<b>119,1</b>	<b>134,8</b>	<b>92,8</b>	<b>147,8</b>
Catalytic converters	537,0	239,5	128,3	124,3	135,2
Gaskets	134,7	158,0	130,8	124,5	133,9
Gear boxes	117,2	116,5	83,9	70,1	122,9
Lighting equipment / parts	95,3	113,8	93,3	68,3	94,4
Springs	56,5	72,4	52,7	50,5	83,8
Radiators / parts	74,1	63,2	68,1	52,7	79,3
Silencers / exhausts	96,4	93,6	80,4	68,5	70,1
Ignition / starting equipment	71,9	77,2	93,7	69,6	65,7
Road wheels / parts	38,7	39,9	44,6	41,4	40,2
Wiring harnesses	21,7	17,3	16,0	14,5	38,2
Automotive glass	41,2	39,8	29,4	22,1	29,8
Seats	21,8	24,8	31,1	26,5	22,9
Alarm systems	34,0	33,9	23,6	15,4	18,7
Air conditioners	19,4	13,4	7,5	11,4	17,7
Jacks	5,4	10,2	9,0	15,5	9,2
Seatbelts	4,0	3,0	1,5	2,0	3,1
Car radios	1,7	1,5	0,5	0,6	0,8

## Germany

**Germany top 10 component imports (R million)**



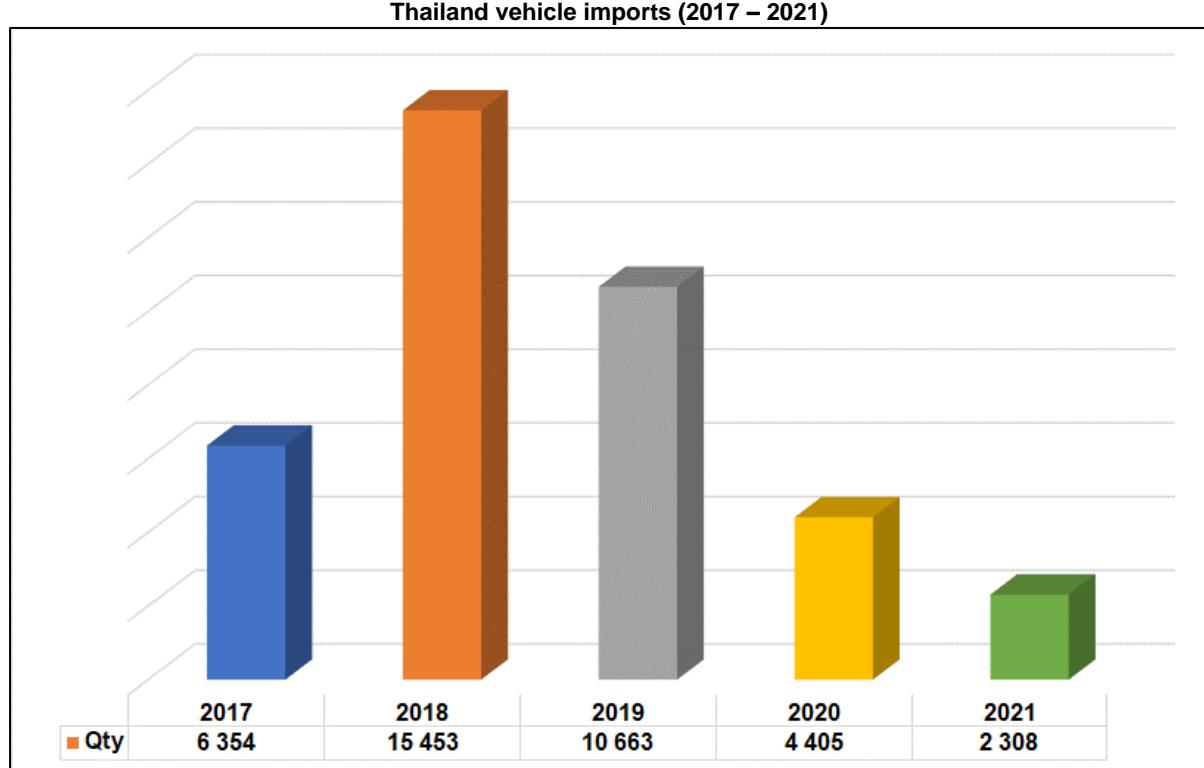
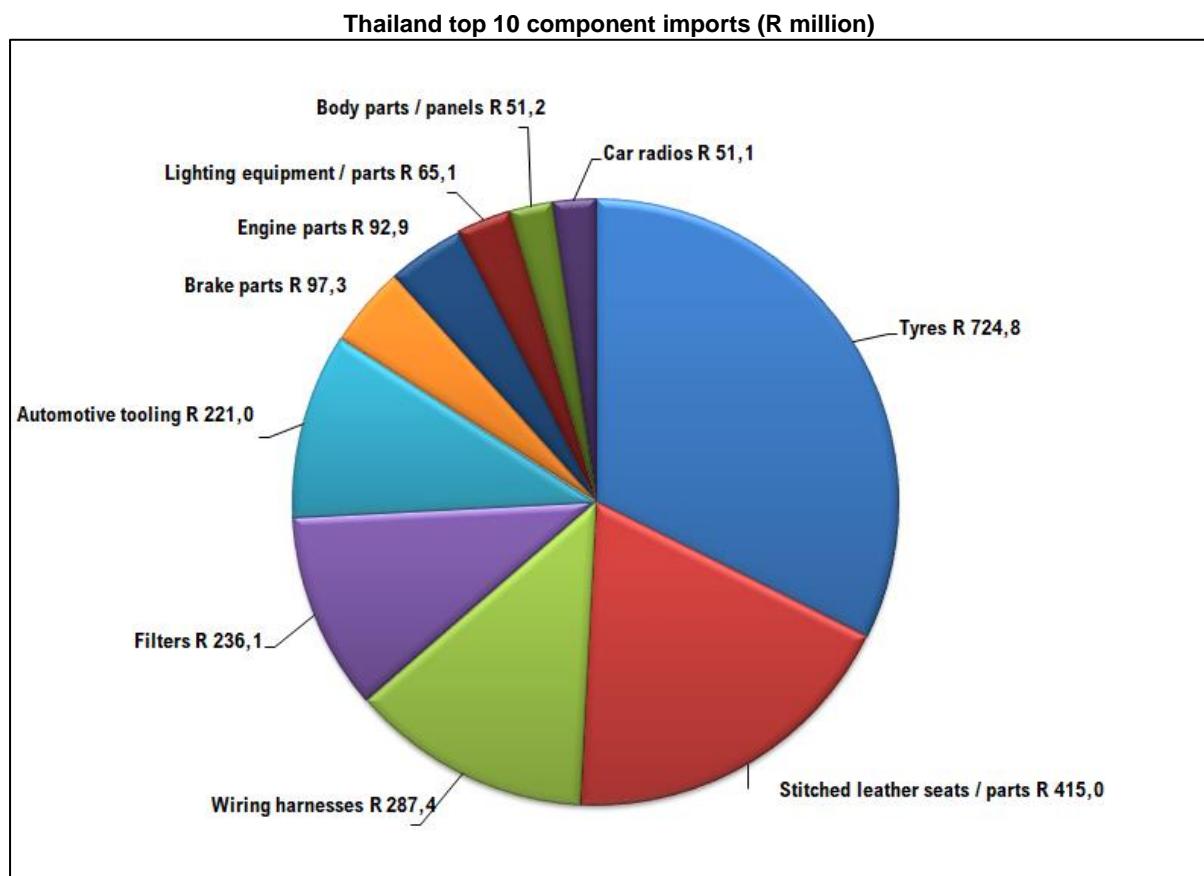
**Germany vehicle imports (2017 – 2021)**



**2. THAILAND (Right-hand drive)**  
**(Vehicle production 2021 – 1 685 705 units) (Vehicle sales 2021 – 748 580 units)**

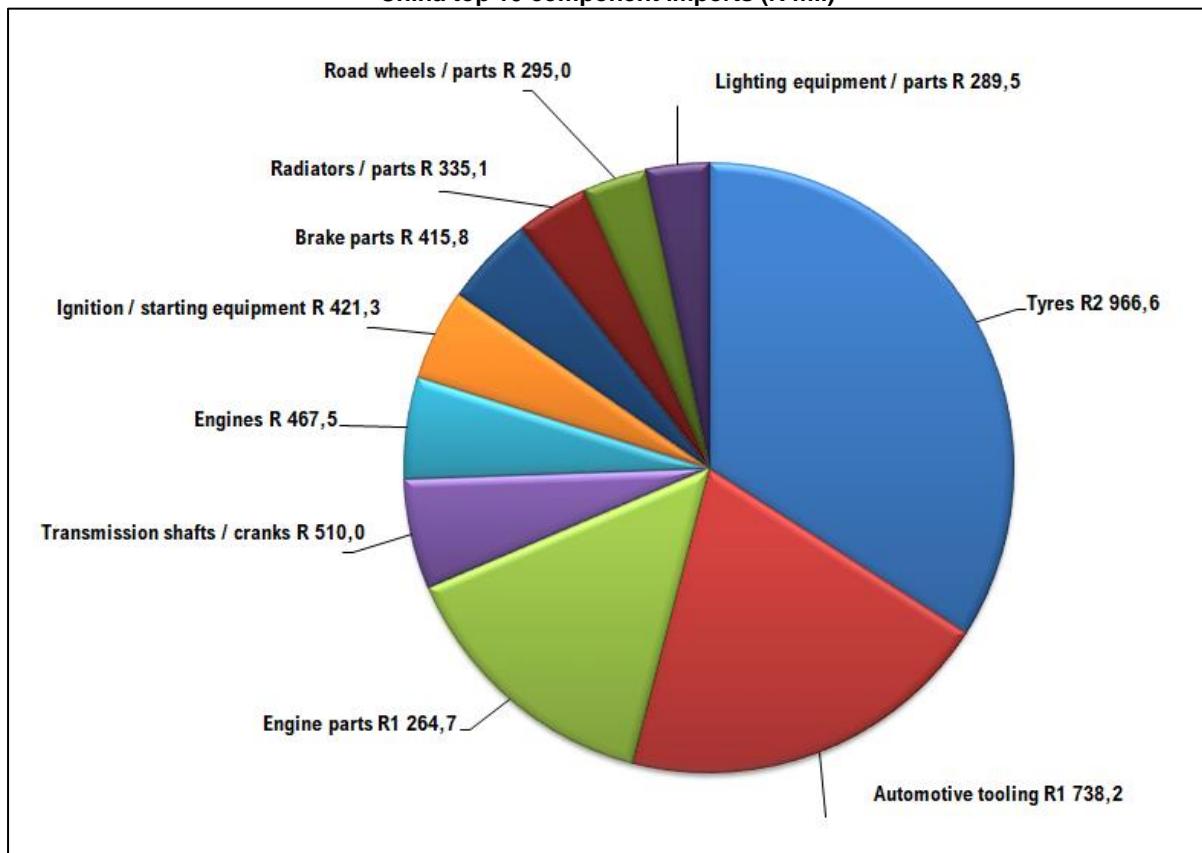
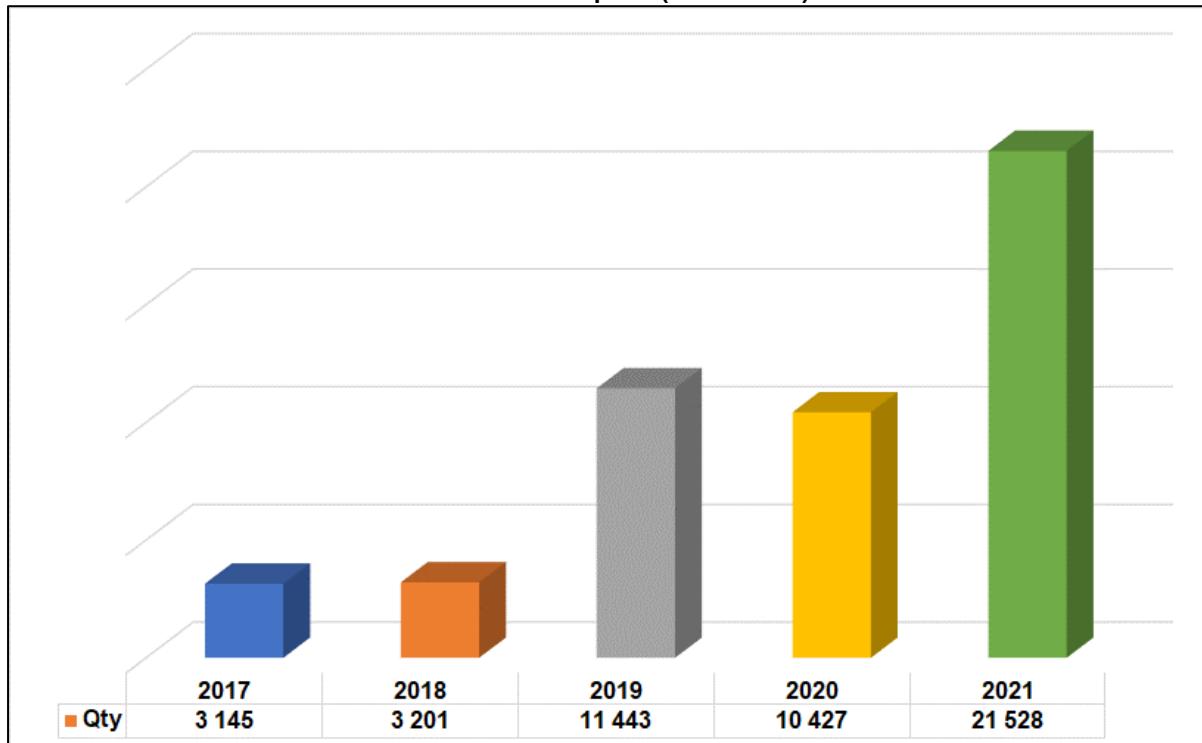
Thailand	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>18 711,0</b>	<b>22 927,2</b>	<b>22 497,3</b>	<b>19 066,4</b>	<b>26 918,1</b>
Light vehicles	2 235,0	3 443,4	2 119,0	822,9	864,8
2017 – 2021 main volume light vehicle imports from Thailand	Isuzu MU-X Mazda 3 Mitsubishi Pajero, Triton Nissan Navara Toyota Yaris				
Medium / Heavy vehicles	79,9	13,0	7,3	1,1	1,0
Original equipment components	13 887,5	16 857,2	17 511,8	15 410,5	22 291,7
Other components	802,4	870,0	1 007,0	866,4	1 283,3
Tyres	362,5	314,9	444,1	414,2	724,8
Stitched leather seats / parts	336,0	445,6	363,1	351,9	415,0
Wiring harnesses	185,2	214,2	227,6	215,0	287,4
Filters	170,6	208,8	225,6	181,0	236,1
<b>Automotive tooling</b>	<b>15,8</b>	<b>10,1</b>	<b>11,8</b>	<b>344,7</b>	<b>221,0</b>
Brake parts	71,4	60,8	75,0	66,1	97,3
Engine parts	72,3	85,6	80,3	74,3	92,9
Lighting equipment / parts	43,1	49,1	49,5	44,3	65,1
Body parts / panels	38,0	49,0	42,2	38,4	51,2
Car radios	103,2	82,1	71,1	44,8	51,1
Clutches / shaft couplings	31,4	35,0	39,2	36,4	37,7
Radiators / parts	25,4	29,8	40,3	32,4	37,1
<b>Ignition / starting equipment</b>	<b>13,8</b>	<b>18,2</b>	<b>34,5</b>	<b>23,1</b>	<b>36,0</b>
Transmission shafts / cranks	37,4	36,7	36,1	22,4	32,4
Shock absorbers	12,0	14,4	16,0	16,3	20,1
Steering wheels / columns / boxes	15,0	17,8	18,0	16,8	17,5
Road wheels / parts	17,1	9,9	17,2	8,2	8,5
Springs	7,0	5,7	7,4	5,8	8,1
Gaskets	5,4	6,5	5,3	5,0	6,3
Automotive glass	6,0	6,0	6,2	4,8	5,6
Axles	110,9	5,9	3,6	2,9	5,0
Gauges / instruments / parts	15,6	17,9	17,8	4,5	3,9
Gear boxes	2,8	3,4	3,3	2,7	3,4
Seatbelts	2,8	3,8	2,6	1,9	2,9
<b>Air conditioners</b>	<b>0,5</b>	<b>2,9</b>	<b>2,2</b>	<b>1,6</b>	<b>2,4</b>
Silencers / exhausts	1,1	1,1	1,2	2,0	2,1
<b>Catalytic converters</b>	<b>0,3</b>	<b>3,1</b>	<b>7,5</b>	<b>1,3</b>	<b>2,1</b>
Alarm systems	0,8	0,7	1,2	1,2	1,5
<b>Jacks</b>	<b>0,4</b>	<b>0,6</b>	<b>0,6</b>	<b>0,8</b>	<b>1,3</b>
Engines	2,1	3,1	1,0	0,5	1,1
Seats	0,4	0,5	0,4	0,2	0,3
Batteries	0,2	0,3	0,3	0,3	0,2

### Thailand



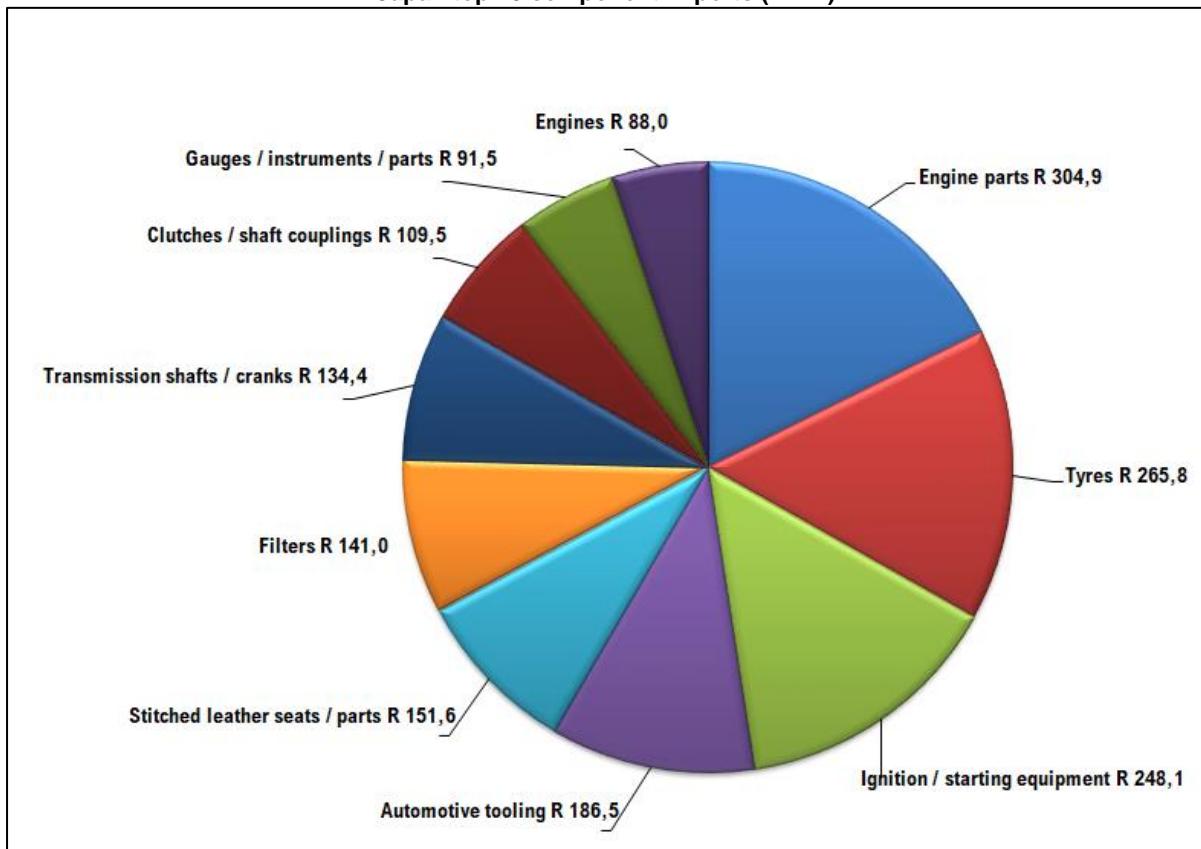
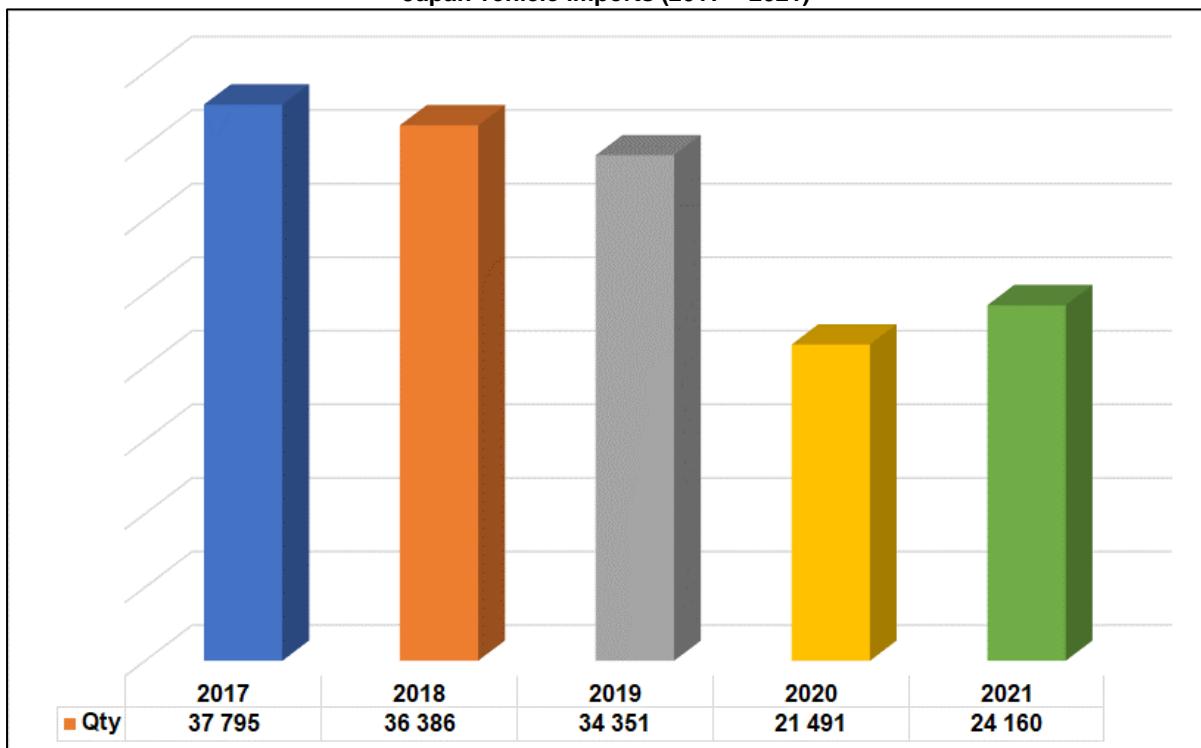
**3. CHINA (Left-hand drive)**  
**(Vehicle production 2021 – 26 082 220 units) (Vehicle sales 2021 – 26 274 820 units)**

China	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>15 007,1</b>	<b>17 693,4</b>	<b>18 623,4</b>	<b>18 077,2</b>	<b>25 725,2</b>
<b>Light vehicles</b>	519,1	1 363,7	1 529,0	1 709,1	4 412,8
2017 – 2021 main volume light vehicle imports from China	GWM M4, P-Series, Steed Haval H1, H2, H6, Jolion Kia Pegas Volvo XC40				
Medium / Heavy vehicles	98,0	150,9	118,9	186,9	174,4
2017 – 2021 main volume heavy vehicle imports from China	JMC Changan Star 111, Carrying, Carrying Plus				
Original equipment components	3 620,6	4 172,5	4 579,8	3 663,9	4 670,8
Other components	3 255,4	3 954,3	4 131,5	3 703,9	5 107,1
Tyres	2 142,8	2 415,5	2 324,7	2 152,7	2 966,6
Automotive tooling	1 147,4	903,4	848,8	1 550,4	1 738,2
Engine parts	715,7	835,3	891,7	1 053,4	1 264,7
Transmission shafts / cranks	300,3	319,4	368,3	374,3	510,0
<b>Engines</b>	124,6	196,5	299,7	336,1	467,5
Ignition / starting equipment	235,4	278,2	285,5	310,4	421,3
Brake parts	257,5	311,0	350,9	358,3	415,8
Radiators / parts	216,7	231,4	247,6	245,1	335,1
Road wheels / parts	255,5	282,3	286,3	208,8	295,0
Lighting equipment / parts	150,9	185,3	202,9	169,8	289,5
Stitched leather seats / parts	448,1	390,3	377,4	233,1	288,9
Clutches / shaft couplings	178,5	214,8	203,2	212,6	268,7
Shock absorbers	174,1	194,1	200,0	188,4	262,1
Gauges / instruments / parts	114,1	152,5	165,9	167,4	255,6
Filters	166,2	184,4	184,5	207,1	252,3
Automotive glass	188,9	197,9	211,9	212,0	251,8
<b>Gaskets</b>	60,7	83,8	68,3	74,6	122,8
Catalytic converters	76,8	71,0	68,9	124,3	115,5
<b>Batteries</b>	44,4	45,3	66,3	95,7	109,6
<b>Silencers / exhausts</b>	28,9	42,6	44,6	55,4	92,3
Jacks	47,6	62,0	60,6	53,1	87,7
Steering wheels / columns / boxes	45,1	52,6	56,7	53,9	82,1
Car radios	55,5	60,1	59,2	55,0	76,5
Alarm systems	84,4	74,3	90,2	63,7	72,4
Wiring harnesses	39,6	50,3	48,0	46,4	67,4
Air conditioners	66,4	53,0	88,2	70,2	61,6
Body parts / panels	60,3	55,3	46,5	43,8	60,8
Springs	35,9	41,8	46,4	43,1	58,9
Gear boxes	28,4	32,1	33,8	20,5	27,4
Axles	11,5	14,1	13,5	18,0	21,9
<b>Seats</b>	6,7	15,5	14,8	12,5	15,2
Seatbelts	5,2	6,3	9,0	3,2	4,7

