Africa and the AfCFTA

The aim of the Africa and the AfCFTA project is to identify potential expanded market access opportunities into and sourcing opportunities from African countries for the South African automotive industry under the AfCFTA based on a detailed analysis of current growth products and growth markets.

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AUTOMOTIVE INDUSTRY EXPORT COUNCIL

Contents

A. African continent

There are 54 sovereign African countries of which 48 countries share the area of mainland Africa as well as six island nations that are part of the continent. The African Union (AU) consists of 55 member states, including Western Sahara, a partially recognised de facto sovereign state claiming authority over the disputed territory which is presently occupied by Morocco. An estimated 1,34 billion people live in the world’s second-largest continent, representing about 14% of the world's population. Nigeria is by far the largest country in terms of population, with over 206 million people as of 2020. Ethiopia follows with almost 115 million people, while Egypt, the Democratic Republic of Congo, Tanzania, South Africa, and Kenya all have populations over 50 million. Africa's population is the youngest of all the continents, with a median age of 19,7 in comparison to the global median age of 30,4. According to the World Bank, by 2050 sub-Saharan Africa will account for one-third of the global labour force and the young population in the region will drive labour demand and serve as an engine of global growth in the future.