**China****China top 10 component imports (R mil)****China vehicle imports (2017 – 2021)**

**4. JAPAN (Right-hand drive)**  
**(Vehicle production 2021 – 7 846 955 units) (Vehicle sales 2021 – 4 448 340 units)**

Japan	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>20 142,0</b>	<b>20 907,5</b>	<b>22 110,0</b>	<b>16 516,3</b>	<b>21 215,6</b>
Light vehicles	7 327,4	6 775,1	7 609,2	4 951,2	5 763,5
2017 – 2021 main volume light vehicle imports from Japan	Honda HR-V Lexus NX Mazda 2, CX-3, CX-5 Mitsubishi ASX, Eclipse Cross Nissan NV 350 Taxi, X-Trail Subaru Forester, XV Suzuki Ignis, Jimny Toyota Landcruiser 200/PU, Prado, Quantum, Rav				
<b>Medium / Heavy vehicles</b>	<b>78,7</b>	<b>90,2</b>	<b>423,6</b>	<b>314,0</b>	<b>260,6</b>
2017 – 2021 main volume heavy vehicle imports from Japan	UD Trucks Kuzer, Quester				
Original equipment components	9 456,9	10 427,1	10 656,8	8 017,1	11 870,3
Other components	861,8	904,6	968,4	800,7	970,4
Engine parts	293,4	299,9	304,8	287,3	304,9
Tyres	483,2	374,7	349,1	209,7	265,8
Ignition / starting equipment	200,2	222,9	211,3	214,6	248,1
Automotive tooling	222,3	444,6	212,8	582,0	186,5
Stitched leather seats / parts	107,7	107,5	123,7	111,1	151,6
Filters	157,7	184,0	165,1	137,2	141,0
Transmission shafts / cranks	142,7	172,9	147,5	118,2	134,4
Clutches / shaft couplings	68,4	98,8	98,3	73,0	109,5
Gauges / instruments / parts	81,9	83,5	97,2	90,1	91,5
Engines	96,5	86,9	96,8	72,4	88,0
Brake parts	84,4	83,3	78,3	66,9	83,8
Shock absorbers	50,6	51,9	50,0	56,2	75,9
Lighting equipment / parts	55,9	57,8	60,0	43,7	59,3
Gear boxes	41,2	55,3	57,9	46,8	51,1
Radiators / parts	41,8	62,0	47,1	37,0	45,6
Automotive glass	33,4	31,6	35,4	29,6	42,2
Steering wheels / columns / boxes	27,9	32,5	36,0	29,0	39,9
Body parts / panels	41,6	44,4	47,7	43,5	38,2
Axles	21,8	39,1	38,5	51,1	36,4
Gaskets	28,2	28,9	29,7	26,5	35,2
Alarm systems	42,8	43,9	63,7	27,8	27,7
Seatbelts	20,0	17,7	21,5	17,8	21,1
Air conditioners	9,5	14,8	15,3	12,6	17,2
Wiring harnesses	17,0	17,8	15,2	15,4	14,4
Road wheels / parts	16,3	12,7	17,3	9,2	10,6
Catalytic converters	9,0	8,0	8,1	7,0	9,5
Springs	9,4	10,2	10,1	9,6	8,8
Silencers / exhausts	6,7	5,7	4,8	3,6	6,1
Car radios	2,7	14,9	6,1	2,5	4,0
Batteries	1,7	1,2	1,6	1,3	1,2
Jacks	0,5	0,5	0,6	0,4	0,7
Seats	0,8	0,7	0,5	0,3	0,6

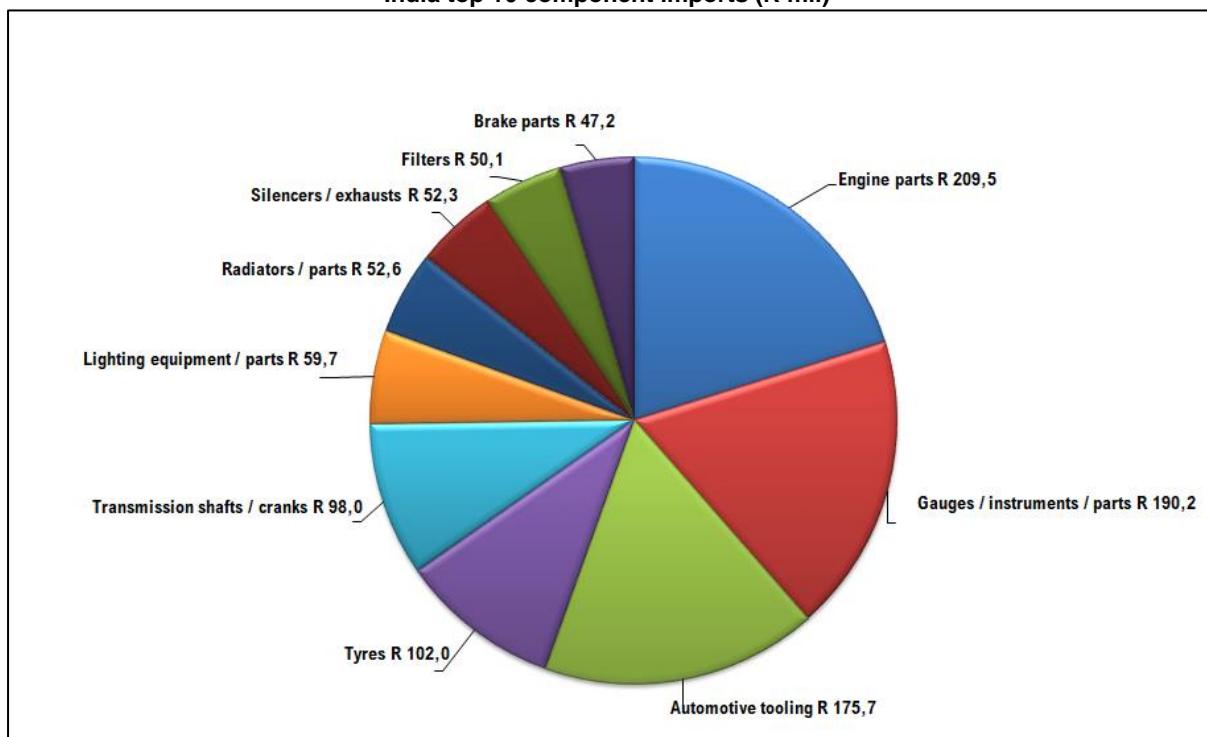
**Japan****Japan top 10 component imports (R mil)****Japan vehicle imports (2017 – 2021)**

**5. INDIA (Right-hand drive)**  
**(Vehicle production 2021 – 4 399 112 units) (Vehicle sales 2021 – 3 759 398 units)**

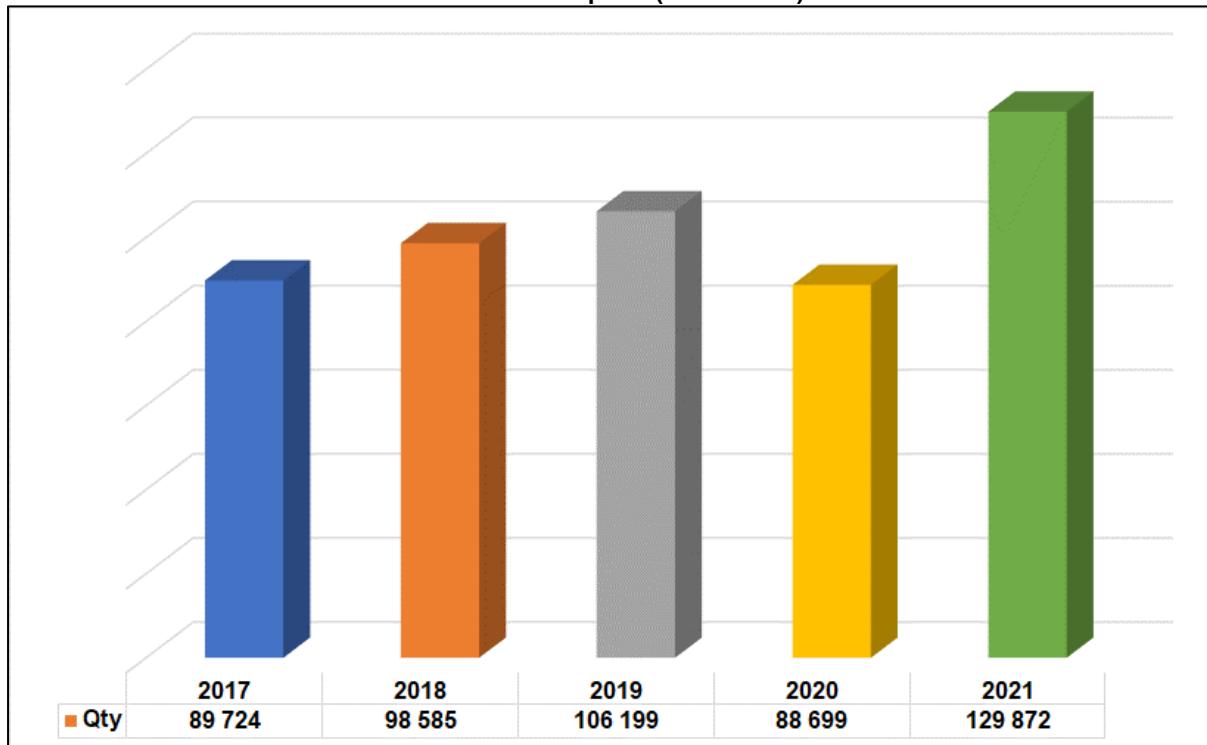
India	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>11 482,5</b>	<b>11 466,7</b>	<b>14 408,4</b>	<b>10 768,3</b>	<b>18 691,6</b>
Light vehicles	9 271,6	8 749,6	10 982,3	8 092,0	14 558,5
2017 – 2021 main volume light vehicle imports from India	Datsun Go, Go+; Ford EcoSport, Figo; Honda Amaze, Ballade, Brio, BR-V, Jazz; Hyundai Atos, Creta, Grand i10, i10, i20, Venue; Kia Seltos, Sonet; Mahindra Bolero, KUV, Scorpio, Scorpio Pik-Up, TUV, XUV300, XUV500, Xylo; Nissan Almera, Magnite, Micra, Micra 5; Renault Duster, Kiger, Kwid, Triber; Suzuki Baleno, Celerio, Ciaz, Dzire, Ertiga, Ignis, Super Carry, S-Presso, Swift, Vitara Brezza; Tata Bolt, Super Ace; Toyota Etios, Starlet, Urban Cruiser; VW Polo Sedan				
<b>Medium / Heavy vehicles</b>	<b>32,1</b>	<b>75,4</b>	<b>127,8</b>	<b>117,5</b>	<b>201,4</b>
2017 – 2021 main volume heavy vehicle imports from India	Eicher Pro 3008, Pro 6016 Tata LPT				
Original equipment components	857,9	1 016,4	1 367,1	960,1	1 551,2
<b>Other components</b>	<b>368,3</b>	<b>505,3</b>	<b>670,0</b>	<b>500,5</b>	<b>812,3</b>
Engine parts	118,2	135,6	169,9	160,3	209,5
Gauges / instruments / parts	130,1	162,5	149,2	152,1	190,2
Automotive tooling	106,5	110,7	132,5	87,7	175,7
Tyres	73,4	82,4	84,3	63,5	102,0
Transmission shafts / cranks	61,1	69,3	68,8	69,2	98,0
Lighting equipment / parts	42,7	46,2	39,7	38,3	59,7
Radiators / parts	17,1	20,6	21,1	35,2	52,6
Silencers / exhausts	15,7	38,9	39,5	39,9	52,3
Filters	26,0	31,9	34,6	37,2	50,1
Brake parts	37,5	39,4	46,9	35,1	47,2
Ignition / starting equipment	40,8	39,1	35,9	30,4	41,6
Body parts / panels	22,9	25,2	28,8	25,7	38,6
Gaskets	23,4	27,0	24,0	14,9	31,6
<b>Springs</b>	<b>7,2</b>	<b>13,9</b>	<b>19,7</b>	<b>12,6</b>	<b>29,0</b>
<b>Shock absorbers</b>	<b>11,2</b>	<b>21,0</b>	<b>15,0</b>	<b>13,3</b>	<b>28,2</b>
<b>Axles</b>	<b>8,8</b>	<b>18,1</b>	<b>18,3</b>	<b>14,3</b>	<b>24,1</b>
Clutches / shaft couplings	13,1	15,0	16,8	13,0	19,3
Stitched leather seats / parts	18,6	23,6	24,1	11,6	17,5
Alarm systems	31,6	10,7	17,4	11,9	14,6
Steering wheels / columns / boxes	24,7	11,3	8,6	3,9	14,5
Wiring harnesses	16,0	22,1	21,2	12,1	13,6
Automotive glass	7,0	9,4	7,7	7,3	12,4
Catalytic converters	6,9	21,2	19,9	19,7	10,2
Gear boxes	7,1	8,5	8,8	7,3	9,8
Road wheels / parts	4,6	8,0	6,5	5,7	9,1
<b>Seats</b>	<b>1,0</b>	<b>3,3</b>	<b>7,3</b>	<b>4,6</b>	<b>7,9</b>
Air conditioners	3,7	10,2	11,4	4,0	6,1
<b>Batteries</b>	<b>0,1</b>	<b>0,2</b>	<b>0,0</b>	<b>0,2</b>	<b>3,5</b>
Car radios	3,4	1,2	2,5	1,8	3,1
<b>Seatbelts</b>	<b>0,3</b>	<b>0,4</b>	<b>0,5</b>	<b>1,1</b>	<b>1,1</b>
<b>Jacks</b>	<b>0,3</b>	<b>0,2</b>	<b>0,4</b>	<b>0,3</b>	<b>0,9</b>

### India

India top 10 component imports (R mil)



India vehicle imports (2017 – 2021)

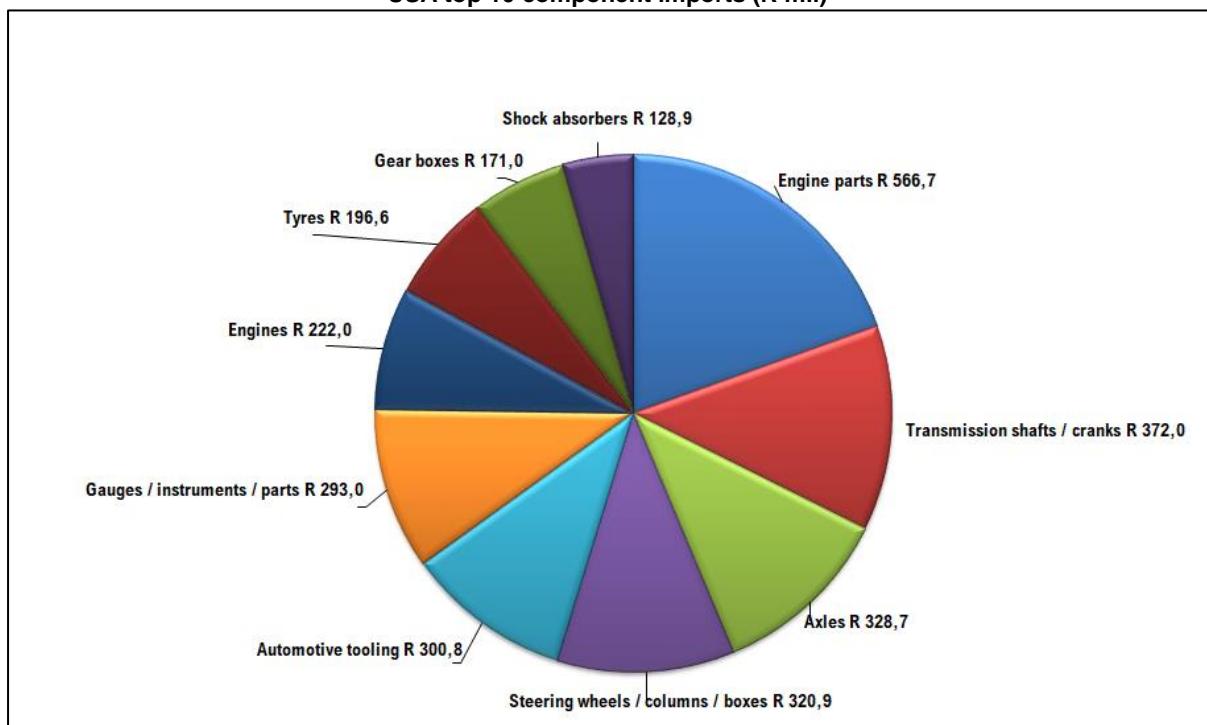


**6. USA (Left-hand drive)**  
**(Vehicle production 2021 – 9 167 214 units) (Vehicle sales 2021 – 15 408 565 units)**

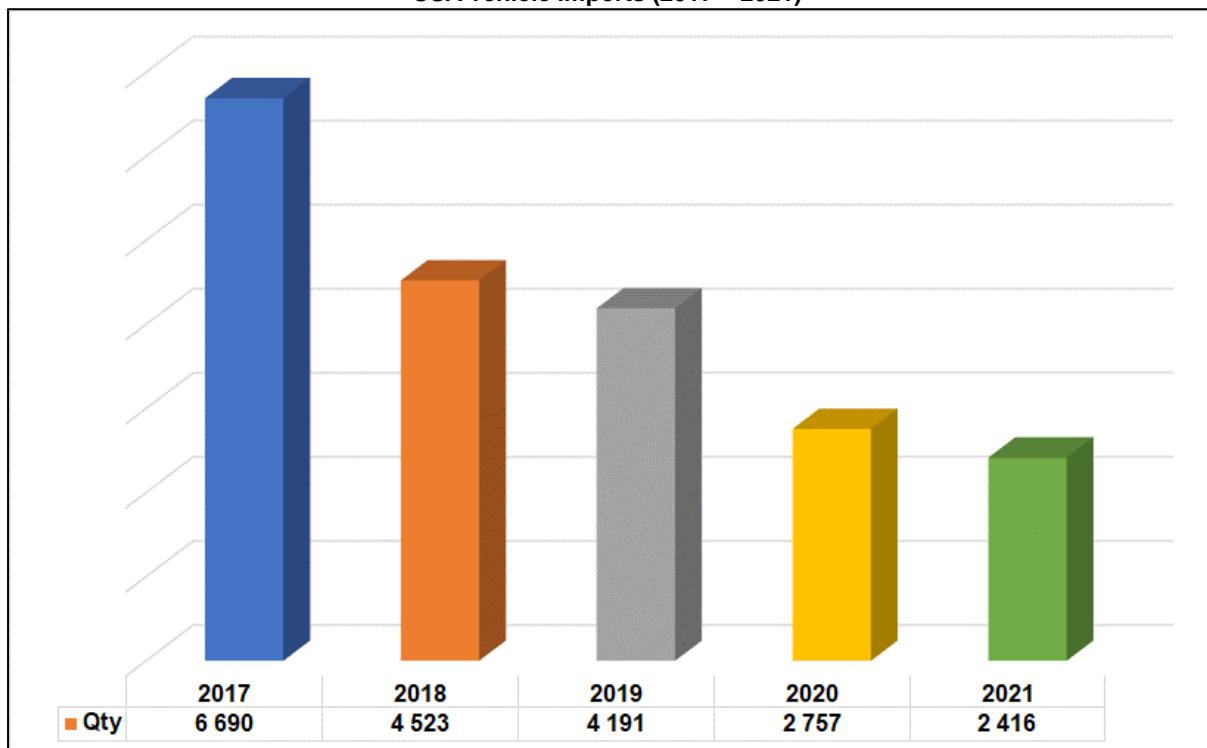
USA	2017	2018	2019	2020	2021
Total (R million)	10 951,0	12 795,2	13 258,4	10 995,8	15 465,0
Light vehicles	2 977,9	1 612,4	1 275,2	901,8	2 727,0
2017 – 2021 main volume light vehicle imports from the USA	BMW X3, X4, X5, X6 Ford Mustang Jeep Grand Cherokee, Wrangler Mercedes-Benz GLE				
Medium / Heavy vehicles	11,7	7,3	4,2	13,3	20,7
2017 – 2021 main volume heavy vehicle imports from the USA	Freightliner F-L Argosy				
Original equipment components	2 520,4	4 576,5	5 813,0	4 867,4	6 885,7
Other components	2 110,0	2 409,2	2 400,2	1 891,3	2 037,2
Engine parts	631,3	568,4	579,5	511,1	566,7
Transmission shafts / cranks	364,2	369,4	367,0	353,3	372,0
Axles	255,9	258,3	285,7	263,5	328,7
Steering wheels / columns / boxes	13,1	215,3	312,3	263,6	320,9
Automotive tooling	214,8	682,3	208,5	153,0	300,8
Gauges / instruments / parts	278,9	276,5	267,2	243,8	293,0
Engines	595,7	321,2	250,1	270,7	222,0
Tyres	247,0	363,4	287,7	162,9	196,6
Gear boxes	19,5	88,7	112,0	118,0	171,0
Shock absorbers	25,0	208,4	201,7	121,7	128,9
Brake parts	74,5	122,0	97,7	98,7	119,2
Catalytic converters	89,0	96,9	101,0	126,5	116,7
Gaskets	80,5	89,8	93,8	99,2	109,0
Filters	81,5	74,7	81,0	82,4	84,9
Batteries	45,6	50,2	52,3	65,2	63,2
Silencers / exhausts	9,7	67,3	111,5	95,2	56,8
Radiators / parts	15,1	24,9	42,1	30,3	49,4
Ignition / starting equipment	33,3	44,2	45,6	35,0	48,2
Clutches / shaft couplings	29,0	48,7	47,2	40,3	35,6
Body parts / panels	38,0	34,2	41,0	30,4	31,8
Wiring harnesses	48,3	30,6	23,9	33,4	29,1
Lighting equipment / parts	37,7	27,8	30,6	19,8	28,3
Alarm systems	19,4	27,0	29,5	23,7	26,3
Road wheels / parts	12,7	13,6	15,3	12,5	24,3
Automotive glass	29,9	27,2	23,5	17,4	20,3
Springs	9,3	13,0	15,3	13,3	17,9
Seats	8,2	9,3	10,4	9,2	13,7
Stitched leather seats / parts	13,8	23,9	20,5	11,1	9,0
Air conditioners	5,1	5,7	6,7	13,5	5,8
Jacks	1,8	3,6	2,7	1,8	2,3
Seatbelts	1,2	2,5	1,4	0,9	1,0
Car radios	2,1	1,3	1,0	0,4	0,6

### USA

USA top 10 component imports (R mil)

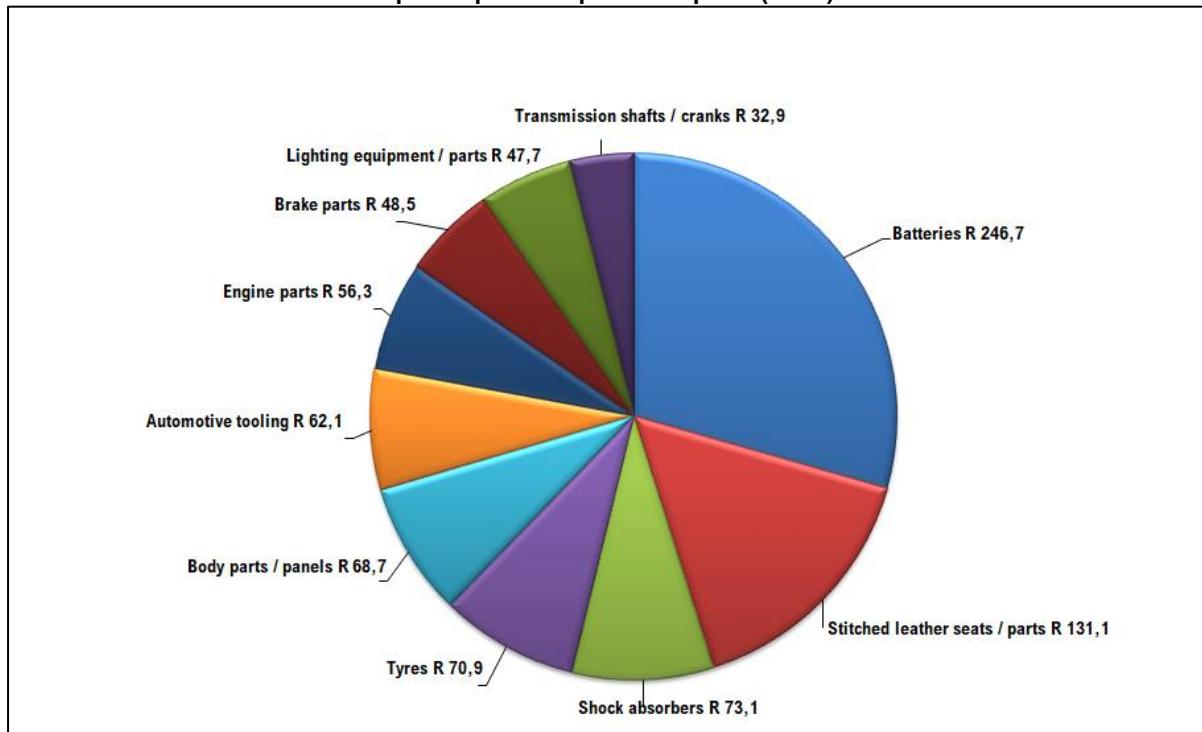
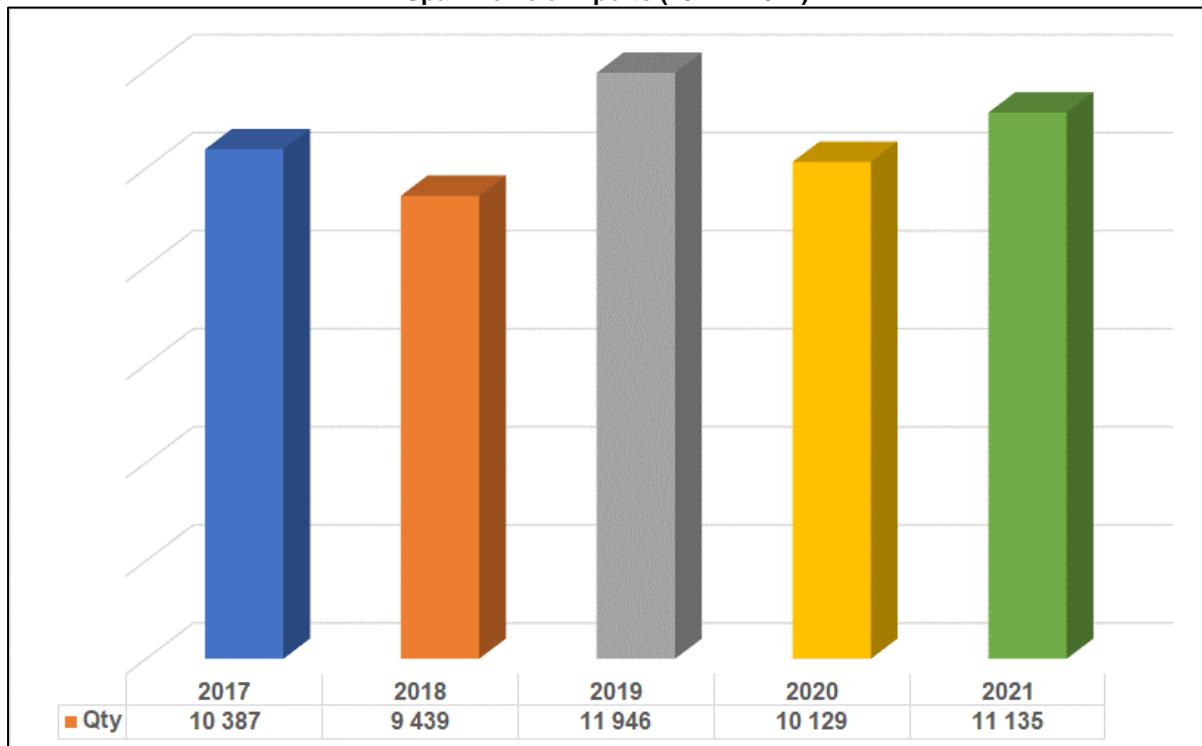


USA vehicle imports (2017 – 2021)



**7. SPAIN (Left-hand drive)**  
**(Vehicle production 2021 – 2 098 133 units) (Vehicle sales 2021 – 1 034 063 units)**

Spain	2017	2018	2019	2020	2021	
<b>Total (R million)</b>	<b>6 381,9</b>	<b>6 708,5</b>	<b>7 993,1</b>	<b>6 518,3</b>	<b>7 028,6</b>	
Light vehicles	2 797,9	2 753,9	3 238,6	2 639,2	2 420,9	
2017 – 2021 main volume light vehicle imports from Spain		Audi Q3 Ford Kuga, Tourneo Custom, Transit Custom Mercedes-Benz V-Class, Vito, X-Class Nissan NV200 Opel Corsa, Crossland X, Mokka X Peugeot Partner; Renault Capture, Kadjar VW T-Cross				
Medium / Heavy vehicles	166,7	113,2	157,1	62,3	69,2	
2017 – 2021 main volume heavy vehicle imports from Spain	Iveco Trakker					
Original equipment components	1 759,3	2 360,9	3 069,1	2 330,6	2 858,5	
Other components	462,9	547,5	628,7	554,3	713,0	
<b>Batteries</b>	51,0	134,2	167,6	321,2	246,7	
Stitched leather seats / parts	72,2	154,3	161,6	120,5	131,1	
<b>Shock absorbers</b>	20,0	44,0	59,6	75,3	73,1	
Tyres	277,5	210,3	118,4	51,6	70,9	
<b>Body parts / panels</b>	26,8	34,2	52,0	34,9	68,7	
Automotive tooling	462,9	67,9	59,4	73,2	62,1	
Engine parts	55,9	53,9	72,2	64,4	56,3	
Brake parts	54,2	43,2	26,4	34,8	48,5	
Lighting equipment / parts	41,1	42,1	39,8	34,6	47,7	
Transmission shafts / cranks	26,2	25,0	30,0	27,3	32,9	
Ignition / starting equipment	15,0	15,6	16,3	13,2	22,6	
<b>Gauges / instruments / parts</b>	7,1	9,3	8,7	8,1	14,5	
Filters	10,5	20,1	18,6	5,0	12,9	
Silencers / exhausts	5,7	13,5	15,6	22,3	11,0	
Radiators / parts	7,3	10,8	9,4	6,7	10,9	
Gaskets	8,1	7,0	6,0	5,6	7,7	
Automotive glass	5,3	5,8	5,8	6,5	7,3	
Clutches / shaft couplings	6,8	6,7	5,4	3,3	5,4	
<b>Steering wheels / columns / boxes</b>	1,5	2,2	1,4	2,1	5,3	
Catalytic converters	3,1	1,6	1,9	4,3	5,0	
Axles	6,2	11,5	3,7	3,0	4,8	
Road wheels / parts	4,2	4,2	2,6	2,2	4,7	
<b>Seats</b>	0,8	2,2	2,6	1,8	4,4	
<b>Gear boxes</b>	1,8	1,6	2,6	1,8	3,6	
Springs	4,3	4,6	3,3	2,4	3,1	
Air conditioners	12,1	0,9	2,8	0,0	2,4	
Alarm systems	1,9	2,4	2,8	4,1	1,6	
Engines	4,1	2,9	2,2	0,7	0,9	
Wiring harnesses	0,7	0,6	0,6	0,5	0,4	
Jacks	0,2	0,2	0,3	0,2	0,3	
Seatbelts	0,2	0,1	0,1	0,1	0,0	
Car radios	0,1	0,0	0,0	0,1	0,0	

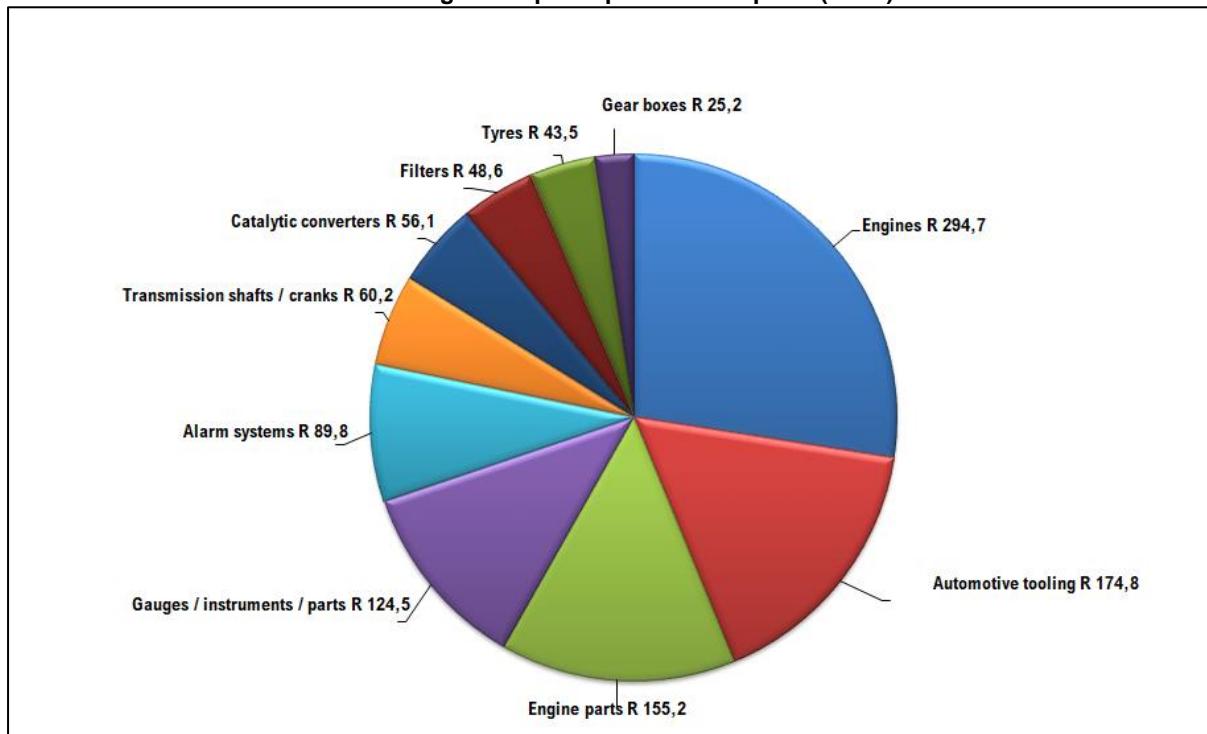
**Spain****Spain top 10 component imports (R mil)****Spain vehicle imports (2017 – 2021)**

**8. UNITED KINGDOM (UK) (Right-hand drive)**  
**(Vehicle production 2021 – 932 488 units) (Vehicle sales 2021 – 2 044 091 units)**

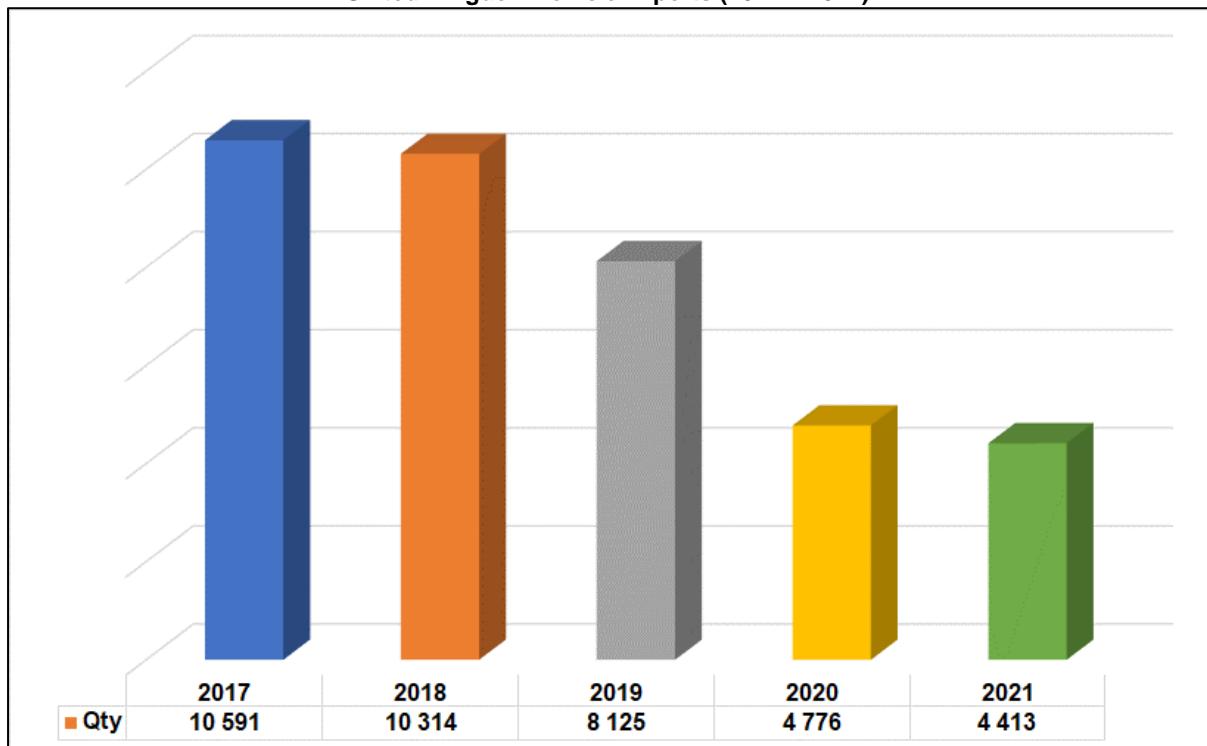
United Kingdom	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>7 241,5</b>	<b>7 191,3</b>	<b>6 679,5</b>	<b>4 375,3</b>	<b>5 434,4</b>
Light vehicles	3 479,2	3 739,4	2 707,4	1 480,0	1 387,3
2017 – 2021 main volume light vehicle imports from the UK	Honda CR-V Jaguar F-Pace Land Rover Discovery/Sport, Range Rover Evoque/Sport/Velar Mini Clubman, Hatch Nissan Juke, Qashqai				
Medium / Heavy vehicles	0,1	0,2	1,0	0,0	0,0
Original equipment components	1 898,8	1 751,4	2 240,4	1 492,0	2 350,5
Other components	534,7	557,0	531,5	413,0	473,8
Engines	293,0	208,5	221,8	188,8	294,7
Automotive tooling	95,3	89,5	196,6	107,2	174,8
Engine parts	181,8	168,3	163,3	154,7	155,2
Gauges / instruments / parts	138,0	139,0	146,1	114,4	124,5
Alarm systems	81,1	92,8	88,7	60,8	89,8
Transmission shafts / cranks	60,5	70,0	52,1	53,0	60,2
Catalytic converters	158,7	91,1	53,3	88,3	56,1
Filters	43,0	50,3	42,6	54,0	48,6
Tyres	56,2	46,0	35,7	24,1	43,5
<b>Gear boxes</b>	<b>5,7</b>	<b>7,7</b>	<b>15,1</b>	<b>15,6</b>	<b>25,2</b>
Brake parts	30,4	26,0	19,2	15,2	18,2
Body parts / panels	21,3	20,6	19,4	14,6	17,3
Gaskets	22,6	19,2	24,8	22,5	13,8
Clutches / shaft couplings	23,4	13,4	30,5	8,0	13,3
Shock absorbers	18,8	11,6	11,5	9,1	12,9
Lighting equipment / parts	14,3	13,9	11,4	8,5	12,2
<b>Road wheels / parts</b>	<b>4,9</b>	<b>7,2</b>	<b>5,1</b>	<b>3,8</b>	<b>10,9</b>
Stitched leather seats / parts	8,8	10,7	7,7	6,0	10,7
Radiators / parts	20,9	4,9	6,5	5,8	6,6
Axles	5,6	7,7	7,9	6,4	6,3
<b>Seats</b>	<b>2,0</b>	<b>3,2</b>	<b>3,3</b>	<b>3,3</b>	<b>5,0</b>
Wiring harnesses	3,2	3,2	8,3	3,9	4,8
Ignition / starting equipment	13,0	11,5	5,7	3,1	4,1
Silencers / exhausts	4,9	3,4	4,7	6,1	4,0
Automotive glass	13,1	13,4	10,1	4,7	2,9
Steering wheels / columns / boxes	1,8	2,5	2,7	1,8	2,4
Springs	3,5	4,0	2,0	3,1	2,4
<b>Seatbelts</b>	<b>0,7</b>	<b>0,7</b>	<b>1,0</b>	<b>1,3</b>	<b>1,4</b>
Batteries	0,4	1,1	0,5	0,4	0,3
Car radios	0,3	0,3	0,3	0,2	0,2
Jacks	1,0	0,6	0,6	0,3	0,2
Air conditioners	0,2	0,9	0,6	1,0	0,1

## United Kingdom

**United Kingdom top component 10 imports (R mil)**

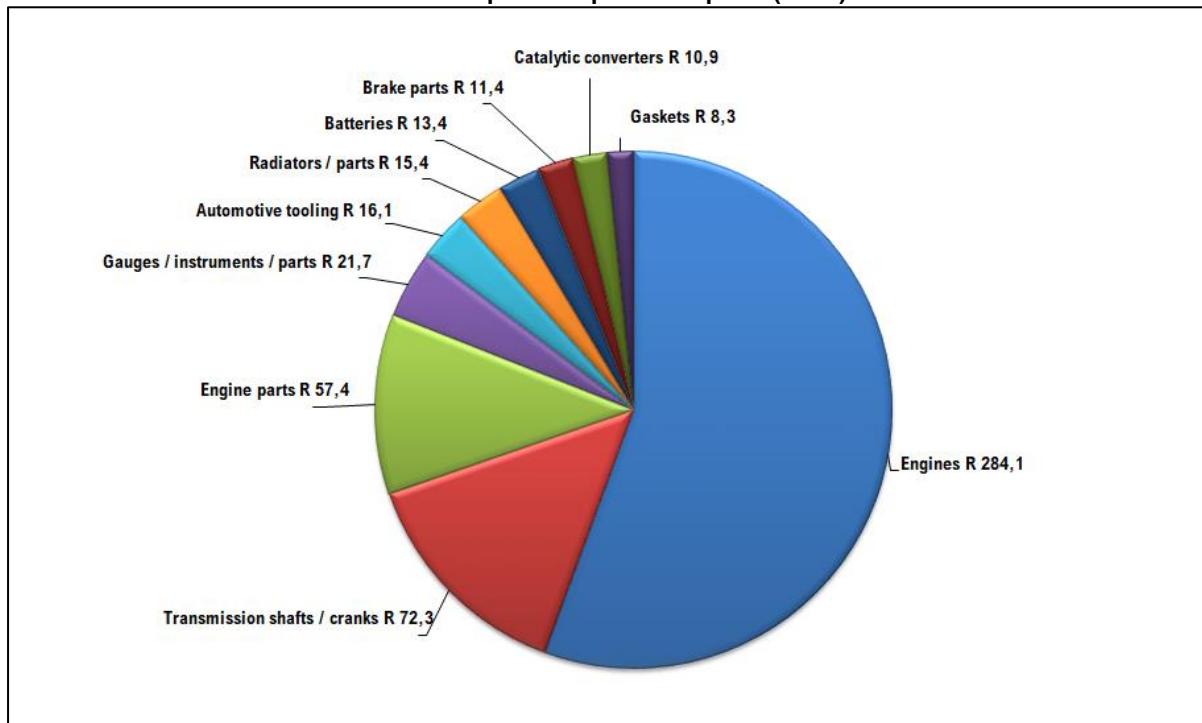
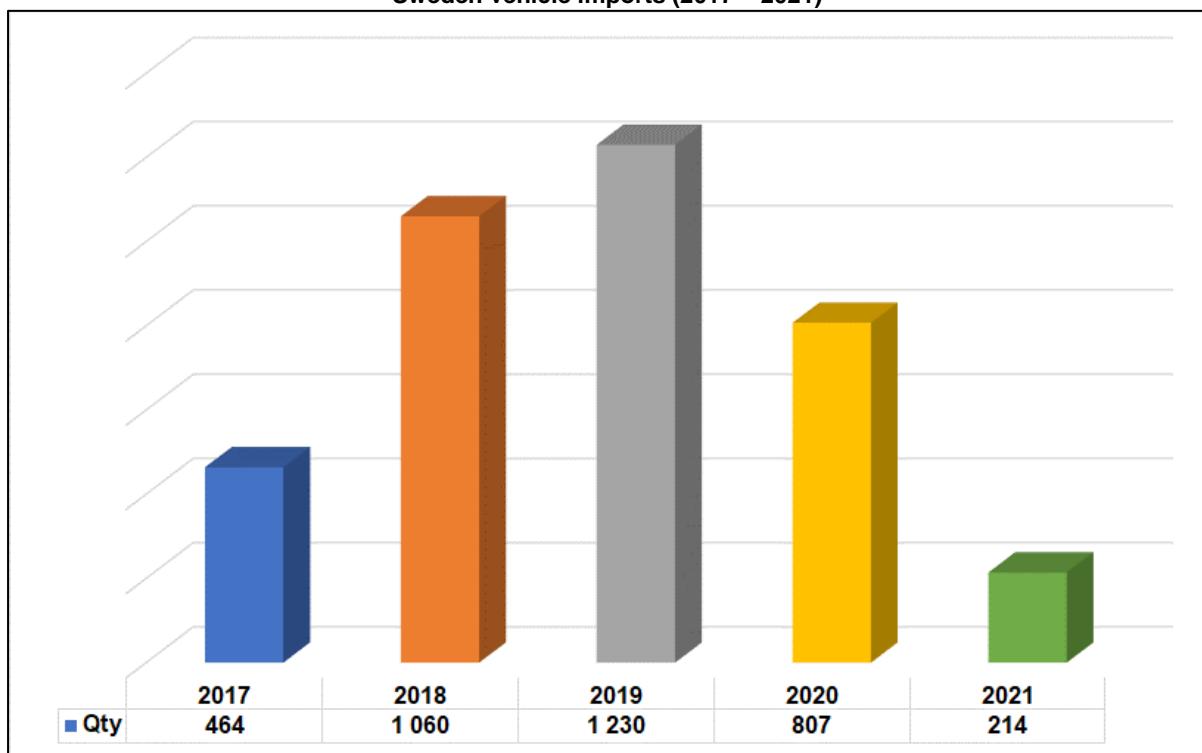


**United Kingdom vehicle imports (2017 – 2021)**



**9. SWEDEN (Left-hand drive)**  
**(Vehicle production 2021 – 258 000 units) (Vehicle sales 2021 – 343 880 units)**

Sweden	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>3 044,1</b>	<b>3 706,2</b>	<b>4 885,3</b>	<b>3 241,9</b>	<b>4 650,9</b>
Light vehicles	145,7	212,3	154,9	62,6	48,3
2017 – 2021 main volume light vehicle imports from Sweden	Volvo XC60, XC90				
Medium / Heavy vehicles	237,2	278,6	354,3	193,4	13,4
2017 – 2021 main volume heavy vehicle imports from Sweden	Volvo FH				
<b>Original equipment components</b>	<b>1 879,2</b>	<b>2 504,2</b>	<b>3 735,6</b>	<b>2 278,2</b>	<b>3 839,7</b>
Other components	362,5	283,3	155,0	173,8	196,9
Engines	157,3	164,1	221,4	262,9	284,1
Transmission shafts / cranks	80,1	61,4	67,7	70,0	72,3
Engine parts	53,3	51,2	53,5	54,8	57,4
Gauges / instruments / parts	12,3	21,0	27,6	15,1	21,7
Automotive tooling	24,1	25,9	12,5	15,6	16,1
<b>Radiators / parts</b>	<b>7,1</b>	<b>10,3</b>	<b>11,1</b>	<b>10,0</b>	<b>15,4</b>
Batteries	11,0	17,0	17,5	23,8	13,4
Brake parts	7,9	6,5	5,5	4,8	11,4
Catalytic converters	5,7	3,5	5,3	4,5	10,9
<b>Gaskets</b>	<b>3,8</b>	<b>5,8</b>	<b>5,7</b>	<b>9,5</b>	<b>8,3</b>
Body parts / panels	16,0	13,1	16,4	16,8	5,9
Silencers / exhausts	3,7	5,9	8,2	10,7	5,6
Gear boxes	9,2	10,8	8,4	7,6	4,6
Axles	3,2	5,8	4,8	7,8	4,2
Alarm systems	6,1	9,7	5,2	3,6	2,4
Lighting equipment / parts	3,6	1,8	2,0	2,7	2,2
Automotive glass	2,5	2,4	1,9	1,7	2,2
<b>Air conditioners</b>	<b>0,0</b>	<b>1,1</b>	<b>0,9</b>	<b>1,3</b>	<b>2,1</b>
Filters	1,9	3,3	0,9	1,6	1,7
<b>Road wheels / parts</b>	<b>0,7</b>	<b>0,5</b>	<b>1,4</b>	<b>1,2</b>	<b>1,7</b>
<b>Seats</b>	<b>0,5</b>	<b>0,8</b>	<b>1,3</b>	<b>1,9</b>	<b>1,5</b>
Wiring harnesses	1,7	0,9	1,0	1,2	1,4
<b>Tyres</b>	<b>0,0</b>	<b>0,0</b>	<b>0,0</b>	<b>0,0</b>	<b>1,2</b>
<b>Steering wheels / columns / boxes</b>	<b>0,3</b>	<b>0,4</b>	<b>0,8</b>	<b>0,8</b>	<b>1,1</b>
Springs	0,5	0,8	1,0	0,9	0,9
Stitched leather seats / parts	0,8	0,4	0,9	0,8	0,9
Clutches / shaft couplings	0,9	0,9	1,1	0,6	0,8
Seatbelts	0,3	0,2	0,2	0,3	0,5
Shock absorbers	1,7	0,1	0,5	0,5	0,5
Ignition / starting equipment	3,3	1,9	0,4	0,3	0,3
Jacks	0,1	0,4	0,3	0,3	0,1
Car radios	0,1	0,0	0,0	0,0	0,0

**Sweden****Sweden top 10 component imports (R mil)****Sweden vehicle imports (2017 – 2021)**

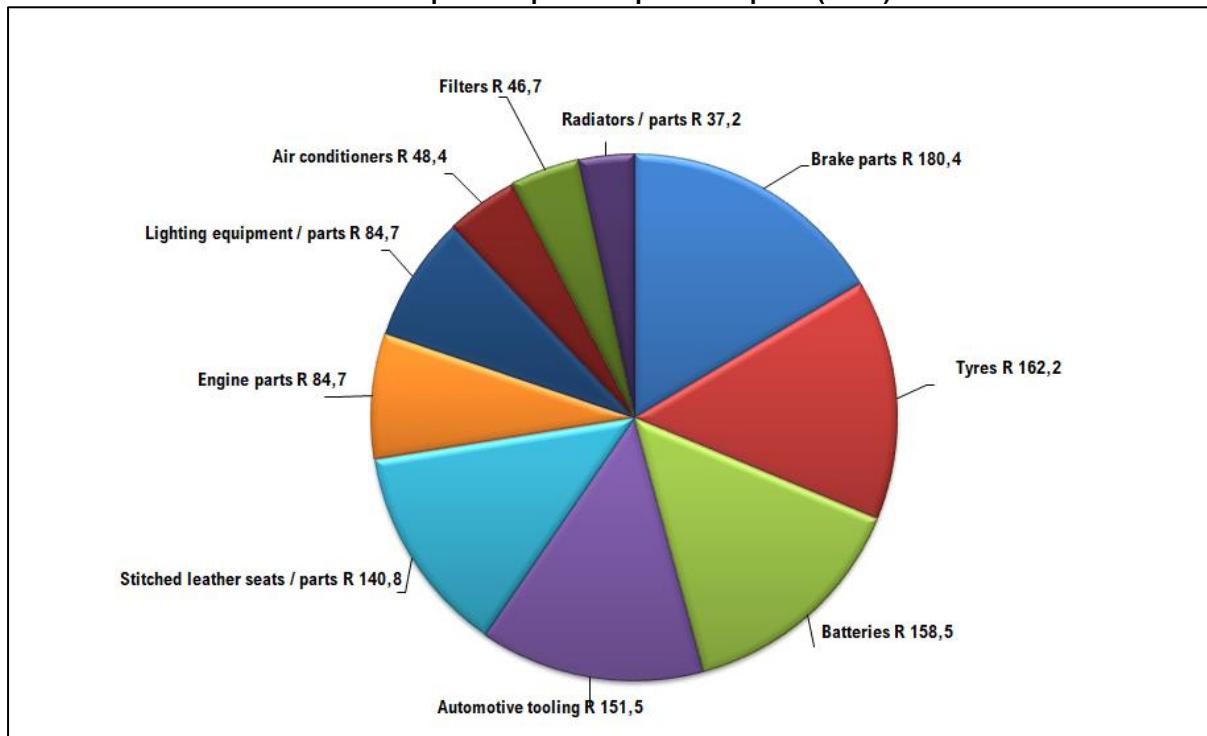
**10. CZECH REPUBLIC (Left-hand drive)**  
**(Vehicle production 2021 – 1 111 432 units) (Vehicle sales 2021 – 236 221 units)**

Czech Republic	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>3 661,5</b>	<b>5 295,0</b>	<b>7 369,1</b>	<b>4 569,1</b>	<b>4 638,3</b>
Light vehicles	249,1	123,9	1 121,6	319,0	6,8
2017 – 2021 main volume light vehicle imports from Czech Republic	Peugeot 108 Toyota Aygo				
Original equipment components	1 892,8	3 639,4	4 542,1	2 864,6	2 777,0
Other components	555,7	601,3	589,1	437,5	586,9
<b>Brake parts</b>	26,8	149,2	286,2	210,8	180,4
Tyres	142,8	164,1	150,5	82,9	162,2
<b>Batteries</b>	35,2	71,2	85,4	117,0	158,5
Automotive tooling	136,6	36,2	67,2	75,1	151,5
Stitched leather seats / parts	193,9	133,1	154,8	133,1	140,8
Engine parts	77,2	66,2	70,9	62,1	84,7
Lighting equipment / parts	178,4	111,5	103,0	77,9	84,7
<b>Air conditioners</b>	0,2	0,9	0,3	8,3	48,4
Filters	37,0	57,2	48,4	54,4	46,7
Radiators / parts	32,0	33,7	30,0	21,1	37,2
<b>Silencers / exhausts</b>	8,4	2,4	1,9	2,2	19,7
Automotive glass	11,5	13,5	13,3	12,9	17,6
<b>Catalytic converters</b>	8,5	15,7	19,0	19,7	17,4
<b>Transmission shafts / cranks</b>	8,2	6,7	7,3	9,1	16,8
<b>Springs</b>	1,1	1,4	1,7	2,8	15,5
Body parts / panels	8,5	8,5	9,5	6,7	15,0
Clutches / shaft couplings	14,2	15,8	12,6	10,9	12,8
<b>Gear boxes</b>	1,5	1,4	1,0	0,9	12,4
Gauges / instruments / parts	7,4	7,9	12,0	11,2	9,3
Alarm systems	4,4	5,5	6,7	5,9	7,1
Road wheels / parts	6,0	4,6	5,1	3,7	6,2
<b>Shock absorbers</b>	1,5	2,5	3,8	5,3	5,3
Seatbelts	3,2	3,4	3,4	2,5	4,1
Gaskets	2,3	3,3	6,7	2,8	3,9
Wiring harnesses	7,4	5,9	7,4	4,2	3,8
Steering wheels / columns / boxes	2,3	2,4	2,5	1,7	2,1
Car radios	5,1	3,7	2,7	0,8	1,2
Ignition / starting equipment	1,2	1,0	1,6	0,8	1,0
Axles	0,7	0,6	0,7	1,1	0,7
Jacks	0,3	0,7	0,4	0,3	0,4
<b>Seats</b>	0,0	0,1	0,0	0,0	0,1
Engines	0,1	0,1	0,3	0,0	0,0

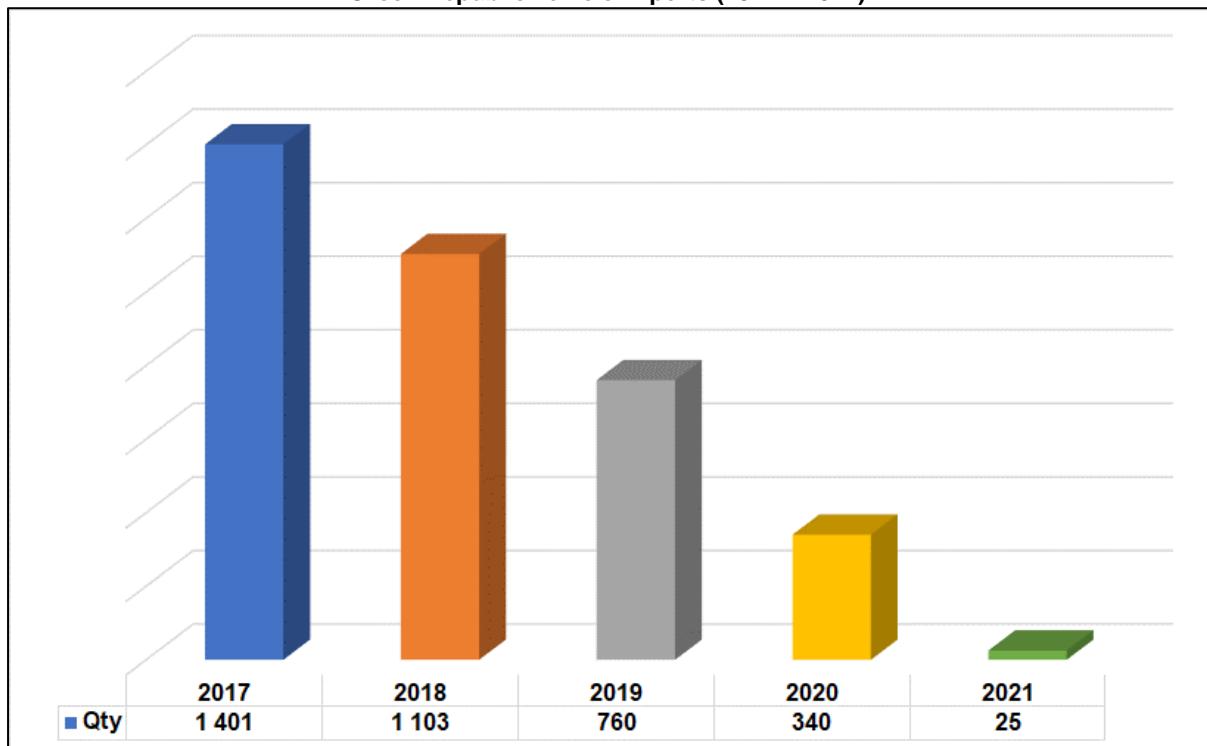


## Czech Republic

Czech Republic top 10 component imports (R mil)



Czech Republic vehicle imports (2017 – 2021)



**11. SOUTH KOREA (Left-hand drive)**  
**Vehicle production 2021 – 3 462 404 units) (Vehicle sales 2021 – 1 734 581 units)**

Korea Republic South	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>4 633,1</b>	<b>5 213,6</b>	<b>3 927,8</b>	<b>2 499,0</b>	<b>4 340,7</b>
Light vehicles	3 366,9	3 695,3	2 424,5	1 095,8	2 788,8
2017 – 2021 main volume light vehicle imports from South Korea	Chev Captiva, Cruz Hyundai Accent, Elantra, H1, H100 Bakkie, Kona, Santa Fe, Tucson Kia Grand Sedona, K2500, K2700, Picanto, Rio, Sportage				
<b>Medium / Heavy vehicles</b>	36,4	95,2	59,4	102,7	130,4
2017 – 2021 main volume heavy vehicle imports from South Korea	Daewoo Commercials				
<b>Original equipment components</b>	138,7	278,4	312,0	325,9	362,5
Other components	387,1	385,2	398,4	305,0	400,2
Batteries	81,9	124,3	138,8	98,2	83,0
Tyres	113,0	152,2	103,5	42,9	80,4
Clutches / shaft couplings	52,9	59,1	74,6	65,1	70,2
Filters	65,8	61,3	62,9	61,5	62,3
Engine parts	45,6	41,5	47,4	41,2	45,3
<b>Car radios</b>	2,3	0,9	0,6	22,9	42,3
Automotive tooling	73,4	59,7	68,0	136,5	42,1
Transmission shafts / cranks	25,6	18,9	25,8	19,5	29,7
Lighting equipment / parts	30,1	28,3	26,8	19,6	26,4
Engines	29,1	29,2	21,6	19,0	22,4
Brake parts	32,5	26,6	27,3	20,9	21,1
Body parts / panels	25,8	27,7	23,4	16,3	20,4
Shock absorbers	14,2	15,9	15,9	14,0	17,2
Ignition / starting equipment	18,0	27,3	17,3	14,9	15,4
Silencers / exhausts	11,8	14,2	10,1	12,4	14,0
Axles	12,9	12,8	14,1	10,7	12,3
Radiators / parts	11,2	11,1	10,5	9,1	9,7
Automotive glass	10,9	10,6	7,5	5,3	7,1
Catalytic converters	3,5	6,0	5,2	6,4	6,5
Gaskets	4,5	5,5	5,4	5,1	6,1
Springs	4,0	4,8	5,1	4,8	5,4
Gauges / instruments / parts	3,2	4,1	3,5	5,3	4,4
Gear boxes	3,6	3,1	5,4	3,0	4,3
<b>Alarm systems</b>	0,9	3,1	1,1	5,8	3,3
Road wheels / parts	9,8	3,3	3,0	2,2	2,2
Wiring harnesses	5,3	1,4	1,3	1,1	1,8
Steering wheels / columns / boxes	2,8	2,3	2,2	1,4	1,2
Jacks	0,6	0,8	0,9	0,8	0,9
Stitched leather seats / parts	7,6	2,7	3,4	3,0	0,9
Air conditioners	0,6	0,3	0,3	0,3	0,3
Seatbelts	0,5	0,4	0,3	0,2	0,2
Seats	0,1	0,0	0,1	0,1	0,1

**12. BRAZIL (Left-hand drive)**  
**(Vehicle production 2021 – 2 248 253 units) (Vehicle sales 2021 – 2 119 851 units)**

Brazil	2017	2018	2019	2020	2021
Total (R million)	3 712,8	4 286,9	3 450,7	2 379,5	3 634,6
Light vehicles	0,3	0,4	0,0	1,2	0,0
Medium / Heavy vehicles	5,1	16,3	5,6	10,6	0,0
2017 – 2021 main volume heavy vehicle imports from Brazil	Volvo Bus				
Original equipment components	3 121,4	3 603,4	2 848,0	1 921,2	3 013,4
Other components	181,3	162,6	184,4	149,2	190,9
Engine parts	96,4	79,5	101,0	81,9	90,2
Automotive tooling	20,2	44,6	14,5	11,0	86,0
Batteries	32,7	31,5	34,6	39,6	37,8
Transmission shafts / cranks	37,0	31,3	34,5	28,7	35,7
Ignition / starting equipment	5,7	6,0	5,5	8,8	32,9
Tyres	24,0	28,8	24,6	13,3	31,4
Body parts / panels	70,5	171,0	100,7	30,0	23,6
Springs	18,6	20,9	18,7	16,6	18,3
Clutches / shaft couplings	19,7	22,2	19,8	19,6	13,0
Stitched leather seats / parts	8,9	1,4	0,2	0,1	11,2
Filters	12,1	16,0	10,9	11,3	9,5
Gauges / instruments / parts	4,9	4,4	4,3	4,9	6,0
Brake parts	6,7	6,9	8,5	7,2	5,4
Gaskets	3,1	2,6	3,9	2,4	5,1
Axles	4,6	7,0	5,6	3,8	5,0
Radiators / parts	1,6	1,6	1,4	1,2	2,9
Shock absorbers	1,1	1,0	1,8	3,0	2,8
Engines	1,1	3,5	3,0	1,3	2,5
Automotive glass	4,3	5,9	4,3	2,7	2,4
Lighting equipment / parts	9,4	7,0	6,3	2,5	2,2
Wiring harnesses	2,1	1,3	1,0	1,3	1,4
Steering wheels / columns / boxes	9,4	5,7	2,4	0,7	1,4
Silencers / exhausts	3,1	1,2	1,2	1,7	0,9
Alarm systems	1,0	0,5	0,6	0,6	0,7
Gear boxes	5,0	1,6	2,1	1,5	0,7
Catalytic converters	0,7	0,2	0,4	0,4	0,5
Road wheels / parts	0,3	0,4	0,4	0,5	0,3
Seatbelts	0,0	0,1	0,1	0,0	0,3
Car radios	0,1	0,2	0,1	0,5	0,1
Seats	0,1	0,1	0,5	0,0	0,0
Air conditioners	0,1	0,1	0,0	0,0	0,0



**13. POLAND (Left-hand drive)**  
**(Vehicle production 2021 – 439 421 units) (Vehicle sales 2021 – 554 613 units)**

Poland	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>2 736,0</b>	<b>3 062,7</b>	<b>3 115,7</b>	<b>2 922,8</b>	<b>3 470,4</b>
Light vehicles	670,7	666,7	597,1	670,2	154,2
2017 – 2021 main volume light vehicle imports from Poland	Fiat 500 VW Caddy				
<b>Medium / Heavy vehicles</b>	<b>0,0</b>	<b>181,9</b>	<b>173,1</b>	<b>192,7</b>	<b>149,2</b>
Original equipment components	622,8	924,0	1 151,1	982,5	1 507,8
Other components	393,9	366,3	333,3	285,5	482,3
Stitched leather seats / parts	187,7	136,7	156,0	107,5	370,5
<b>Tyres</b>	<b>151,0</b>	<b>226,6</b>	<b>289,9</b>	<b>303,3</b>	<b>312,5</b>
Radiators / parts	54,2	36,7	45,9	42,8	65,7
<b>Automotive tooling</b>	<b>22,8</b>	<b>11,4</b>	<b>20,2</b>	<b>36,5</b>	<b>64,1</b>
Filters	51,5	26,5	27,4	29,8	41,6
Automotive glass	29,2	27,9	30,5	30,3	40,5
Transmission shafts / cranks	18,4	11,1	15,0	14,7	28,1
Engine parts	88,3	102,8	83,3	39,8	26,4
Catalytic converters	162,1	115,0	9,2	12,1	24,9
Batteries	37,8	40,1	29,7	38,8	21,8
Alarm systems	21,7	23,9	22,7	17,8	20,6
<b>Silencers / exhausts</b>	<b>4,2</b>	<b>16,7</b>	<b>10,6</b>	<b>12,3</b>	<b>17,4</b>
Shock absorbers	44,4	30,4	21,4	13,1	15,4
Lighting equipment / parts	8,6	12,5	12,2	12,5	13,7
Ignition / starting equipment	18,2	14,1	12,0	11,0	13,1
Gauges / instruments / parts	8,5	9,1	10,5	9,0	12,8
<b>Air conditioners</b>	<b>1,8</b>	<b>0,9</b>	<b>0,3</b>	<b>0,2</b>	<b>10,7</b>
<b>Steering wheels / columns / boxes</b>	<b>2,3</b>	<b>7,2</b>	<b>16,9</b>	<b>18,1</b>	<b>10,5</b>
Wiring harnesses	6,5	6,9	6,8	6,4	10,3
<b>Clutches / shaft couplings</b>	<b>1,8</b>	<b>7,5</b>	<b>9,0</b>	<b>4,8</b>	<b>9,7</b>
Road wheels / parts	7,2	8,4	6,8	6,2	8,1
Brake parts	77,1	13,8	6,9	5,5	7,9
<b>Body parts / panels</b>	<b>2,5</b>	<b>3,6</b>	<b>4,4</b>	<b>4,5</b>	<b>5,6</b>
<b>Gear boxes</b>	<b>2,1</b>	<b>3,2</b>	<b>1,7</b>	<b>3,2</b>	<b>4,8</b>
<b>Springs</b>	<b>0,1</b>	<b>0,1</b>	<b>0,4</b>	<b>0,6</b>	<b>4,6</b>
<b>Jacks</b>	<b>0,1</b>	<b>0,0</b>	<b>0,2</b>	<b>1,3</b>	<b>4,2</b>
Gaskets	2,5	2,2	3,5	3,4	3,0
<b>Car radios</b>	<b>0,2</b>	<b>0,3</b>	<b>0,7</b>	<b>1,4</b>	<b>2,8</b>
Seatbelts	33,9	24,9	3,3	2,4	2,8
Axles	1,4	2,4	2,8	2,6	2,6
Engines	0,5	0,7	0,9	0,1	0,1
Seats	0,1	0,0	0,0	0,0	0,0

**14. ITALY (Left-hand drive)**  
**(Vehicle production 2021 – 795 856 units) (Vehicle sales 2021 – 1 664 483 units)**

Italy	2017	2018	2019	2020	2021
Total (R million)	3 897,7	3 535,7	3 680,5	3 429,8	3 409,6
Light vehicles	798,0	587,4	505,7	445,0	424,9
2017 – 2021 main volume light vehicle imports from Italy	Jeep Renegade				
Medium / Heavy vehicles	219,2	232,1	334,8	319,8	274,6
2017 – 2021 main volume heavy vehicle imports from Italy	Iveco Daily, Eurocargo Peugeot Boxer				
Original equipment components	898,6	524,7	730,3	495,3	446,0
Other components	684,2	704,6	689,2	659,6	888,2
Automotive tooling	407,4	350,0	402,8	484,0	280,7
Engine parts	156,8	167,2	176,1	164,8	190,6
Tyres	98,2	346,9	218,3	132,3	151,6
Transmission shafts / cranks	99,9	102,8	97,9	103,4	120,6
Brake parts	82,9	77,5	92,9	75,8	98,0
Air conditioners	73,8	72,2	56,7	131,1	97,1
Batteries	17,4	32,0	27,7	62,9	83,1
Gauges / instruments / parts	69,5	48,1	51,7	45,6	55,6
Engines	30,7	36,1	52,9	64,9	47,2
Catalytic converters	27,8	34,8	42,8	69,7	35,4
Lighting equipment / parts	23,8	23,8	17,2	19,0	26,8
Gaskets	22,9	22,6	21,2	23,6	25,7
Stitched leather seats / parts	53,4	43,6	44,7	32,7	20,4
Clutches / shaft couplings	11,4	13,3	15,4	10,1	17,8
Filters	19,8	22,2	18,4	18,1	16,9
Axles	7,9	10,3	12,1	10,1	13,5
Body parts / panels	8,7	10,6	6,1	5,3	12,7
Gear boxes	6,3	4,5	8,7	7,2	11,3
Alarm systems	6,9	7,3	6,6	5,6	10,8
Road wheels / parts	13,1	10,9	9,2	6,5	10,4
Automotive glass	8,1	9,6	8,4	7,8	9,6
Silencers / exhausts	12,5	10,8	5,3	6,2	8,5
Jacks	5,6	4,1	4,3	3,7	5,5
Radiators / parts	4,5	4,7	4,9	4,4	5,1
Springs	6,1	5,5	5,4	3,3	4,9
Ignition / starting equipment	9,8	6,3	3,6	4,8	4,8
Steering wheels / columns / boxes	3,1	2,1	1,7	2,0	3,8
Wiring harnesses	5,3	3,3	2,6	2,4	2,9
Shock absorbers	2,6	2,3	1,7	2,1	2,8
Seats	0,9	1,1	3,0	0,5	1,1
Seatbelts	0,4	0,3	0,2	0,2	0,4
Car radios	0,0	0,0	0,0	0,0	0,1

**15. ROMANIA (Left-hand drive)**  
**(Vehicle production 2021 – 420 755 units) (Vehicle sales 2021 – 144 222 units)**

Romania	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>2 165,7</b>	<b>3 489,3</b>	<b>4 632,9</b>	<b>2 909,0</b>	<b>3 184,4</b>
Light vehicles	659,1	1 382,0	2 232,8	1 159,9	982,8
2017 – 2021 main volume light vehicle imports from Romania	Renault Sandero II				
Original equipment components	544,0	935,5	1 277,6	830,3	1 259,0
Other components	286,4	338,9	275,8	203,1	212,4
Tyres	137,3	134,0	137,9	125,1	231,2
Gauges / instruments / parts	357,8	428,9	385,3	353,5	203,2
Stitched leather seats / parts	50,9	69,9	77,3	50,1	66,8
Engine parts	47,3	48,6	63,5	55,0	59,9
Seatbelts	9,8	22,0	48,9	35,1	41,2
Brake parts	12,3	11,3	10,8	10,8	24,9
Lighting equipment / parts	20,5	19,8	24,2	15,2	20,4
Filters	2,7	3,1	7,2	9,1	14,9
Wiring harnesses	6,2	16,3	18,1	9,4	11,2
Transmission shafts / cranks	2,4	3,7	3,1	7,1	10,5
Batteries	11,3	40,7	46,4	25,4	8,9
Shock absorbers	0,7	2,4	1,5	1,3	6,8
Automotive tooling	0,8	3,6	1,4	1,5	5,9
Body parts / panels	2,3	3,7	5,7	4,6	4,8
Steering wheels / columns / boxes	3,8	13,0	2,6	2,3	3,6
Radiators / parts	1,8	2,0	1,6	1,6	2,3
Silencers / exhausts	0,3	1,9	2,7	0,9	2,1
Automotive glass	0,3	0,3	1,0	1,6	1,9
Alarm systems	3,9	1,4	1,4	1,4	1,8
Ignition / starting equipment	0,2	0,0	0,0	0,0	1,6
Springs	0,5	0,9	0,6	0,6	1,3
Engines	1,1	1,1	0,8	1,5	1,2
Axles	0,4	0,7	1,4	0,4	1,0
Catalytic converters	0,7	2,4	2,6	1,6	1,0
Gear boxes	0,2	0,2	0,1	0,0	0,7
Gaskets	0,2	0,1	0,2	0,2	0,3
Seats	0,0	0,0	0,0	0,0	0,3
Road wheels / parts	0,1	0,3	0,3	0,2	0,2
Clutches / shaft couplings	0,3	0,6	0,1	0,0	0,1
Jacks	0,0	0,0	0,0	0,1	0,1
Air conditioners	0,0	0,0	0,0	0,1	0,0



**16. SLOVAK REPUBLIC (Left-hand drive)**  
**(Vehicle production 2021 – 1 000 000 units) (Vehicle sales 2021 – 87 349 units)**

Slovak Republic	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>2 018,1</b>	<b>2 444,3</b>	<b>2 690,4</b>	<b>2 356,0</b>	<b>2 773,3</b>
Light vehicles	955,0	1 026,6	1 285,3	1 136,0	1 537,8
2017 – 2021 main volume light vehicle imports from Slovakia	Audi Q7 Land Rover Defender VW Up				
Original equipment components	583,7	873,1	832,6	446,4	597,2
<b>Other components</b>	<b>103,5</b>	<b>100,2</b>	<b>163,3</b>	<b>436,7</b>	<b>267,0</b>
Lighting equipment / parts	65,4	83,9	96,5	79,9	88,7
Engine parts	47,3	90,2	42,9	32,5	43,2
Body parts / panels	25,7	7,8	10,1	9,0	42,6
Clutches / shaft couplings	27,2	32,1	42,3	37,5	41,5
Filters	62,6	65,6	41,3	44,3	34,3
Tyres	69,1	58,6	48,6	18,1	31,2
Steering wheels / columns / boxes	21,8	32,8	45,7	28,1	21,1
Transmission shafts / cranks	13,9	13,3	11,7	14,1	17,3
<b>Air conditioners</b>	<b>0,5</b>	<b>0,2</b>	<b>0,5</b>	<b>3,6</b>	<b>12,3</b>
Stitched leather seats / parts	21,9	16,8	18,6	12,8	6,7
Radiators / parts	4,4	3,7	4,2	2,4	6,1
<b>Shock absorbers</b>	<b>1,6</b>	<b>5,3</b>	<b>2,8</b>	<b>2,5</b>	<b>4,3</b>
Gauges / instruments / parts	4,0	10,8	12,1	16,3	4,1
<b>Brake parts</b>	<b>0,4</b>	<b>7,4</b>	<b>11,0</b>	<b>6,9</b>	<b>3,7</b>
<b>Silencers / exhausts</b>	<b>0,3</b>	<b>0,4</b>	<b>0,6</b>	<b>0,8</b>	<b>2,7</b>
Catalytic converters	1,9	1,7	4,7	4,4	2,5
<b>Automotive tooling</b>	<b>0,7</b>	<b>2,2</b>	<b>3,5</b>	<b>13,1</b>	<b>1,8</b>
Wiring harnesses	1,1	2,7	3,5	3,0	1,3
Axles	1,8	2,5	1,9	1,3	1,2
<b>Alarm systems</b>	<b>0,0</b>	<b>0,5</b>	<b>0,4</b>	<b>2,1</b>	<b>1,2</b>
Gear boxes	1,4	1,4	1,6	1,0	1,0
Automotive glass	0,8	0,7	1,0	0,8	0,9
Springs	0,7	2,2	1,7	0,7	0,6
<b>Ignition / starting equipment</b>	<b>0,2</b>	<b>0,1</b>	<b>0,5</b>	<b>0,4</b>	<b>0,5</b>
<b>Road wheels / parts</b>	<b>0,1</b>	<b>0,2</b>	<b>0,3</b>	<b>0,2</b>	<b>0,2</b>
Car radios	0,9	1,0	0,8	0,8	0,1
<b>Gaskets</b>	<b>0,0</b>	<b>0,0</b>	<b>0,0</b>	<b>0,0</b>	<b>0,1</b>
Engines	0,1	0,1	0,2	0,1	0,0
Jacks	0,0	0,1	0,0	0,0	0,0



**17. HUNGARY (Left-hand drive)**  
**(Vehicle production 2021 – 394 302 units) (Vehicle sales 2021 – 150 387 units)**

Hungary	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>1 600,2</b>	<b>1 874,5</b>	<b>2 559,7</b>	<b>1 933,6</b>	<b>2 520,6</b>
Light vehicles	428,2	500,0	460,0	429,7	465,1
2017 – 2021 main volume light vehicle imports from Hungary	Mercedes-Benz CLA Suzuki Vitara				
<b>Original equipment components</b>	<b>511,9</b>	<b>641,2</b>	<b>1 286,1</b>	<b>929,9</b>	<b>1 278,0</b>
Other components	228,2	217,5	180,8	137,6	146,6
Stitched leather seats / parts	114,5	209,4	233,6	143,2	228,5
Clutches / shaft couplings	77,1	69,0	64,1	53,2	84,5
<b>Tyres</b>	<b>17,0</b>	<b>57,9</b>	<b>81,9</b>	<b>35,6</b>	<b>70,9</b>
<b>Steering wheels / columns / boxes</b>	<b>3,1</b>	<b>3,0</b>	<b>82,4</b>	<b>84,2</b>	<b>63,7</b>
Transmission shafts / cranks	34,8	29,7	28,8	23,5	32,6
Automotive tooling	35,3	18,5	6,0	2,3	30,7
Engine parts	27,9	28,5	35,1	20,4	25,8
<b>Gauges / instruments / parts</b>	<b>5,9</b>	<b>5,9</b>	<b>5,4</b>	<b>4,7</b>	<b>17,9</b>
<b>Body parts / panels</b>	<b>1,3</b>	<b>2,3</b>	<b>3,6</b>	<b>5,4</b>	<b>11,6</b>
Ignition / starting equipment	25,3	11,4	11,4	9,5	10,5
Road wheels / parts	18,2	13,8	28,6	13,9	9,9
Catalytic converters	9,4	8,3	7,8	3,5	5,3
Brake parts	11,4	5,7	6,4	3,7	5,0
<b>Radiators / parts</b>	<b>2,2</b>	<b>3,6</b>	<b>5,4</b>	<b>5,3</b>	<b>4,9</b>
Engines	9,8	10,9	7,3	4,6	4,4
Lighting equipment / parts	3,3	3,2	2,6	1,7	3,9
<b>Car radios</b>	<b>1,3</b>	<b>1,0</b>	<b>2,2</b>	<b>3,4</b>	<b>3,5</b>
Filters	2,7	5,4	2,9	2,9	3,2
Automotive glass	2,3	2,4	2,4	2,4	2,8
Seatbelts	7,1	10,3	3,9	1,6	2,7
Springs	5,7	2,5	1,9	2,9	1,7
Wiring harnesses	5,1	4,5	3,3	1,6	1,4
Alarm systems	0,9	1,6	1,1	1,0	1,1
Gaskets	1,6	1,0	1,0	1,9	1,0
<b>Shock absorbers</b>	<b>0,2</b>	<b>0,2</b>	<b>1,6</b>	<b>1,5</b>	<b>0,9</b>
Gear boxes	0,6	0,7	0,4	0,7	0,8
Axles	2,3	3,6	1,4	1,5	0,8
Air conditioners	0,2	0,4	0,0	0,2	0,3
Silencers / exhausts	0,2	0,4	0,3	0,2	0,2
Jacks	5,1	0,8	0,0	0,1	0,1



**18. FRANCE (Left-hand drive)**  
**(Vehicle production 2021 – 1 351 308 units) (Vehicle sales 2021 – 2 142 284 units)**

France	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>2 538,5</b>	<b>3 215,7</b>	<b>3 774,8</b>	<b>2 337,3</b>	<b>2 482,9</b>
Light vehicles	924,7	1 132,6	1 076,5	343,3	475,0
2017 – 2021 main volume light vehicle imports from France	Peugeot 208, 2008, 3008 Renault Clio IV Toyota Yaris				
Medium / Heavy vehicles	6,8	11,8	3,5	0,8	10,6
Original equipment components	507,3	959,8	1 184,1	660,3	880,9
Other components	377,5	331,9	341,8	296,2	297,9
Tyres	138,2	166,8	151,6	107,4	140,1
<b>Steering wheels / columns / boxes</b>	<b>12,0</b>	<b>14,9</b>	<b>362,6</b>	<b>244,4</b>	<b>100,5</b>
Engines	71,4	97,1	95,0	90,1	82,8
Gauges / instruments / parts	65,6	76,3	72,5	76,1	79,2
Engine parts	63,1	76,3	66,4	79,9	74,1
Transmission shafts / cranks	43,8	48,6	49,4	85,6	54,3
Automotive tooling	56,1	60,0	99,6	58,6	42,6
Brake parts	25,3	31,3	30,5	23,0	40,0
Filters	39,0	43,6	45,2	46,7	37,6
Clutches / shaft couplings	32,1	25,5	24,5	27,5	26,0
Gaskets	14,0	12,3	8,1	10,4	22,8
Ignition / starting equipment	13,6	14,3	15,4	15,7	20,7
Gear boxes	14,9	14,9	12,2	15,0	18,5
Lighting equipment / parts	15,4	18,5	17,2	14,2	17,7
<b>Silencers / exhausts</b>	<b>4,0</b>	<b>3,4</b>	<b>5,1</b>	<b>5,8</b>	<b>12,3</b>
Alarm systems	19,4	11,5	22,3	17,3	7,3
Batteries	24,1	12,8	42,8	69,1	5,5
Radiators / parts	6,8	7,9	5,5	4,4	5,1
Catalytic converters	7,7	8,3	8,7	12,1	4,7
Automotive glass	5,1	5,1	4,0	3,9	3,8
Axles	14,2	2,6	4,6	11,6	3,8
<b>Springs</b>	<b>1,7</b>	<b>1,5</b>	<b>2,5</b>	<b>2,1</b>	<b>3,6</b>
Body parts / panels	9,2	5,5	5,9	3,8	3,1
Wiring harnesses	3,4	3,6	3,7	2,1	2,3
Shock absorbers	3,0	2,1	3,2	3,9	2,3
Road wheels / parts	5,8	6,9	3,4	2,1	2,3
Air conditioners	0,9	1,1	1,5	0,3	1,6
<b>Seats</b>	<b>0,5</b>	<b>0,7</b>	<b>1,3</b>	<b>0,7</b>	<b>1,6</b>
Stitched leather seats / parts	5,0	1,8	1,7	1,4	1,1
Jacks	0,6	1,3	0,6	0,8	1,0
Seatbelts	0,4	0,3	0,2	0,3	0,3
Car radios	5,8	2,9	1,4	0,4	0,2

**19. PORTUGAL (Left-hand drive)**  
**(Vehicle production 2021 – 289 954 units) (Vehicle sales 2021 – 183 390 units)**

Portugal	2017	2018	2019	2020	2021
Total (R million)	1 139,4	1 259,1	1 779,1	1 566,2	2 252,0
Light vehicles	611,7	685,6	802,7	747,0	1 593,5
2017 – 2021 main volume light vehicle imports from Portugal	VW T Roc				
Medium / Heavy vehicles	0,0	0,0	0,0	0,0	3,0
Original equipment components	118,9	372,4	724,7	448,6	417,5
Other components	77,2	80,5	84,6	62,7	81,8
Tyres	60,0	42,9	57,0	42,8	60,0
Automotive tooling	182,0	22,3	49,7	219,9	46,0
Stitched leather seats / parts	38,1	21,3	22,1	12,7	10,3
Alarm systems	5,4	3,6	5,7	8,4	9,6
Radiators / parts	0,9	5,6	4,4	3,3	4,8
Ignition / starting equipment	10,4	2,8	3,1	3,1	3,9
Lighting equipment / parts	0,4	2,4	2,2	1,3	3,0
Springs	4,3	5,0	2,9	4,4	2,8
Catalytic converters	1,3	0,5	2,1	1,6	2,8
Wiring harnesses	1,6	1,4	1,6	1,6	2,6
Engine parts	2,1	3,0	2,8	2,1	2,4
Gauges / instruments / parts	0,6	1,2	1,7	2,2	1,8
Car radios	1,1	1,2	1,5	0,8	1,6
Brake parts	0,4	0,9	1,2	1,2	1,5
Automotive glass	0,1	0,2	0,1	0,3	0,8
Silencers / exhausts	0,7	2,0	2,7	0,7	0,6
Body parts / panels	20,1	1,2	0,4	0,3	0,5
Gaskets	0,2	0,2	0,1	0,1	0,3
Steering wheels / columns / boxes	0,1	0,2	0,1	0,1	0,2
Batteries	0,3	0,2	0,2	0,2	0,1
Engines	0,0	0,0	0,0	0,0	0,1
Axes	0,0	0,0	0,1	0,1	0,1
Gear boxes	0,6	0,7	0,0	0,2	0,1
Transmission shafts / cranks	0,4	0,3	5,0	0,3	0,1
Air conditioners	0,1	0,0	0,0	0,0	0,0
Road wheels / parts	0,0	0,2	0,0	0,0	0,0
Filters	0,0	1,0	0,1	0,0	0,0
Seats	0,1	0,0	0,0	0,0	0,0
Shock absorbers	0,1	0,3	0,0	0,1	0,0



**20. MEXICO (Left-hand drive)**  
**(Vehicle production 2021 – 3 145 653 units) (Vehicle sales 2021 – 1 046 705 units)**

Mexico	2017	2018	2019	2020	2021
Total (R million)	1 571,7	2 791,7	2 433,0	1 875,1	2 170,5
Light vehicles	811,5	1 411,2	932,7	640,2	581,9
2017 – 2021 main volume light vehicle imports from Mexico	VW Jetta 6, Tiguan				
Original equipment components	136,5	366,1	397,9	395,4	576,0
Medium / Heavy vehicles	0,0	0,1	0,0	0,0	0,9
Other components	132,4	309,3	419,8	303,9	352,3
Stitched leather seats / parts	48,5	113,4	140,5	106,4	128,7
Engine parts	173,0	128,2	116,7	104,4	112,2
Radiators / parts	2,1	22,1	24,1	26,5	52,6
Tyres	34,3	76,7	40,2	18,9	47,2
Ignition / starting equipment	52,5	47,4	40,4	31,5	45,1
Filters	20,4	18,8	20,4	34,0	41,0
Gauges / instruments / parts	21,2	37,2	33,9	33,2	40,9
Shock absorbers	7,5	46,7	69,9	74,1	30,0
Lighting equipment / parts	17,6	19,7	20,3	17,8	23,3
Clutches / shaft couplings	19,5	23,0	19,9	15,4	18,8
Wiring harnesses	23,1	21,6	23,5	19,1	16,9
Silencers / exhausts	0,3	0,4	0,5	1,7	15,9
Catalytic converters	2,6	12,9	17,1	10,4	13,4
Axles	3,5	81,7	30,0	2,1	11,9
Batteries	2,9	3,0	4,6	2,8	9,6
Transmission shafts / cranks	8,5	7,2	9,0	6,5	8,7
Road wheels / parts	2,0	2,2	1,7	4,3	7,4
Body parts / panels	3,0	5,2	17,1	3,7	4,3
Automotive tooling	17,8	3,4	17,8	2,5	3,9
Brake parts	2,2	3,3	4,0	3,0	3,8
Engines	11,4	5,6	4,3	5,0	3,7
Automotive glass	1,1	2,1	1,6	1,7	3,7
Gaskets	1,0	1,3	1,7	2,1	3,7
Springs	3,3	4,4	3,6	2,4	3,0
Alarm systems	1,3	1,2	0,9	0,8	2,8
Gear boxes	4,2	4,1	1,5	1,1	2,1
Seatbelts	0,8	8,7	12,2	2,7	1,3
Car radios	1,4	0,3	0,6	0,3	1,3
Steering wheels / columns / boxes	3,8	3,2	4,2	0,7	1,3
Air conditioners	0,1	0,0	0,5	0,2	0,4
Seats	0,1	0,1	0,0	0,2	0,1
Jacks	0,1	0,1	0,1	0,1	0,1

**21. BELGIUM (Left-hand drive)**  
**(Vehicle production 2021 – 261 038 units) (Vehicle sales 2021 – 462 536 units)**

Belgium	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>1 086,9</b>	<b>1 423,1</b>	<b>1 709,1</b>	<b>1 716,8</b>	<b>2 117,6</b>
Light vehicles	702,0	746,8	375,5	304,5	124,7
2017 – 2021 main volume light vehicle imports from Belgium	Audi A1 Sportback Volvo V40				
Medium / Heavy vehicles	24,8	46,6	16,0	159,6	90,0
Original equipment components	23,5	207,3	852,4	877,4	1 564,7
Other components	194,6	220,5	187,3	137,6	159,1
Lighting equipment / parts	25,4	84,6	101,9	90,0	59,0
Catalytic converters	5,9	9,3	23,5	7,9	14,7
Automotive tooling	10,2	19,4	65,8	51,0	14,2
Engine parts	19,9	18,2	17,9	12,7	12,8
Transmission shafts / cranks	21,1	12,1	15,5	11,4	12,7
Shock absorbers	4,5	3,9	7,0	7,5	10,8
Gaskets	3,4	5,1	4,2	5,9	9,8
Stitched leather seats / parts	4,8	6,9	4,9	6,8	8,0
Body parts / panels	2,3	4,6	2,3	3,0	5,8
Automotive glass	7,4	7,2	5,7	3,4	4,4
Gauges / instruments / parts	8,3	7,2	8,2	5,8	4,2
Gear boxes	1,5	2,7	2,8	1,9	4,0
Axles	0,8	2,7	4,2	6,1	3,7
Springs	0,6	1,1	1,9	2,3	2,7
Steering wheels / columns / boxes	1,1	1,9	1,2	1,1	2,2
Clutches / shaft couplings	2,4	1,9	1,4	1,8	1,9
Batteries	0,4	0,3	0,2	1,0	1,5
Brake parts	0,5	0,5	0,4	1,6	1,4
Silencers / exhausts	0,4	0,5	1,6	0,6	1,1
Road wheels / parts	0,3	0,4	0,2	1,2	0,8
Alarm systems	0,8	4,0	0,9	1,2	0,7
Filters	11,0	1,2	0,7	0,6	0,7
Engines	0,3	0,0	0,0	8,9	0,7
Radiators / parts	2,9	2,9	1,9	1,5	0,4
Wiring harnesses	0,5	0,4	0,3	0,3	0,3
Tyres	1,3	1,1	1,3	0,3	0,3
Seats	0,3	0,1	0,0	0,0	0,1
Ignition / starting equipment	3,3	1,6	1,4	1,7	0,1
Seatbelts	0,1	0,1	0,1	0,0	0,1
Air conditioners	0,4	0,3	0,5	0,0	0,0



**22. TURKEY (Left-hand drive)**  
**(Vehicle production 2021 – 1 276 140 units) (Vehicle sales 2021 – 772 722 units)**

Turkey	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>2 095,2</b>	<b>1 949,6</b>	<b>2 297,1</b>	<b>1 594,5</b>	<b>2 089,1</b>
Light vehicles	669,6	604,6	680,3	329,7	338,3
2017 – 2021 main volume light vehicle imports from Turkey	Renault Megane IV Toyota C-HR				
<b>Medium / Heavy vehicles</b>	<b>22,6</b>	<b>70,1</b>	<b>96,8</b>	<b>49,6</b>	<b>61,6</b>
Original equipment components	331,2	331,6	402,8	303,5	560,7
Other components	161,8	201,0	205,8	218,6	271,6
Tyres	379,0	343,3	371,7	235,9	253,1
Engine parts	82,1	89,8	85,0	81,8	109,8
Automotive tooling	205,6	50,9	94,3	43,5	109,7
<b>Shock absorbers</b>	<b>21,5</b>	<b>29,8</b>	<b>30,2</b>	<b>31,7</b>	<b>56,7</b>
<b>Batteries</b>	<b>11,7</b>	<b>21,1</b>	<b>45,4</b>	<b>47,9</b>	<b>50,9</b>
Brake parts	40,7	32,7	40,0	37,6	50,4
Transmission shafts / cranks	27,5	26,7	22,9	29,6	43,1
Stitched leather seats / parts	24,5	21,9	18,0	13,2	23,9
<b>Gaskets</b>	<b>8,9</b>	<b>8,3</b>	<b>13,8</b>	<b>14,6</b>	<b>23,0</b>
Lighting equipment / parts	13,8	14,9	12,1	12,7	19,7
Steering wheels / columns / boxes	13,4	10,6	9,0	10,3	15,8
Filters	13,0	15,7	12,2	12,6	12,5
<b>Clutches / shaft couplings</b>	<b>4,6</b>	<b>4,8</b>	<b>6,7</b>	<b>9,4</b>	<b>12,3</b>
Catalytic converters	5,7	8,6	8,4	8,8	10,0
Ignition / starting equipment	6,5	8,0	8,8	8,1	7,9
Automotive glass	10,2	9,4	7,8	7,9	7,4
Radiators / parts	5,5	3,8	7,0	5,2	6,9
Road wheels / parts	4,8	11,1	77,2	48,4	6,6
Seats	4,8	5,5	7,7	5,6	6,0
Body parts / panels	6,2	8,0	7,7	8,8	5,6
Engines	3,0	3,0	5,0	4,0	4,6
Wiring harnesses	2,3	1,2	1,1	1,9	4,5
Axles	2,6	3,6	3,2	3,0	3,6
Gauges / instruments / parts	1,7	1,8	1,8	1,5	2,5
Springs	1,5	1,4	5,4	2,3	2,5
Silencers / exhausts	1,4	1,2	3,0	2,1	1,9
Alarm systems	1,4	2,1	2,3	0,5	1,4
Gear boxes	1,5	1,5	0,9	1,4	1,3
Seatbelts	1,0	0,5	0,7	0,8	1,2
Jacks	0,8	0,9	1,9	0,6	1,1
Air conditioners	2,5	0,1	0,1	1,3	0,9
Car radios	0,4	0,0	0,0	0,0	0,0



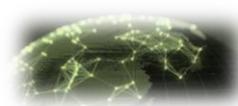
**23. INDONESIA (Right-hand drive)**  
**(Vehicle production 2021 – 1 121 967 units) (Vehicle sales 2021 – 887 205 units)**

Indonesia	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>1 247,6</b>	<b>1 875,8</b>	<b>1 595,3</b>	<b>1 046,6</b>	<b>1 703,2</b>
Light vehicles	742,1	1 344,3	1 083,1	554,7	875,4
2017 – 2021 main volume light vehicle imports from Indonesia	Toyota Agya, Avanza, Rush				
<b>Original equipment components</b>	<b>229,4</b>	<b>225,1</b>	<b>207,5</b>	<b>254,6</b>	<b>514,1</b>
Other components	89,4	118,1	107,5	29,9	49,1
Tyres	83,0	62,9	41,4	37,6	55,4
<b>Automotive tooling</b>	<b>0,2</b>	<b>0,0</b>	<b>0,6</b>	<b>22,8</b>	<b>55,4</b>
<b>Engines</b>	<b>20,9</b>	<b>23,2</b>	<b>38,7</b>	<b>45,0</b>	<b>45,5</b>
<b>Filters</b>	<b>7,3</b>	<b>23,7</b>	<b>34,3</b>	<b>31,0</b>	<b>20,0</b>
Car radios	28,1	26,0	26,3	18,1	16,4
Engine parts	10,6	6,1	5,2	3,8	14,2
Clutches / shaft couplings	4,8	5,3	7,4	6,9	9,1
Ignition / starting equipment	8,2	15,8	10,9	7,2	7,6
Stitched leather seats / parts	3,7	4,4	5,2	7,5	6,6
<b>Lighting equipment / parts</b>	<b>1,9</b>	<b>2,8</b>	<b>3,7</b>	<b>3,8</b>	<b>6,0</b>
<b>Gear boxes</b>	<b>0,1</b>	<b>0,3</b>	<b>0,4</b>	<b>2,7</b>	<b>4,0</b>
<b>Batteries</b>	<b>1,5</b>	<b>1,3</b>	<b>3,1</b>	<b>2,6</b>	<b>3,6</b>
Brake parts	2,8	3,0	3,0	2,5	3,2
Body parts / panels	1,9	1,8	2,5	2,3	2,8
Road wheels / parts	1,7	1,0	1,8	1,5	2,7
Radiators / parts	2,3	2,8	2,2	1,5	2,4
<b>Springs</b>	<b>0,3</b>	<b>0,6</b>	<b>0,4</b>	<b>0,7</b>	<b>1,9</b>
Wiring harnesses	2,3	1,0	1,0	0,9	1,7
<b>Gauges / instruments / parts</b>	<b>0,5</b>	<b>0,3</b>	<b>1,0</b>	<b>2,3</b>	<b>1,2</b>
Transmission shafts / cranks	1,3	0,7	0,8	1,1	1,2
Automotive glass	0,8	0,5	0,8	0,5	1,0
<b>Shock absorbers</b>	<b>0,3</b>	<b>0,3</b>	<b>0,7</b>	<b>0,4</b>	<b>0,7</b>
Alarm systems	0,3	0,4	0,5	0,5	0,5
<b>Axles</b>	<b>0,1</b>	<b>0,2</b>	<b>0,4</b>	<b>0,5</b>	<b>0,5</b>
Steering wheels / columns / boxes	0,3	0,3	0,4	0,3	0,4
Catalytic converters	1,2	0,5	0,5	0,3	0,2
Gaskets	0,2	0,3	0,1	0,2	0,2
<b>Jacks</b>	<b>0,1</b>	<b>0,1</b>	<b>0,1</b>	<b>0,3</b>	<b>0,2</b>
Seats	0,1	0,1	0,2	0,1	0,1
Seatbelts	0,1	0,1	0,1	0,1	0,1
<b>Silencers / exhausts</b>	<b>0,0</b>	<b>0,0</b>	<b>0,1</b>	<b>0,5</b>	<b>0,1</b>
Air conditioners	0,0	2,7	3,2	1,8	0,0



**24. NETHERLANDS (Left-hand drive)**  
**(Vehicle production 2021 – 105 458 units) (Vehicle sales 2021 – 405 061 units)**

Netherlands	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>1 503,9</b>	<b>977,6</b>	<b>1 081,9</b>	<b>717,0</b>	<b>1 617,0</b>
Light vehicles	0,0	2,2	0,3	0,5	0,5
Medium / Heavy vehicles	316,3	290,8	562,5	109,8	441,6
2017 – 2021 main volume heavy vehicle imports from the Netherlands	DAF XF				
Original equipment components	648,9	179,2	56,2	170,4	685,2
Other components	171,1	185,9	186,5	149,0	151,4
Gauges / instruments / parts	72,2	92,5	88,6	85,7	94,3
Automotive tooling	148,4	105,3	64,5	82,8	88,4
Springs	21,1	29,7	41,1	31,3	40,9
<b>Engines</b>	<b>4,2</b>	<b>7,7</b>	<b>1,2</b>	<b>6,8</b>	<b>34,7</b>
Engine parts	47,1	20,1	26,9	28,2	25,0
Transmission shafts / cranks	23,0	12,7	14,5	14,0	22,1
Tyres	10,0	7,3	6,9	5,3	4,7
Catalytic converters	12,2	9,2	2,9	6,1	4,2
<b>Shock absorbers</b>	<b>1,7</b>	<b>5,5</b>	<b>3,4</b>	<b>3,1</b>	<b>3,4</b>
Radiators / parts	3,6	6,3	5,7	2,5	3,2
<b>Gaskets</b>	<b>1,2</b>	<b>1,8</b>	<b>2,3</b>	<b>4,4</b>	<b>2,6</b>
Body parts / panels	3,6	3,8	2,8	1,7	2,5
<b>Alarm systems</b>	<b>1,1</b>	<b>0,9</b>	<b>0,6</b>	<b>0,2</b>	<b>2,4</b>
Filters	5,0	5,6	2,8	2,5	2,3
Ignition / starting equipment	0,9	1,4	1,1	1,0	1,1
Wiring harnesses	0,8	1,0	0,7	0,9	0,9
Lighting equipment / parts	0,6	0,6	0,8	0,8	0,7
Stitched leather seats / parts	1,6	1,2	0,7	0,4	0,7
<b>Axles</b>	<b>0,2</b>	<b>0,1</b>	<b>1,1</b>	<b>0,4</b>	<b>0,6</b>
Automotive glass	0,9	0,9	0,6	0,8	0,5
Batteries	1,0	0,4	0,4	2,7	0,5
Road wheels / parts	1,8	0,8	0,2	0,3	0,5
<b>Gear boxes</b>	<b>0,1</b>	<b>0,2</b>	<b>1,2</b>	<b>1,3</b>	<b>0,5</b>
Brake parts	2,0	2,2	2,0	1,4	0,5
Silencers / exhausts	0,5	0,2	0,4	0,5	0,5
Clutches / shaft couplings	1,6	1,7	1,5	1,7	0,4
Steering wheels / columns / boxes	0,3	0,3	0,3	0,2	0,2
Seats	0,0	0,0	0,1	0,0	0,0
Car radios	0,0	0,0	0,0	0,1	0,0
Air conditioners	0,6	0,0	0,0	0,0	0,0
Jacks	0,3	0,2	1,1	0,0	0,0



**25. BOTSWANA (Right-hand drive)**  
**(Vehicle sales 2021 – 5 167 units)**

Botswana	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>1 598,9</b>	<b>1 727,5</b>	<b>1 790,6</b>	<b>1 303,6</b>	<b>1 600,1</b>
Light vehicles	7,1	12,7	9,7	8,2	11,1
Medium / Heavy vehicles	2,6	9,7	9,3	6,4	50,7
Wiring harnesses	1 507,3	1 623,3	1 682,8	1 152,8	1 415,4
Other components	26,0	16,6	16,1	51,7	60,2
Batteries	15,5	18,1	36,2	35,7	24,2
Catalytic converters	0,0	0,0	0,4	26,8	21,1
Automotive tooling	0,9	2,7	0,3	0,8	5,0
Engines	14,8	13,9	10,6	2,4	2,9
Transmission shafts / cranks	2,6	13,2	6,6	6,5	2,3
Engine parts	7,4	3,9	8,3	2,2	2,0
Gear boxes	1,4	1,5	3,3	2,9	1,2
Body parts / panels	0,3	0,3	1,2	2,6	0,7
Clutches / shaft couplings	0,3	0,3	0,4	0,4	0,5
Radiators / parts	0,9	1,8	0,5	0,5	0,5
Axles	1,5	4,3	1,3	0,6	0,4
Ignition / starting equipment	1,1	0,5	0,5	0,6	0,4
Lighting equipment / parts	0,2	0,4	0,4	0,2	0,3
Gauges / instruments / parts	0,7	0,3	0,4	0,8	0,2
Automotive glass	0,1	0,2	0,1	0,0	0,1
Gaskets	0,3	0,2	0,2	0,1	0,1
Shock absorbers	1,2	0,6	0,5	0,3	0,1
Brake parts	0,2	0,2	0,1	0,2	0,1
Jacks	0,1	0,1	0,3	0,0	0,1
Road wheels / parts	3,8	0,5	0,1	0,1	0,1
Steering wheels / columns / boxes	0,2	0,2	0,0	0,5	0,1
Tyres	2,0	1,1	0,6	0,1	0,1
Filters	0,1	0,4	0,1	0,0	0,1
Seats	0,1	0,1	0,0	0,1	0,1
Alarm systems	0,1	0,1	0,0	0,0	0,0
Springs	0,3	0,0	0,1	0,1	0,0
Air conditioners	0,0	0,2	0,0	0,1	0,0
Car radios	0,0	0,1	0,0	0,0	0,0
Silencers / exhausts	0,1	0,1	0,0	0,0	0,0



**26. AUSTRIA (Left-hand drive)**  
**(Vehicle production 2021 – 136 700 units) (Vehicle sales 2021 – 306 176 units)**

Austria	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>890,7</b>	<b>865,0</b>	<b>2 536,6</b>	<b>882,9</b>	<b>1 506,6</b>
<b>Light vehicles</b>	14,0	310,4	196,7	47,1	85,4
2017 – 2021 main volume light vehicle imports from Austria	Jaguar E-Pace Mini Countryman				
<b>Original equipment components</b>	453,5	209,7	2 035,5	484,3	1 021,0
Other components	118,6	93,5	74,6	77,6	124,4
Engine parts	44,3	47,5	56,1	84,2	80,9
Automotive tooling	93,2	25,2	35,6	50,7	47,0
Transmission shafts / cranks	22,1	29,7	19,0	33,7	39,1
Filters	43,2	45,4	46,0	36,7	29,7
Lighting equipment / parts	26,6	30,5	25,0	21,0	26,1
Batteries	19,3	18,0	7,4	10,4	8,0
Road wheels / parts	12,4	9,7	4,7	4,5	7,1
<b>Body parts / panels</b>	2,6	4,2	6,2	7,9	6,2
Gauges / instruments / parts	3,5	5,1	5,3	3,3	5,4
<b>Air conditioners</b>	0,0	0,0	0,0	0,0	4,7
<b>Gaskets</b>	1,2	6,5	1,3	1,8	4,6
Axles	4,0	4,1	4,6	4,6	4,5
Silencers / exhausts	2,3	2,5	2,5	2,3	3,0
Gear boxes	3,3	2,6	1,4	1,2	2,4
Radiators / parts	8,5	7,8	4,0	2,9	1,1
Catalytic converters	6,3	0,6	3,5	0,9	1,1
<b>Ignition / starting equipment</b>	0,4	0,4	0,3	0,3	0,8
Alarm systems	0,9	0,6	0,5	0,6	0,8
Springs	1,0	1,0	1,2	1,3	0,8
<b>Shock absorbers</b>	0,2	0,2	0,3	0,4	0,5
<b>Brake parts</b>	0,2	0,1	0,2	0,9	0,5
<b>Steering wheels / columns / boxes</b>	0,0	0,3	1,0	0,2	0,4
Wiring harnesses	1,6	0,3	0,2	0,2	0,2
Clutches / shaft couplings	0,3	1,0	1,0	0,2	0,2
Engines	0,4	0,5	2,0	3,4	0,2
Stitched leather seats / parts	0,2	0,2	0,3	0,2	0,1
Automotive glass	0,4	0,3	0,1	0,2	0,1
Jacks	5,2	7,4	0,0	0,0	0,0
Seats	0,0	0,0	0,2	0,0	0,0
Tyres	0,9	0,0	0,0	0,0	0,0



**27. TAIWAN (Left-hand drive)**  
**(Vehicle production 2021 – 265 320 units) (Vehicle sales 2021 – 422 000 units)**

Taiwan	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>1 289,3</b>	<b>1 408,1</b>	<b>1 335,8</b>	<b>1 211,0</b>	<b>1 319,9</b>
Light vehicles	0,1	0,0	0,0	0,0	0,0
Original equipment components	223,4	206,3	196,5	146,0	203,6
Other components	409,9	420,0	447,4	353,3	429,9
Lighting equipment / parts	201,1	190,7	188,7	149,0	186,1
Engine parts	112,8	102,7	75,7	91,5	143,0
Automotive tooling	57,9	83,5	99,0	258,1	87,6
Body parts / panels	67,5	56,8	60,9	49,2	55,5
Gaskets	37,3	38,0	31,7	33,8	53,0
Transmission shafts / cranks	25,9	23,9	26,1	20,2	23,0
Gauges / instruments / parts	18,2	19,1	19,2	21,1	20,2
Tyres	19,0	14,7	14,4	8,5	16,4
Road wheels / parts	19,7	12,8	20,9	13,0	15,3
Radiators / parts	13,5	11,1	16,7	6,8	11,6
Catalytic converters	3,3	3,0	1,6	0,7	11,6
Car radios	0,4	166,5	74,0	7,1	10,3
Alarm systems	15,4	9,2	10,9	8,0	8,3
Batteries	0,7	0,5	9,2	4,0	7,4
Shock absorbers	4,9	3,1	2,5	3,1	7,3
Ignition / starting equipment	18,2	12,4	8,4	11,6	6,2
Clutches / shaft couplings	4,0	4,6	3,9	4,8	6,0
Brake parts	12,4	9,2	6,8	6,2	5,0
Filters	3,1	3,0	3,0	1,9	3,4
Stitched leather seats / parts	10,0	9,3	10,4	5,5	2,7
Steering wheels / columns / boxes	1,6	1,7	1,2	1,3	1,9
Wiring harnesses	0,8	0,6	0,5	0,9	1,1
Gear boxes	1,4	1,2	2,2	1,9	1,1
Engines	2,7	0,6	1,3	0,9	0,9
Axles	1,5	1,7	1,3	0,6	0,4
Springs	0,1	0,1	0,4	0,6	0,4
Silencers / exhausts	1,4	0,7	0,4	0,4	0,3
Air conditioners	0,0	0,0	0,0	0,3	0,2
Seatbelts	0,5	0,6	0,4	0,3	0,2
Automotive glass	0,0	0,1	0,1	0,0	0,1
Jacks	0,5	0,4	0,1	0,3	0,0



**28. ARGENTINA (Left-hand drive)**  
**(Vehicle production 2021 – 434 753 units) (Vehicle sales 2021 – 370 283 units)**

Argentina	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>1 069,8</b>	<b>1 565,7</b>	<b>1 685,9</b>	<b>838,9</b>	<b>1 188,3</b>
Light vehicles	906,2	1 182,9	989,3	338,1	690,6
2016 – 2020 main volume light vehicle imports from Argentina	VW Amarok Mercedes-Benz Sprinter				
Original equipment components	106,3	327,3	637,8	468,8	433,6
Other components	39,1	35,7	39,2	14,5	39,8
Gauges / instruments / parts	2,4	3,3	4,5	3,4	9,1
Body parts / panels	3,5	3,0	3,9	6,8	7,0
Engine parts	3,8	3,9	2,7	2,5	2,4
Transmission shafts / cranks	1,4	0,9	0,8	0,9	1,6
Automotive glass	0,3	1,0	1,1	1,2	1,4
Gear boxes	0,0	4,2	0,1	0,3	0,5
Springs	0,0	0,0	0,2	0,2	0,4
Filters	0,8	0,6	1,6	0,7	0,3
Wiring harnesses	0,1	0,0	0,3	0,2	0,3
Stitched leather seats / parts	0,3	0,1	1,8	0,3	0,2
Lighting equipment / parts	0,6	0,7	0,2	0,3	0,2
Axles	0,0	0,0	0,1	0,0	0,1
Shock absorbers	0,5	0,2	0,0	0,0	0,1
Gaskets	0,3	0,1	0,1	0,1	0,1
Tyres	0,7	0,5	1,6	0,2	0,1
Catalytic converters	0,0	0,0	0,1	0,0	0,1
Silencers / exhausts	0,0	0,1	0,0	0,0	0,0
Road wheels / parts	0,1	0,1	0,0	0,0	0,0
Automotive tooling	0,8	0,0	0,0	0,0	0,0
Clutches / shaft couplings	0,1	0,0	0,0	0,0	0,0
Engines	0,2	0,5	0,4	0,0	0,0
Alarm systems	0,1	0,0	0,0	0,0	0,0
Car radios	2,1	0,4	0,1	0,2	0,0



**29. PHILIPPINES (Left-hand drive)**  
**(Vehicle production 2021 – 83 852 units) (Vehicle sales 2021 – 286 734 units)**

Philippines	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>854,3</b>	<b>859,6</b>	<b>923,6</b>	<b>767,6</b>	<b>1 074,4</b>
Original equipment components	810,3	808,2	865,8	736,7	1 031,8
Other components	22,7	24,9	22,0	17,0	21,7
Wiring harnesses	3,6	3,6	14,4	4,3	5,7
Stitched leather seats / parts	2,6	2,0	2,5	2,3	4,6
Tyres	7,0	8,3	11,8	0,9	2,5
<b>Automotive tooling</b>	<b>0,0</b>	<b>0,6</b>	<b>0,8</b>	<b>0,5</b>	<b>2,0</b>
Gear boxes	2,3	7,1	2,9	2,7	1,6
Catalytic converters	0,8	1,4	0,7	0,7	1,5
Engine parts	0,8	0,6	0,8	0,9	1,1
Filters	1,6	1,3	0,9	0,5	0,6
<b>Transmission shafts / cranks</b>	<b>0,1</b>	<b>0,2</b>	<b>0,3</b>	<b>0,3</b>	<b>0,3</b>
Gauges / instruments / parts	0,4	1,0	0,1	0,1	0,2
<b>Radiators / parts</b>	<b>0,0</b>	<b>0,0</b>	<b>0,0</b>	<b>0,1</b>	<b>0,2</b>
Alarm systems	0,1	0,0	0,1	0,1	0,1
Clutches / shaft couplings	0,1	0,1	0,1	0,1	0,1
Steering wheels / columns / boxes	0,2	0,1	0,2	0,3	0,1
Car radios	1,4	0,2	0,0	0,0	0,1
Lighting equipment / parts	0,1	0,0	0,1	0,1	0,1
Gaskets	0,1	0,1	0,0	0,0	0,1
Body parts / panels	0,0	0,0	0,1	0,0	0,0
Batteries	0,0	0,0	0,0	0,1	0,0



**30. MALAYSIA (Right-hand drive)**  
**(Vehicle production 2021 – 481 651 units) (Vehicle sales 2021 – 508 911 units)**

Malaysia	2017	2018	2019	2020	2021
Total (R million)	602,5	705,8	608,7	627,8	867,7
Light vehicles	0,3	0,0	0,4	0,5	0,0
Original equipment components	323,2	366,4	382,4	297,3	342,4
Other components	89,2	86,4	65,6	179,0	354,7
Car radios	34,8	33,7	30,6	30,6	38,4
Automotive tooling	36,9	78,2	13,3	27,5	34,1
Engines	15,1	22,2	16,1	17,2	18,6
Steering wheels / columns / boxes	10,1	12,9	15,7	16,1	15,9
Ignition / starting equipment	32,1	32,1	17,5	9,5	14,3
Alarm systems	14,4	21,2	16,3	10,3	12,4
Catalytic converters	3,2	5,2	9,7	9,4	11,4
Body parts / panels	7,4	8,6	11,6	10,5	8,8
Gauges / instruments / parts	5,4	12,2	6,3	7,8	7,5
Engine parts	3,9	3,4	1,9	2,6	2,9
Stitched leather seats / parts	0,8	0,5	0,5	0,1	1,4
Shock absorbers	1,5	1,1	1,1	1,9	1,1
Lighting equipment / parts	3,1	1,2	1,0	0,7	0,9
Transmission shafts / cranks	0,6	0,2	0,7	0,6	0,7
Tyres	11,3	10,6	11,9	3,4	0,5
Brake parts	0,2	0,0	0,3	0,0	0,4
Gear boxes	0,4	0,2	0,5	0,5	0,3
Filters	0,7	0,4	0,5	0,2	0,2
Gaskets	0,5	0,2	0,3	0,3	0,2
Wiring harnesses	0,3	1,1	3,0	0,1	0,2
Springs	0,0	0,0	0,2	0,1	0,1
Radiators / parts	0,3	0,4	0,1	0,1	0,1
Road wheels / parts	0,0	0,0	0,0	0,0	0,1
Batteries	3,6	2,0	0,3	0,2	0,1
Axles	0,2	0,2	0,1	0,1	0,0
Seats	0,0	0,0	0,1	0,1	0,0
Air conditioners	2,8	5,3	0,7	1,0	0,0



**31. DENMARK (Left-hand drive)**  
**(Vehicle sales 2021 – 221 937 units)**

Denmark	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>306,2</b>	<b>434,9</b>	<b>511,5</b>	<b>473,6</b>	<b>392,3</b>
Original equipment components	149,3	267,8	369,6	301,4	206,6
Other components	73,6	65,5	67,1	85,4	80,7
Gauges / instruments / parts	10,3	24,5	22,2	27,0	37,4
Radiators / parts	26,9	24,0	15,3	12,5	15,6
Automotive tooling	15,8	20,5	9,5	16,2	11,6
Engine parts	7,8	6,9	5,8	6,1	9,3
Catalytic converters	3,8	1,7	2,8	5,8	8,4
Transmission shafts / cranks	6,3	8,6	7,1	8,5	8,3
Silencers / exhausts	8,2	9,8	7,4	6,4	7,7
Gaskets	2,2	2,0	2,2	2,2	2,9
Steering wheels / columns / boxes	0,2	0,5	0,2	0,1	1,3
Body parts / panels	0,0	0,0	0,0	0,1	0,7
Alarm systems	0,0	0,2	0,2	0,2	0,5
Springs	0,2	0,1	0,1	0,3	0,3
Ignition / starting equipment	0,0	0,0	0,2	0,0	0,1
Automotive glass	0,0	0,0	0,3	0,2	0,1
Filters	0,1	0,1	0,1	0,1	0,1
Gear boxes	0,0	0,0	0,0	0,0	0,1
Lighting equipment / parts	0,7	1,0	0,7	0,2	0,1
Batteries	0,0	0,0	0,0	0,0	0,1
Road wheels / parts	0,0	0,0	0,0	0,2	0,1
Shock absorbers	0,0	0,0	0,0	0,0	0,1
Seats	0,0	0,8	0,3	0,2	0,1
Jacks	0,1	0,0	0,0	0,2	0,1
Wiring harnesses	0,3	0,3	0,3	0,1	0,0
Clutches / shaft couplings	0,1	0,0	0,0	0,1	0,0
Engines	0,1	0,0	0,0	0,0	0,0
Tyres	0,0	0,0	0,0	0,1	0,0



**32. SLOVENIA (Left-hand drive)**  
**(Vehicle production 2021 – 95 797 units)**

Slovenia	2017	2018	2019	2020	2021
Total (R million)	161,6	271,6	359,6	341,9	370,1
Light vehicles	0,0	0,0	0,0	5,9	0,0
Original equipment components	10,8	38,0	70,2	59,4	49,5
Other components	24,3	17,4	22,6	18,7	17,5
Tyres	39,6	47,6	54,3	64,5	94,6
Stitched leather seats / parts	14,9	60,7	86,7	61,7	74,5
Lighting equipment / parts	37,7	51,3	52,7	38,5	55,1
Batteries	2,5	12,0	37,9	60,7	22,1
Automotive tooling	1,4	12,8	1,6	3,8	18,9
Ignition / starting equipment	10,4	10,6	15,4	11,4	13,8
Catalytic converters	3,4	5,1	2,7	4,6	5,3
Engine parts	3,3	5,1	5,6	3,0	4,2
Silencers / exhausts	3,2	2,7	2,1	3,0	3,8
Body parts / panels	2,1	0,2	0,2	0,2	3,4
Alarm systems	1,8	2,2	2,8	2,9	2,8
Filters	2,6	2,8	1,8	1,5	2,3
Gaskets	1,4	0,9	0,9	0,9	0,7
Gauges / instruments / parts	1,2	1,0	1,0	0,5	0,7
Transmission shafts / cranks	0,1	0,5	0,4	0,3	0,3
Shock absorbers	0,1	0,1	0,0	0,1	0,2
Springs	0,1	0,0	0,2	0,0	0,2
Axles	0,2	0,2	0,2	0,1	0,1
Wiring harnesses	0,3	0,2	0,2	0,2	0,1
Clutches / shaft couplings	0,0	0,0	0,0	0,1	0,0
Brake parts	0,0	0,0	0,1	0,0	0,0



**33. VIETNAM (Left-hand drive)**  
**(Vehicle production 2021 – 163 250 units) (Vehicle sales 2021 – 260 850 units)**

Vietnam	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>112,4</b>	<b>132,9</b>	<b>207,9</b>	<b>254,5</b>	<b>335,4</b>
Original equipment components	62,5	75,3	119,7	192,9	243,5
Other components	4,3	10,0	12,1	7,8	14,2
Tyres	38,4	33,5	34,0	18,7	28,5
Wiring harnesses	0,8	2,3	21,5	13,6	25,3
Stitched leather seats / parts	1,2	1,3	1,9	5,4	8,9
Automotive tooling	0,8	2,4	4,3	5,1	4,8
Engine parts	0,4	2,4	1,7	2,4	2,2
Gauges / instruments / parts	0,7	1,1	1,4	1,4	2,2
Springs	1,4	2,5	0,0	0,4	1,9
Radiators / parts	0,0	1,1	1,1	2,5	1,1
Batteries	0,3	0,0	0,9	2,0	1,1
Gaskets	0,3	0,2	0,4	0,4	0,3
Shock absorbers	0,0	0,0	0,0	0,1	0,2
Automotive glass	0,2	0,1	0,1	0,1	0,2
Car radios	0,4	0,2	0,4	0,9	0,2
Lighting equipment / parts	0,1	0,1	0,1	0,1	0,2
Alarm systems	0,2	0,1	0,4	0,6	0,2
Transmission shafts / cranks	0,0	0,0	0,2	0,1	0,1
Filters	0,1	0,1	0,0	0,0	0,1
Brake parts	0,1	0,0	0,0	0,0	0,0
Body parts / panels	0,1	0,0	0,1	0,0	0,0
Catalytic converters	0,0	0,0	7,6	0,0	0,0



**34. AUSTRALIA (Right-hand drive)**  
**(Vehicle sales 2021 – 1 049 831 units)**

Australia	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>300,8</b>	<b>332,8</b>	<b>309,3</b>	<b>246,5</b>	<b>322,4</b>
Light vehicles	1,3	2,4	0,8	0,4	1,7
Original equipment components	78,2	74,0	37,0	12,5	18,0
Other components	78,5	122,1	103,5	94,4	101,2
Automotive tooling	40,0	37,0	49,3	49,0	68,9
<b>Engine parts</b>	<b>10,1</b>	<b>9,8</b>	<b>15,0</b>	<b>11,8</b>	<b>39,7</b>
Gauges / instruments / parts	18,2	17,7	14,5	17,3	17,2
Springs	6,6	6,4	7,6	8,0	12,2
Transmission shafts / cranks	15,8	16,0	30,1	22,0	11,3
<b>Body parts / panels</b>	<b>2,3</b>	<b>2,6</b>	<b>5,4</b>	<b>2,0</b>	<b>7,0</b>
Shock absorbers	9,0	9,3	7,4	5,6	7,0
Lighting equipment / parts	3,3	4,5	6,8	4,6	6,1
<b>Clutches / shaft couplings</b>	<b>0,8</b>	<b>3,9</b>	<b>2,6</b>	<b>2,3</b>	<b>5,4</b>
Brake parts	4,7	3,7	4,8	3,7	4,9
Engines	2,7	3,9	6,3	3,5	3,3
<b>Silencers / exhausts</b>	<b>0,1</b>	<b>0,1</b>	<b>0,1</b>	<b>0,5</b>	<b>3,3</b>
<b>Wiring harnesses</b>	<b>0,9</b>	<b>1,1</b>	<b>1,0</b>	<b>0,7</b>	<b>2,5</b>
Catalytic converters	4,9	4,8	5,7	0,5	2,0
<b>Radiators / parts</b>	<b>0,4</b>	<b>0,3</b>	<b>0,8</b>	<b>0,4</b>	<b>1,6</b>
Car radios	0,8	1,0	1,4	0,9	1,2
Axles	1,1	1,5	0,1	0,5	1,2
Gear boxes	2,3	0,9	1,3	0,7	1,0
Stitched leather seats / parts	1,3	0,9	0,2	0,3	0,7
Steering wheels / columns / boxes	5,7	0,7	0,5	0,7	0,6
Filters	0,5	0,2	0,1	0,5	0,6
<b>Seats</b>	<b>0,1</b>	<b>0,0</b>	<b>0,1</b>	<b>0,2</b>	<b>0,6</b>
<b>Seatbelts</b>	<b>0,0</b>	<b>0,0</b>	<b>1,9</b>	<b>0,8</b>	<b>0,5</b>
Gaskets	0,7	0,6	0,9	0,5	0,5
Jacks	0,3	0,1	0,4	0,1	0,4
Air conditioners	0,7	0,4	0,6	0,6	0,4
Tyres	5,4	4,4	1,6	0,2	0,3
Road wheels / parts	0,3	0,5	0,7	0,3	0,3
Ignition / starting equipment	0,2	0,5	0,1	0,4	0,2
Alarm systems	2,4	1,7	0,5	0,5	0,2
Automotive glass	0,5	0,0	0,1	0,1	0,1
Batteries	0,8	0,0	0,0	0,1	0,1



**35. SWITZERLAND (Left-hand drive)**  
**(Vehicle sales 2021 – 272 249 units)**

Switzerland	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>370,6</b>	<b>321,5</b>	<b>328,1</b>	<b>349,9</b>	<b>312,2</b>
Light vehicles	0,6	0,1	0,5	0,0	0,3
Original equipment components	4,4	5,5	4,7	3,4	2,6
Other components	114,0	112,1	103,0	98,8	133,5
Automotive tooling	84,8	75,1	79,2	108,5	82,3
Gauges / instruments / parts	61,8	62,4	53,2	53,1	52,1
Transmission shafts / cranks	15,0	8,6	21,2	15,2	11,8
Engine parts	42,2	28,4	34,2	41,4	10,1
Engines	16,4	6,7	4,8	3,7	3,7
Steering wheels / columns / boxes	0,3	0,8	9,4	1,3	3,3
Gaskets	1,2	2,1	5,7	12,2	2,5
Catalytic converters	13,3	7,1	2,7	1,0	2,1
Alarm systems	4,1	5,0	2,7	2,8	1,8
Springs	0,5	0,4	1,0	0,5	1,3
Batteries	0,0	0,0	0,1	0,1	1,0
Ignition / starting equipment	0,4	0,4	1,7	0,6	1,0
Radiators / parts	9,2	4,8	1,1	0,6	0,9
Stitched leather seats / parts	0,4	0,3	0,2	0,2	0,4
Body parts / panels	0,1	0,0	0,0	0,0	0,3
Filters	0,1	0,1	0,1	0,5	0,2
Brake parts	0,6	0,2	0,6	0,6	0,2
Lighting equipment / parts	0,2	0,2	0,1	0,2	0,2
Car radios	0,0	0,1	0,9	0,2	0,1
Seats	0,1	0,0	0,0	0,1	0,1
Road wheels / parts	0,0	0,1	0,0	0,0	0,1
Clutches / shaft couplings	0,0	0,0	0,1	4,1	0,1
Jacks	0,1	0,0	0,0	0,1	0,1
Gear boxes	0,5	0,2	0,2	0,2	0,0
Axles	0,1	0,2	0,0	0,1	0,0
Shock absorbers	0,1	0,0	0,0	0,1	0,0
Wiring harnesses	0,0	0,5	0,3	0,2	0,0
Automotive glass	0,1	0,1	0,1	0,1	0,0
Tyres	0,0	0,1	0,0	0,0	0,0



**36. CANADA (Left-hand drive)**  
**(Vehicle production 2021 – 1 115 002 units) (Vehicle sales 2021 – 1 704 850 units)**

Canada	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>555,4</b>	<b>500,9</b>	<b>389,5</b>	<b>305,1</b>	<b>298,8</b>
Light vehicles	0,2	0,1	0,0	0,0	0,0
Original equipment components	120,6	134,2	80,0	55,0	44,1
Other components	124,7	137,1	140,2	88,6	114,6
Transmission shafts / cranks	17,1	14,0	24,9	20,9	25,6
Automotive tooling	36,0	41,9	9,8	30,1	19,7
Gauges / instruments / parts	20,0	13,0	14,7	13,2	19,0
Engine parts	32,8	25,9	21,7	21,4	16,5
Road wheels / parts	1,3	5,4	6,8	8,6	14,5
Alarm systems	52,9	49,8	5,7	6,3	7,3
Silencers / exhausts	1,5	1,9	1,8	4,3	6,5
Catalytic converters	62,8	6,2	4,4	5,0	5,8
Gaskets	2,2	1,7	4,3	3,9	4,6
Shock absorbers	3,2	3,6	5,2	3,2	4,5
Ignition / starting equipment	1,9	0,9	2,9	1,0	3,0
Automotive glass	1,1	0,4	0,9	1,9	2,0
Wiring harnesses	4,4	3,4	5,3	1,9	1,6
Body parts / panels	49,2	51,1	51,9	34,3	1,4
Tyres	2,9	0,7	0,5	0,6	1,3
Lighting equipment / parts	3,5	2,2	2,0	0,8	1,2
Seats	0,1	0,1	0,2	0,0	0,9
Engines	0,0	0,1	0,7	0,2	0,7
Radiators / parts	0,9	0,7	0,8	0,4	0,6
Steering wheels / columns / boxes	0,4	0,3	0,3	0,3	0,6
Gear boxes	0,2	0,5	0,8	1,2	0,6
Brake parts	0,7	0,3	0,1	0,3	0,6
Filters	0,9	0,9	0,3	0,5	0,4
Stitched leather seats / parts	0,7	0,8	0,6	0,1	0,3
Springs	0,3	0,2	0,6	0,3	0,3
Air conditioners	9,6	0,6	0,1	0,0	0,1
Axles	2,7	1,9	1,6	0,3	0,1
Clutches / shaft couplings	0,2	0,1	0,1	0,1	0,1
Seatbelts	0,0	0,0	0,0	0,0	0,1
Jacks	0,4	0,3	0,1	0,0	0,0
Batteries	0,1	0,1	0,0	0,0	0,0



**37. UNITED ARAB EMIRATES (UAE) (Left-hand drive)**  
**(Vehicle sales 2021 – 188 844 units)**

UAE	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>107,3</b>	<b>181,8</b>	<b>210,4</b>	<b>202,7</b>	<b>251,6</b>
Light vehicles	0,0	17,7	0,2	4,1	0,0
Medium / Heavy vehicles	1,4	0,0	1,7	0,0	0,0
Original equipment components	0,2	0,1	0,0	0,0	0,0
Other components	36,5	53,4	66,6	58,3	57,4
<b>Engines</b>	<b>30,2</b>	<b>31,0</b>	<b>50,9</b>	<b>58,0</b>	<b>127,2</b>
Gauges / instruments / parts	20,2	48,1	33,7	12,0	14,9
<b>Automotive tooling</b>	<b>1,8</b>	<b>6,7</b>	<b>6,4</b>	<b>19,8</b>	<b>14,8</b>
<b>Alarm systems</b>	<b>1,2</b>	<b>12,2</b>	<b>26,1</b>	<b>19,3</b>	<b>6,9</b>
<b>Engine parts</b>	<b>2,0</b>	<b>3,2</b>	<b>6,6</b>	<b>6,2</b>	<b>6,8</b>
<b>Filters</b>	<b>1,8</b>	<b>0,7</b>	<b>0,7</b>	<b>1,6</b>	<b>6,4</b>
<b>Brake parts</b>	<b>1,0</b>	<b>0,4</b>	<b>0,5</b>	<b>2,7</b>	<b>3,1</b>
<b>Gear boxes</b>	<b>0,8</b>	<b>1,0</b>	<b>1,4</b>	<b>1,4</b>	<b>2,1</b>
Lighting equipment / parts	1,5	1,8	0,7	2,4	1,7
<b>Transmission shafts / cranks</b>	<b>0,6</b>	<b>1,0</b>	<b>1,4</b>	<b>1,3</b>	<b>1,7</b>
<b>Axles</b>	<b>0,3</b>	<b>0,2</b>	<b>0,5</b>	<b>0,4</b>	<b>1,2</b>
Clutches / shaft couplings	0,6	0,5	0,9	0,7	0,9
<b>Catalytic converters</b>	<b>0,3</b>	<b>0,5</b>	<b>0,6</b>	<b>3,3</b>	<b>0,9</b>
Radiators / parts	1,3	0,8	0,7	0,5	0,8
Body parts / panels	1,0	0,7	0,0	0,3	0,8
Ignition / starting equipment	0,6	0,5	0,8	0,7	0,7
Car radios	1,3	0,2	7,4	0,5	0,7
<b>Shock absorbers</b>	<b>0,2</b>	<b>0,3</b>	<b>0,6</b>	<b>0,4</b>	<b>0,6</b>
<b>Steering wheels / columns / boxes</b>	<b>0,2</b>	<b>0,3</b>	<b>0,3</b>	<b>0,2</b>	<b>0,5</b>
<b>Gaskets</b>	<b>0,2</b>	<b>0,3</b>	<b>0,4</b>	<b>0,4</b>	<b>0,5</b>
<b>Wiring harnesses</b>	<b>0,1</b>	<b>0,2</b>	<b>0,2</b>	<b>0,3</b>	<b>0,4</b>
<b>Automotive glass</b>	<b>0,1</b>	<b>0,0</b>	<b>0,1</b>	<b>0,1</b>	<b>0,3</b>
Springs	0,3	0,1	0,0	0,1	0,2
Road wheels / parts	0,1	0,1	0,0	0,0	0,2
Jacks	0,1	0,0	0,1	0,0	0,0
Silencers / exhausts	0,0	0,0	0,0	0,1	0,0
Air conditioners	0,4	0,0	0,2	0,0	0,0
Tyres	0,4	0,0	0,0	7,7	0,0
Batteries	0,6	0,0	0,5	0,0	0,0



**38. FINLAND (Left-hand drive)**  
**(Vehicle production 2021 – 93 172 units) (Vehicle sales 2021 – 115 291 units)**

Finland	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>210,9</b>	<b>225,9</b>	<b>180,6</b>	<b>241,6</b>	<b>233,7</b>
Light vehicles	0,0	0,2	0,0	0,0	0,0
Medium / Heavy vehicles	0,0	0,0	0,0	5,8	8,1
Original equipment components	0,0	0,0	0,1	0,0	0,0
Other components	96,9	116,8	95,0	142,4	104,4
Transmission shafts / cranks	36,9	29,2	29,8	30,4	34,5
Engine parts	32,8	24,8	16,9	9,2	22,0
Gauges / instruments / parts	7,5	11,1	8,0	15,1	20,4
Automotive tooling	11,2	8,7	6,4	14,9	14,1
Lighting equipment / parts	8,7	10,6	8,5	10,5	10,8
Catalytic converters	3,3	3,8	3,2	3,1	3,2
Automotive glass	2,5	2,6	2,2	2,3	3,1
Gaskets	3,1	8,4	2,3	1,9	2,6
Silencers / exhausts	0,4	0,4	1,0	0,7	2,6
Axles	0,2	3,6	0,5	0,4	1,8
Seats	1,2	0,1	0,0	0,3	1,3
Road wheels / parts	0,6	0,2	0,0	0,1	0,8
Engines	0,4	1,5	0,0	0,7	0,8
Gear boxes	0,1	1,0	0,2	0,7	0,6
Shock absorbers	0,0	0,0	0,0	0,0	0,5
Wiring harnesses	2,8	0,7	0,8	0,6	0,4
Filters	0,1	0,5	0,8	0,4	0,3
Springs	0,3	0,4	0,6	0,3	0,3
Ignition / starting equipment	0,0	0,0	1,2	0,9	0,3
Alarm systems	0,6	0,6	2,4	0,3	0,2
Stitched leather seats / parts	0,0	0,1	0,1	0,0	0,2
Tyres	0,0	0,0	0,0	0,0	0,2
Radiators / parts	0,3	0,1	0,3	0,5	0,1
Jacks	0,3	0,2	0,0	0,0	0,1
Clutches / shaft couplings	0,0	0,0	0,0	0,0	0,1
Seatbelts	0,1	0,0	0,1	0,1	0,0
Brake parts	0,1	0,0	0,0	0,0	0,0
Air conditioners	0,0	0,2	0,0	0,0	0,0
Body parts / panels	0,2	0,1	0,0	0,0	0,0
Car radios	0,1	0,0	0,0	0,0	0,0



**39. BULGARIA (Left-hand drive)**  
**(Vehicle sales 2021 – 34 472 units)**

Bulgaria	2017	2018	2019	2020	2021
Total (R million)	82,2	159,5	230,5	221,3	191,5
Light vehicles	0,2	0,0	0,0	0,0	0,0
Original equipment components	23,6	47,5	80,4	58,1	88,1
Other components	31,8	21,0	14,6	18,4	28,3
Batteries	8,3	57,8	94,7	113,0	39,7
Filters	11,4	14,9	18,0	17,1	19,0
Automotive tooling	1,2	1,4	0,9	1,2	8,4
Alarm systems	1,3	1,2	1,7	1,6	2,6
Lighting equipment / parts	0,1	0,1	0,1	0,4	1,6
Gauges / instruments / parts	1,3	0,8	0,9	0,9	0,9
Stitched leather seats / parts	2,1	11,0	16,5	8,0	0,7
Automotive glass	0,2	0,8	0,8	0,5	0,5
Engine parts	0,2	0,7	0,6	0,4	0,4
Jacks	0,0	0,0	0,6	0,7	0,3
Body parts / panels	0,0	0,0	0,0	0,3	0,3
Steering wheels / columns / boxes	0,0	0,0	0,1	0,1	0,2
Transmission shafts / cranks	0,2	0,3	0,1	0,5	0,2
Wiring harnesses	0,2	1,7	0,1	0,1	0,1
Springs	0,0	0,1	0,2	0,0	0,1
Engines	0,0	0,0	0,0	0,0	0,1
Gaskets	0,0	0,1	0,0	0,1	0,1
Shock absorbers	0,0	0,1	0,0	0,0	0,0



**40. MOROCCO (Left-hand drive)**  
**(Vehicle production 2021 – 403 007 units) (Vehicle sales 2021 – 175 435 units)**

Morocco	2017	2018	2019	2020	2021
Total (R million)	71,1	87,7	128,5	108,9	167,2
Original equipment components	12,4	7,7	32,7	42,1	88,0
Other components	2,1	2,4	2,9	2,2	9,2
Stitched leather seats / parts	5,3	22,8	31,1	24,3	47,4
Wiring harnesses	50,8	53,6	60,5	34,2	17,1
Filters	0,2	0,4	0,5	5,5	4,3
Lighting equipment / parts	0,0	0,0	0,1	0,2	0,4
Automotive glass	0,1	0,1	0,0	0,1	0,2
Transmission shafts / cranks	0,0	0,0	0,0	0,0	0,2
Brake parts	0,0	0,5	0,2	0,1	0,2
Ignition / starting equipment	0,0	0,0	0,0	0,0	0,1
Gauges / instruments / parts	0,0	0,0	0,2	0,0	0,1
Engine parts	0,0	0,0	0,1	0,1	0,1
Body parts / panels	0,1	0,1	0,1	0,0	0,0
Alarm systems	0,1	0,1	0,1	0,0	0,0



**41. ISRAEL (Left-hand drive)**  
**(Vehicle sales 2020 – 306 012 units)**

Israel	2017	2018	2019	2020	2021
Total (R million)	150,7	134,1	131,6	144,8	136,2
Original equipment components	0,2	3,1	6,9	7,0	5,3
Other components	95,2	72,9	78,8	73,1	82,6
Transmission shafts / cranks	15,5	17,8	17,6	21,4	18,7
Gauges / instruments / parts	13,7	13,0	10,5	12,0	12,8
Automotive tooling	9,7	14,4	7,7	5,3	6,4
Tyres	3,1	2,8	2,4	2,8	3,9
Alarm systems	8,7	7,3	6,6	7,6	2,6
Catalytic converters	0,2	0,8	0,1	2,4	1,7
Engine parts	1,0	0,6	0,7	1,5	1,6
Seats	0,0	0,0	0,1	0,4	0,4
Gaskets	0,0	0,0	0,0	0,0	0,2
Lighting equipment / parts	0,1	0,0	0,0	3,5	0,1
Brake parts	0,0	0,0	0,0	0,0	0,1
Filters	3,1	1,4	0,0	0,0	0,0
Engines	0,1	0,0	0,0	0,6	0,0
Ignition / starting equipment	0,0	0,0	0,0	7,0	0,0
Wiring harnesses	0,0	0,0	0,1	0,0	0,0



**42. LUXEMBOURG (Left-hand drive)**

Luxembourg	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>140,4</b>	<b>126,4</b>	<b>136,7</b>	<b>107,1</b>	<b>98,0</b>
Original equipment components	1,3	0,4	5,0	4,4	6,1
Other components	21,2	13,8	35,5	16,9	22,5
Tyres	60,9	54,6	70,0	51,8	32,9
Automotive tooling	32,2	49,6	15,9	26,2	22,8
Automotive glass	4,1	4,9	5,1	5,2	8,1
Batteries	1,2	0,0	3,0	1,1	2,6
Gauges / instruments / parts	0,6	0,5	0,8	1,2	2,5
Gaskets	0,1	0,1	0,7	0,1	0,2
Engine parts	0,0	1,6	0,5	0,1	0,1
Radiators / parts	0,0	0,0	0,0	0,1	0,1
Transmission shafts / cranks	0,1	0,2	0,1	0,0	0,1
Stitched leather seats / parts	18,7	0,7	0,0	0,0	0,0
Wiring harnesses	0,0	0,0	0,0	0,1	0,0

**43. KENYA (Right-hand drive)**

Kenya	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>2,6</b>	<b>1,9</b>	<b>1,5</b>	<b>2,1</b>	<b>93,9</b>
Light vehicles	0,2	0,0	0,0	0,0	0,3
Medium / Heavy vehicles	0,0	0,0	0,0	0,7	90,5
Other components	0,6	0,2	0,3	0,1	0,5
Engine parts	0,3	0,1	0,5	0,2	1,6
Transmission shafts / cranks	0,3	0,1	0,0	0,0	0,4
Gauges / instruments / parts	0,2	0,0	0,1	0,1	0,4
Gaskets	0,1	0,1	0,0	0,0	0,1
Catalytic converters	0,0	0,0	0,0	0,0	0,1
Ignition / starting equipment	0,1	0,0	0,0	0,0	0,0
Engines	0,0	0,2	0,0	0,0	0,0
Filters	0,2	0,8	0,0	0,0	0,0
Automotive tooling	0,4	0,1	0,6	0,9	0,0
Wiring harnesses	0,0	0,1	0,0	0,0	0,0
Gear boxes	0,1	0,1	0,0	0,0	0,0



**44. RUSSIA (Left-hand drive)**  
**(Vehicle production 2021 – 1 566 317 units) (Vehicle sales 2021 – 1 741 965 units)**

Russia	2017	2018	2019	2020	2021
Total (R million)	48,4	76,0	89,2	38,7	80,9
Light vehicles	0,3	0,0	0,1	0,0	0,3
Medium / Heavy vehicles	0,0	29,8	14,5	2,6	0,0
Original equipment components	0,0	2,5	25,7	0,7	0,6
Other components	3,9	4,2	2,5	1,6	7,4
Ignition / starting equipment	19,7	23,3	23,1	17,7	40,9
Automotive tooling	1,8	0,0	0,4	0,1	10,4
Wiring harnesses	4,3	6,0	5,2	6,0	8,5
Tyres	11,3	3,1	2,0	3,6	5,3
Engine parts	4,2	2,8	0,9	2,0	3,8
Gauges / instruments / parts	0,6	1,8	1,5	1,8	1,9
Automotive glass	0,1	0,1	0,2	0,2	0,5
Clutches / shaft couplings	0,1	0,2	0,2	0,0	0,3
Lighting equipment / parts	0,1	0,2	9,4	0,2	0,2
Body parts / panels	0,8	0,3	1,0	0,0	0,2
Catalytic converters	0,1	0,1	0,0	1,4	0,2
Filters	0,4	0,5	0,4	0,2	0,1
Springs	0,0	0,0	0,1	0,1	0,1
Transmission shafts / cranks	0,1	0,3	0,4	0,1	0,0
Gear boxes	0,1	0,1	0,0	0,0	0,0
Brake parts	0,0	0,1	0,0	0,0	0,0
Shock absorbers	0,1	0,1	0,1	0,0	0,0
Road wheels / parts	0,0	0,1	0,1	0,0	0,0
Axles	0,1	0,0	0,0	0,0	0,0
Alarm systems	0,0	0,2	0,0	0,0	0,0
Radiators / parts	0,1	0,0	1,3	0,2	0,0
Engines	0,0	0,2	0,0	0,1	0,0



## 45. SINGAPORE (Right-hand drive)

Singapore	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>63,8</b>	<b>72,6</b>	<b>88,4</b>	<b>118,3</b>	<b>73,6</b>
Light vehicles	0,3	0,2	23,8	0,3	0,0
Medium / Heavy vehicles	0,0	0,0	1,1	0,0	0,0
<b>Original equipment components</b>	<b>0,3</b>	<b>4,7</b>	<b>9,2</b>	<b>61,9</b>	<b>26,3</b>
Other components	8,2	6,4	8,8	7,7	15,2
Engine parts	7,1	3,5	8,5	9,2	6,7
Automotive tooling	20,1	38,0	11,2	23,6	6,4
Gauges / instruments / parts	6,1	6,0	7,1	5,3	5,3
<b>Engines</b>	<b>1,8</b>	<b>3,2</b>	<b>8,6</b>	<b>1,0</b>	<b>4,8</b>
<b>Tyres</b>	<b>0,8</b>	<b>1,7</b>	<b>2,1</b>	<b>1,8</b>	<b>2,8</b>
<b>Filters</b>	<b>0,2</b>	<b>0,8</b>	<b>2,8</b>	<b>1,1</b>	<b>1,0</b>
Catalytic converters	5,4	3,0	0,9	2,3	1,0
Transmission shafts / cranks	3,3	2,2	1,2	1,2	0,9
<b>Batteries</b>	<b>0,0</b>	<b>0,0</b>	<b>0,0</b>	<b>0,4</b>	<b>0,7</b>
Radiators / parts	0,3	0,1	0,0	0,1	0,5
Gaskets	0,6	1,0	1,3	0,4	0,4
<b>Brake parts</b>	<b>0,2</b>	<b>0,1</b>	<b>0,0</b>	<b>0,5</b>	<b>0,4</b>
Clutches / shaft couplings	0,6	0,1	0,2	0,1	0,3
<b>Alarm systems</b>	<b>0,1</b>	<b>0,1</b>	<b>0,4</b>	<b>0,1</b>	<b>0,2</b>
<b>Shock absorbers</b>	<b>0,0</b>	<b>0,1</b>	<b>0,0</b>	<b>0,1</b>	<b>0,2</b>
Ignition / starting equipment	5,6	0,5	0,0	0,3	0,1
<b>Lighting equipment / parts</b>	<b>0,0</b>	<b>0,2</b>	<b>0,1</b>	<b>0,1</b>	<b>0,1</b>
Wiring harnesses	0,2	0,2	0,1	0,0	0,0
Car radios	0,6	0,1	0,1	0,0	0,0
Silencers / exhausts	0,1	0,2	0,0	0,0	0,0
Steering wheels / columns / boxes	0,0	0,0	0,0	0,1	0,0
Springs	1,7	0,0	0,0	0,0	0,0
Air conditioners	0,0	0,0	0,0	0,2	0,0
Axles	0,0	0,0	0,6	0,1	0,0
Body parts / panels	0,1	0,2	0,0	0,2	0,0
Automotive glass	0,0	0,0	0,0	0,1	0,0
Stitched leather seats / parts	0,0	0,0	0,1	0,0	0,0

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## 46. TUNISIA (Left-hand drive)

Tunisia	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>69,0</b>	<b>35,2</b>	<b>29,9</b>	<b>26,8</b>	<b>69,3</b>
Original equipment components	11,8	11,8	10,7	6,1	6,9
Other components	28,2	6,1	3,5	3,2	3,8
<b>Steering wheels / columns / boxes</b>	<b>0,1</b>	<b>0,2</b>	<b>0,2</b>	<b>1,1</b>	<b>37,6</b>
Filters	6,9	7,6	10,0	11,3	12,8
Wiring harnesses	3,4	2,6	2,7	2,1	2,9
<b>Stitched leather seats / parts</b>	<b>0,0</b>	<b>0,0</b>	<b>0,0</b>	<b>0,1</b>	<b>1,1</b>
<b>Shock absorbers</b>	<b>0,1</b>	<b>0,3</b>	<b>0,3</b>	<b>0,5</b>	<b>1,0</b>
<b>Lighting equipment / parts</b>	<b>0,1</b>	<b>0,6</b>	<b>1,0</b>	<b>0,4</b>	<b>0,8</b>
<b>Engine parts</b>	<b>0,2</b>	<b>0,3</b>	<b>0,2</b>	<b>0,2</b>	<b>0,6</b>
Gauges / instruments / parts	0,7	0,5	0,4	0,9	0,5
<b>Springs</b>	<b>0,1</b>	<b>0,2</b>	<b>0,2</b>	<b>0,2</b>	<b>0,3</b>
<b>Seats</b>	<b>0,1</b>	<b>0,1</b>	<b>0,2</b>	<b>0,5</b>	<b>0,3</b>
<b>Automotive tooling</b>	<b>0,0</b>	<b>0,0</b>	<b>0,0</b>	<b>0,0</b>	<b>0,2</b>
<b>Catalytic converters</b>	<b>0,0</b>	<b>0,0</b>	<b>0,0</b>	<b>0,0</b>	<b>0,2</b>
<b>Seatbelts</b>	<b>0,0</b>	<b>0,0</b>	<b>0,0</b>	<b>0,1</b>	<b>0,1</b>
Alarm systems	16,7	4,4	0,1	0,0	0,0
Transmission shafts / cranks	0,5	0,3	0,1	0,1	0,0
Batteries	0,0	0,0	0,1	0,0	0,0



## 47. HONG KONG, CHINA (Right-hand drive)

Hong Kong	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>41,3</b>	<b>57,1</b>	<b>41,6</b>	<b>74,0</b>	<b>40,1</b>
Light vehicles	0,0	0,1	0,0	0,2	0,0
Original equipment components	0,7	1,7	0,4	0,1	0,2
Other components	11,8	14,9	16,3	16,3	10,4
Brake parts	2,4	2,2	0,6	3,0	4,6
Transmission shafts / cranks	0,5	1,4	1,0	1,4	4,2
Engines	8,2	7,9	7,3	5,7	4,1
Car radios	1,6	9,5	3,3	20,2	3,6
Automotive tooling	3,4	5,7	2,1	11,7	3,1
Engine parts	3,0	1,6	1,3	2,5	2,9
Batteries	1,5	0,8	2,4	0,6	1,4
Catalytic converters	0,3	0,3	0,0	0,7	1,4
Gauges / instruments / parts	1,6	1,4	1,5	1,0	0,9
Body parts / panels	0,2	0,3	1,1	0,1	0,8
Alarm systems	2,5	1,2	0,6	0,4	0,6
Ignition / starting equipment	0,2	0,6	0,2	0,0	0,3
Axles	0,0	0,1	0,0	0,0	0,3
Shock absorbers	0,1	0,0	0,8	2,9	0,3
Gaskets	0,1	0,1	0,1	0,3	0,2
Lighting equipment / parts	0,5	0,9	1,2	0,5	0,2
Air conditioners	0,0	0,0	0,0	0,0	0,1
Automotive glass	0,6	0,0	0,4	0,1	0,1
Radiators / parts	0,2	1,2	0,0	3,9	0,1
Clutches / shaft couplings	0,0	0,4	0,0	1,1	0,1
Stitched leather seats / parts	1,2	0,2	0,1	0,2	0,0
Gear boxes	0,0	0,0	0,1	0,1	0,0
Road wheels / parts	0,3	0,1	0,0	0,3	0,0
Steering wheels / columns / boxes	0,0	0,1	0,0	0,0	0,0
Springs	0,0	0,1	0,0	0,0	0,0
Jacks	0,1	0,4	0,3	0,0	0,0
Tyres	0,0	3,9	0,2	0,5	0,0
Wiring harnesses	0,0	0,1	0,1	0,3	0,0



**48. NORWAY (Left-hand drive)**  
**(Vehicle sales 2021 – 217 572 units)**

Norway	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>26,9</b>	<b>23,5</b>	<b>34,4</b>	<b>60,6</b>	<b>40,0</b>
Light vehicles	0,2	0,4	0,0	0,0	0,0
Original equipment components	0,3	0,0	1,4	1,4	0,7
Other components	15,3	11,7	13,2	15,6	11,3
Brake parts	0,9	0,2	4,0	7,2	14,5
Transmission shafts / cranks	0,2	0,5	1,5	5,8	4,6
Engine parts	2,6	2,8	5,1	2,8	2,8
Body parts / panels	1,9	1,9	2,5	2,4	2,5
Gear boxes	1,6	1,0	0,9	1,1	1,0
Clutches / shaft couplings	1,3	1,4	1,4	0,9	1,0
Gaskets	0,5	0,0	0,3	1,2	0,5
Automotive tooling	0,5	0,5	0,5	11,0	0,4
Shock absorbers	0,2	0,3	0,3	0,2	0,2
Gauges / instruments / parts	0,6	2,2	1,7	3,3	0,2
Air conditioners	0,0	0,0	0,0	0,0	0,1
Axles	0,3	0,1	0,1	0,1	0,1
Springs	0,2	0,3	0,5	0,9	0,0
Stitched leather seats / parts	0,0	0,0	0,2	0,0	0,0
Lighting equipment / parts	0,0	0,1	0,0	0,0	0,0
Catalytic converters	0,1	0,0	0,1	5,4	0,0
Alarm systems	0,1	0,0	0,1	0,0	0,0
Radiators / parts	0,0	0,2	0,0	1,3	0,0
Silencers / exhausts	0,0	0,0	0,1	0,0	0,0
Tyres	0,0	0,0	0,5	0,0	0,0



**49. UKRAINE (Left-hand drive)**  
**(Vehicle production 2021 – 8 153 units) (Vehicle sales 2021 – 121 772 units)**

Ukraine	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>21,2</b>	<b>21,3</b>	<b>24,9</b>	<b>26,7</b>	<b>37,0</b>
Original equipment components	4,0	8,6	12,4	14,6	19,0
Other components	0,3	0,9	1,3	1,8	3,1
Engine parts	4,2	2,3	3,9	4,2	4,9
Alarm systems	0,0	0,0	0,1	0,0	3,3
Gauges / instruments / parts	2,0	1,5	1,5	1,5	2,5
Wiring harnesses	8,7	7,3	3,7	2,6	2,0
Filters	0,4	0,4	0,5	0,4	0,6
Brake parts	0,0	0,0	0,0	0,0	0,6
Ignition / starting equipment	0,0	0,0	0,3	0,5	0,3
Lighting equipment / parts	0,0	0,0	0,0	0,0	0,2
Radiators / parts	0,0	0,0	0,0	0,1	0,2
Stitched leather seats / parts	1,5	0,0	0,1	0,1	0,1
Gaskets	0,0	0,0	0,0	0,7	0,0
Automotive tooling	0,0	0,0	0,1	0,3	0,0
Steering wheels / columns / boxes	0,0	0,2	0,1	0,0	0,0
Batteries	0,0	0,0	0,9	0,0	0,0



**50. IRELAND (Right-hand drive)**  
**(Vehicle sales 2021 – 136 126 units)**

Ireland	2017	2018	2019	2020	2021
Total (R million)	55,7	40,3	51,0	28,4	36,4
Light vehicles	0,2	0,2	0,0	0,0	0,0
Original equipment components	22,1	1,1	1,1	1,0	0,7
Other components	18,2	21,6	18,0	17,7	22,2
Automotive tooling	1,9	3,4	2,1	1,6	3,5
Engines	0,0	0,0	0,1	0,0	3,2
Gauges / instruments / parts	4,0	7,9	5,1	3,1	2,7
Catalytic converters	1,0	0,1	0,2	0,8	0,9
Transmission shafts / cranks	0,3	0,5	0,6	0,9	0,8
Engine parts	1,0	2,4	20,5	0,7	0,6
Gaskets	0,7	0,6	0,4	0,2	0,3
Stitched leather seats / parts	1,6	0,6	1,3	1,4	0,3
Lighting equipment / parts	0,0	0,1	0,0	0,0	0,3
Radiators / parts	0,1	0,2	0,6	0,2	0,2
Automotive glass	0,2	0,2	0,2	0,2	0,2
Gear boxes	0,0	0,0	0,1	0,0	0,2
Body parts / panels	0,2	0,0	0,0	0,0	0,1
Axles	0,0	0,0	0,1	0,0	0,1
Car radios	0,0	0,0	0,0	0,0	0,1
Alarm systems	3,3	0,9	0,2	0,2	0,1
Springs	0,1	0,0	0,0	0,0	0,0
Steering wheels / columns / boxes	0,7	0,0	0,0	0,0	0,0
Ignition / starting equipment	0,0	0,2	0,0	0,0	0,0
Filters	0,0	0,1	0,1	0,0	0,0
Shock absorbers	0,0	0,0	0,1	0,2	0,0



**51. CROATIA (Left-hand drive)**  
**(Vehicle sales 2021 – 54 330 units)**

Croatia	2017	2018	2019	2020	2021
Total (R million)	18,6	26,9	31,2	20,3	33,5
Original equipment components	1,0	5,2	8,2	6,1	6,4
Other components	15,7	20,0	21,2	10,2	6,1
Automotive tooling	0,1	0,2	0,4	0,7	19,4
Automotive glass	0,4	0,8	0,4	0,4	0,5
Transmission shafts / cranks	0,2	0,1	0,5	2,7	0,4
Brake parts	0,0	0,0	0,0	0,0	0,2
Stitched leather seats / parts	0,2	0,2	0,1	0,1	0,1
Engine parts	0,6	0,1	0,1	0,1	0,1
Lighting equipment / parts	0,0	0,0	0,0	0,0	0,1
Body parts / panels	0,1	0,2	0,1	0,0	0,1
Gaskets	0,0	0,0	0,0	0,0	0,1
Gauges / instruments / parts	0,2	0,1	0,1	0,0	0,0
Wiring harnesses	0,1	0,0	0,0	0,0	0,0
Alarm systems	0,0	0,0	0,0	0,1	0,0



## 52. BOSNIA &amp; HERCEGOVINA (Left-hand drive)

Bosnia & Hercegovina	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>21,8</b>	<b>16,3</b>	<b>24,3</b>	<b>28,6</b>	<b>32,5</b>
Original equipment components	11,9	5,1	13,0	19,3	21,8
Other components	1,1	1,2	1,4	0,9	1,4
Filters	6,3	7,4	7,4	5,7	6,7
Engine parts	1,0	1,5	1,5	1,6	1,5
Catalytic converters	0,4	0,5	0,4	0,5	0,6
Axes	0,0	0,0	0,2	0,2	0,2
Transmission shafts / cranks	0,1	0,1	0,2	0,3	0,1
Brake parts	0,0	0,0	0,0	0,0	0,1
Ignition / starting equipment	0,0	0,0	0,0	0,0	0,1
Stitched leather seats / parts	0,9	0,5	0,1	0,0	0,0

## 53. LITUANIA (Left-hand drive)

Lithuania	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>16,7</b>	<b>16,8</b>	<b>20,5</b>	<b>19,2</b>	<b>30,7</b>
Original equipment components	0,0	0,0	0,0	6,9	17,0
Other components	3,6	4,3	3,4	3,3	3,4
Catalytic converters	6,4	0,6	0,4	0,9	2,6
Wiring harnesses	4,4	3,0	2,5	2,4	2,3
Automotive tooling	1,6	6,7	12,1	2,3	1,4
Steering wheels / columns / boxes	0,0	0,1	0,1	0,4	1,2
Engine parts	0,1	1,0	0,5	0,3	1,2
Gauges / instruments / parts	0,2	0,8	0,6	0,6	0,7
Stitched leather seats / parts	0,0	0,0	0,5	1,2	0,3
Transmission shafts / cranks	0,1	0,1	0,0	0,0	0,2
Batteries	0,0	0,0	0,0	0,1	0,1
Alarm systems	0,1	0,0	0,0	0,0	0,1
Shock absorbers	0,0	0,0	0,0	0,0	0,1
Gear boxes	0,1	0,0	0,4	0,3	0,0



**54. MALTA (Right-hand drive)**

Malta	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>28,8</b>	<b>32,6</b>	<b>23,3</b>	<b>22,1</b>	<b>28,3</b>
Original equipment components	7,3	10,3	6,7	4,0	6,4
Other components	2,5	3,0	2,5	3,2	4,6
Automotive tooling	12,0	18,0	12,3	11,6	12,5
Gaskets	0,0	0,0	0,8	1,8	2,5
Air conditioners	6,5	0,9	0,6	1,2	1,9
Alarm systems	0,1	0,0	0,1	0,1	0,2
Gauges / instruments / parts	0,0	0,0	0,0	0,0	0,1
Ignition / starting equipment	0,1	0,0	0,0	0,0	0,1
Engine parts	0,0	0,1	0,1	0,0	0,0
Lighting equipment / parts	0,2	0,2	0,1	0,0	0,0

**55. LESOTHO (Right-hand drive)**  
(Vehicle sales 2021 – 497 units)

Lesotho	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>277,9</b>	<b>23,5</b>	<b>33,3</b>	<b>43,6</b>	<b>22,9</b>
Light vehicles	2,0	1,4	2,3	15,1	20,1
Medium / Heavy vehicles	1,1	0,0	0,1	2,9	0,5
Other components	1,9	3,5	3,9	1,1	1,0
Catalytic converters	0,0	0,0	0,1	0,2	0,8
Air conditioners	0,0	0,0	0,0	0,0	0,2
Transmission shafts / cranks	1,5	1,7	1,5	0,3	0,1
Engine parts	0,8	2,7	5,0	3,7	0,1
Engines	1,5	12,8	19,4	17,9	0,0
Tyres	0,1	0,2	0,1	0,0	0,0
Brake parts	0,8	0,0	0,0	0,0	0,0
Gear boxes	0,1	0,2	0,1	0,0	0,0
Body parts / panels	0,1	0,1	0,0	0,0	0,0
Ignition / starting equipment	0,1	0,0	0,0	0,0	0,0
Gauges / instruments / parts	0,0	0,0	0,1	0,0	0,0
Automotive tooling	12,3	0,8	0,0	0,3	0,0
Axles	0,1	0,0	0,0	1,5	0,0
Lighting equipment / parts	0,0	0,1	0,1	0,1	0,0
Road wheels / parts	0,1	0,0	0,0	0,0	0,0
Seats	0,0	0,0	0,2	0,2	0,0
Stitched leather seats / parts	255,4	0,0	0,1	0,0	0,0
Wiring harnesses	0,0	0,0	0,2	0,0	0,0

**56. NEW ZEALAND (Right-hand drive)**  
**(Vehicle sales 2021 – 159 636 units)**

New Zealand	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>31,3</b>	<b>18,2</b>	<b>20,4</b>	<b>13,3</b>	<b>22,4</b>
Light vehicles	0,1	0,0	0,2	0,0	0,0
Original equipment components	0,0	0,0	4,6	0,3	4,5
Other components	5,7	4,8	4,1	3,5	4,8
Transmission shafts / cranks	3,6	2,1	3,9	3,2	5,4
Engine parts	0,8	0,6	0,8	0,4	2,6
Lighting equipment / parts	8,3	7,7	1,2	1,1	1,4
Automotive tooling	11,1	1,3	2,2	1,2	1,3
Gauges / instruments / parts	0,7	0,8	1,6	0,3	0,9
Alarm systems	0,4	0,4	1,5	0,7	0,8
Catalytic converters	0,2	0,2	0,1	2,0	0,3
Shock absorbers	0,0	0,0	0,0	0,2	0,2
Gaskets	0,2	0,1	0,0	0,1	0,1
Batteries	0,0	0,0	0,0	0,1	0,0
Clutches / shaft couplings	0,0	0,1	0,1	0,0	0,0

**57. EGYPT (Left-hand drive)**  
**(Vehicle production 2021 – 23 754 units) (Vehicle sales 2021 – 277 805 units)**

Egypt	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>15,8</b>	<b>27,1</b>	<b>21,6</b>	<b>21,4</b>	<b>21,7</b>
Original equipment components	9,5	11,1	13,7	9,8	19,2
Other components	3,8	12,2	3,4	4,0	2,1
Wiring harnesses	0,4	0,5	0,5	0,3	0,3
Radiators / parts	0,0	0,0	0,0	0,0	0,1
Gear boxes	0,0	0,1	0,0	0,0	0,0
Automotive tooling	0,0	0,4	0,0	0,0	0,0
Clutches / shaft couplings	0,0	1,1	0,0	0,0	0,0
Gauges / instruments / parts	0,0	0,3	0,0	0,0	0,0
Silencers / exhausts	0,0	0,1	0,0	0,1	0,0
Tyres	1,6	1,0	3,7	4,8	0,0
Batteries	0,3	0,0	0,0	2,3	0,0



## 58. ESTONIA (Left-hand drive)

Estonia	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>10,1</b>	<b>14,1</b>	<b>15,7</b>	<b>15,6</b>	<b>20,4</b>
Original equipment components	0,8	5,0	6,3	5,4	5,2
Other components	6,2	4,5	5,1	6,5	5,4
Catalytic converters	0,2	0,4	0,4	0,8	6,5
Automotive glass	0,9	1,9	1,8	1,0	1,1
Engine parts	0,3	0,3	0,4	0,4	0,4
Gauges / instruments / parts	0,5	0,5	0,9	0,3	0,3
Silencers / exhausts	0,0	0,0	0,1	0,1	0,3
Wiring harnesses	0,5	0,4	0,1	0,1	0,2
Automotive tooling	0,1	0,0	0,2	0,5	0,2
Body parts / panels	0,0	0,0	0,0	0,0	0,2
Gaskets	0,1	0,0	0,0	0,0	0,1
Road wheels / parts	0,2	0,2	0,1	0,1	0,1
Transmission shafts / cranks	0,1	0,3	0,1	0,2	0,1
Clutches / shaft couplings	0,0	0,0	0,0	0,0	0,1
Shock absorbers	0,0	0,1	0,0	0,0	0,0
Axles	0,0	0,0	0,0	0,1	0,0
Seatbelts	0,1	0,1	0,1	0,1	0,0



**59. eSWATINI (SWAZILAND) (Right-hand drive)**  
**(Vehicle sales 2021 – 1 377 units)**

eSwatini	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>14,3</b>	<b>39,1</b>	<b>40,4</b>	<b>26,3</b>	<b>19,8</b>
Light vehicles	4,3	7,1	12,6	4,9	5,0
Medium / Heavy vehicles	2,6	2,2	1,0	0,2	1,2
Other components	5,6	28,2	23,9	18,2	9,2
Catalytic converters	0,0	0,0	0,0	0,3	2,1
Gauges / instruments / parts	0,1	0,0	0,4	0,4	0,7
Gear boxes	0,1	0,1	0,2	0,3	0,3
Engine parts	0,1	0,4	0,4	0,4	0,3
Engines	0,1	0,1	0,2	0,3	0,2
Transmission shafts / cranks	0,1	0,2	0,4	0,3	0,2
Tyres	0,4	0,0	0,2	0,1	0,2
Automotive tooling	0,2	0,1	0,2	0,7	0,1
Body parts / panels	0,1	0,1	0,1	0,0	0,1
Axles	0,0	0,0	0,1	0,1	0,1
Air conditioners	0,0	0,0	0,0	0,0	0,1
Ignition / starting equipment	0,1	0,1	0,0	0,0	0,1
Radiators / parts	0,1	0,0	0,1	0,1	0,0
Brake parts	0,1	0,1	0,1	0,0	0,0
Filters	0,0	0,0	0,1	0,0	0,0
Lighting equipment / parts	0,0	0,1	0,0	0,0	0,0
Gaskets	0,0	0,0	0,1	0,0	0,0
Clutches / shaft couplings	0,0	0,0	0,1	0,0	0,0
Batteries	0,0	0,0	0,0	0,1	0,0



## 60. ZAMBIA (Right-hand drive)

Zambia	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>37,2</b>	<b>39,1</b>	<b>41,0</b>	<b>15,9</b>	<b>18,9</b>
Light vehicles	0,4	0,6	0,3	0,9	0,1
Medium / Heavy vehicles	0,6	0,0	0,1	2,1	0,3
Other components	5,8	3,4	2,3	1,4	1,9
Engines	12,4	16,1	15,2	3,0	8,4
Engine parts	7,9	8,8	6,9	2,1	3,4
Gear boxes	3,8	3,5	1,8	1,2	1,8
Automotive tooling	0,0	0,2	2,1	2,1	1,6
Gauges / instruments / parts	1,3	0,6	0,3	0,1	0,3
Transmission shafts / cranks	3,7	5,2	8,8	1,8	0,3
Ignition / starting equipment	0,1	0,1	0,1	0,0	0,2
Filters	0,0	0,0	0,0	0,0	0,1
Tyres	0,0	0,0	0,2	0,0	0,1
Brake parts	0,0	0,0	0,0	0,1	0,1
Body parts / panels	0,0	0,0	0,0	0,0	0,1
Batteries	0,0	0,0	0,0	0,0	0,1
Clutches / shaft couplings	0,0	0,0	0,0	0,3	0,0
Axles	0,0	0,1	1,9	0,4	0,0
Catalytic converters	0,1	0,2	0,7	0,0	0,0
Shock absorbers	0,5	0,0	0,4	0,0	0,0
Radiators / parts	0,2	0,0	0,0	0,1	0,0
Gaskets	0,2	0,1	0,0	0,0	0,0
Jacks	0,1	0,0	0,0	0,3	0,0
Silencers / exhausts	0,1	0,0	0,0	0,0	0,0

61. CHILE (Left-hand drive)  
(Vehicle sales 2021 – 415 582 units)

Chile	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>3,4</b>	<b>5,0</b>	<b>11,3</b>	<b>13,3</b>	<b>17,7</b>
Other components	3,0	4,5	9,8	11,5	6,7
Automotive tooling	0,0	0,0	0,2	1,1	10,7
Transmission shafts / cranks	0,1	0,4	0,5	0,2	0,2
Engine parts	0,0	0,0	0,0	0,2	0,1
Ignition / starting equipment	0,0	0,0	0,3	0,1	0,0
Gauges / instruments / parts	0,0	0,0	0,0	0,1	0,0
Brake parts	0,1	0,0	0,0	0,0	0,0
Tyres	0,2	0,0	0,4	0,0	0,0
Wiring harnesses	0,0	0,0	0,0	0,1	0,0

**62. NAMIBIA (Right-hand drive)**  
**(Vehicle sales 2021 – 9 428 units)**

Namibia	2017	2018	2019	2020	2021
<b>Total (R million)</b>	<b>102,5</b>	<b>71,7</b>	<b>76,0</b>	<b>17,6</b>	<b>16,1</b>
Light vehicles	21,4	14,8	11,2	2,7	1,3
Medium / Heavy vehicles	41,7	19,4	29,0	2,3	1,0
Other components	12,6	9,7	8,9	4,7	6,4
Engine parts	5,3	9,5	14,3	1,8	3,6
Gauges / instruments / parts	0,8	0,4	1,4	0,6	1,4
Gear boxes	0,9	1,0	0,5	0,2	0,8
Automotive tooling	6,1	0,7	1,5	1,2	0,5
<b>Brake parts</b>	<b>0,0</b>	<b>0,1</b>	<b>0,2</b>	<b>0,1</b>	<b>0,4</b>
Transmission shafts / cranks	6,2	4,8	4,5	1,2	0,3
Tyres	0,2	0,1	0,1	0,1	0,1
Catalytic converters	0,1	2,0	0,0	0,2	0,1
Jacks	0,1	0,5	0,0	0,0	0,1
Silencers / exhausts	0,0	0,2	0,0	0,0	0,0
Ignition / starting equipment	0,3	0,5	0,2	0,1	0,0
Engines	4,1	5,0	2,5	0,8	0,0
Car radios	0,0	0,1	0,0	0,0	0,0
Gaskets	0,3	0,1	0,1	0,4	0,0
Clutches / shaft couplings	0,5	0,1	0,1	0,0	0,0
Body parts / panels	0,1	0,1	0,2	0,3	0,0
Radiators / parts	0,3	1,2	0,7	0,4	0,0
Alarm systems	0,1	0,0	0,2	0,0	0,0
Shock absorbers	0,1	0,1	0,0	0,1	0,0
Axles	0,3	0,5	0,0	0,0	0,0
Wiring harnesses	0,0	0,0	0,0	0,2	0,0
Batteries	0,7	0,2	0,1	0,1	0,0
Steering wheels / columns / boxes	0,0	0,1	0,0	0,0	0,0
Springs	0,0	0,0	0,0	0,1	0,0
Lighting equipment / parts	0,0	0,1	0,0	0,0	0,0
Road wheels / parts	0,1	0,2	0,1	0,1	0,0
Seats	0,0	0,1	0,0	0,0	0,0



**63. MOLDOVA (Left-hand drive)**

Moldova	2017	2018	2019	2020	2021
Total (R million)	3,6	16,9	19,9	24,1	15,5
Original equipment components	0,0	0,0	0,0	0,4	1,1
Stitched leather seats / parts	3,6	16,6	17,2	14,6	7,8
Wiring harnesses	0,0	0,3	2,7	9,0	6,4
Other components	0,0	0,0	0,0	0,0	0,2

**64. COLOMBIA (Left-hand drive)**

Colombia	2017	2018	2019	2020	2021
Total (R million)	4,7	9,9	9,8	6,0	15,5
Other components	0,4	0,8	0,3	0,7	1,3
Automotive glass	2,3	4,1	7,6	3,0	13,8
Filters	0,0	0,0	0,0	0,0	0,2
Engine parts	0,0	0,0	0,0	0,2	0,0
Transmission shafts / cranks	0,2	0,1	0,1	0,0	0,0
Automotive tooling	1,6	4,9	1,6	2,0	0,0
Brake parts	0,2	0,0	0,0	0,0	0,0
Batteries	0,0	0,0	0,1	0,0	0,0

**65. LATVIA (Left-hand drive)**

Latvia	2017	2018	2019	2020	2021
Total (R million)	44,5	9,6	31,9	11,7	10,3
Original equipment components	8,3	6,8	9,4	7,4	7,3
Other components	34,6	1,0	19,0	1,9	1,8
Engine parts	0,5	0,0	0,0	0,0	0,3
Catalytic converters	0,0	0,1	0,2	0,1	0,3
Stitched leather seats / parts	0,6	1,1	1,9	0,1	0,2
Silencers / exhausts	0,0	0,4	0,1	0,1	0,1
Transmission shafts / cranks	0,2	0,0	0,0	0,1	0,1
Gauges / instruments / parts	0,0	0,0	0,0	0,0	0,1
Gear boxes	0,1	0,1	0,0	0,0	0,0
Springs	0,1	0,0	0,0	0,0	0,0
Radiators / parts	0,1	0,0	0,0	0,0	0,0
Automotive tooling	0,0	0,0	1,2	1,8	0,0
Filters	0,0	0,0	0,0	0,1	0,0

## 66. COSTA RICA (Left-hand drive)

Costa Rica	2017	2018	2019	2020	2021
Total (R million)	5,7	6,1	4,4	4,9	10,1
Original equipment components	0,0	0,0	0,0	0,1	0,4
Other components	5,7	6,0	4,3	4,8	4,2
Automotive tooling	0,0	0,0	0,0	0,0	5,2
Springs	0,0	0,0	0,0	0,0	0,1
Lighting equipment / parts	0,0	0,0	0,0	0,0	0,1
Transmission shafts / cranks	0,0	0,0	0,1	0,0	0,1
Engine parts	0,0	0,1	0,0	0,0	0,0



**Standard disclaimer**

The trade data is based on eligible APDP and APPD2 products. The AIEC cannot vouch for the accuracy of the information obtained from the source. Due to certain limitations, Customs and Excise statistics cannot always distinguish between automotive components eligible in terms of the APDP and APPD2 and non-APDP/APDP2 components. The main purpose of this trade data is to discern trends in imports and countries of origin.



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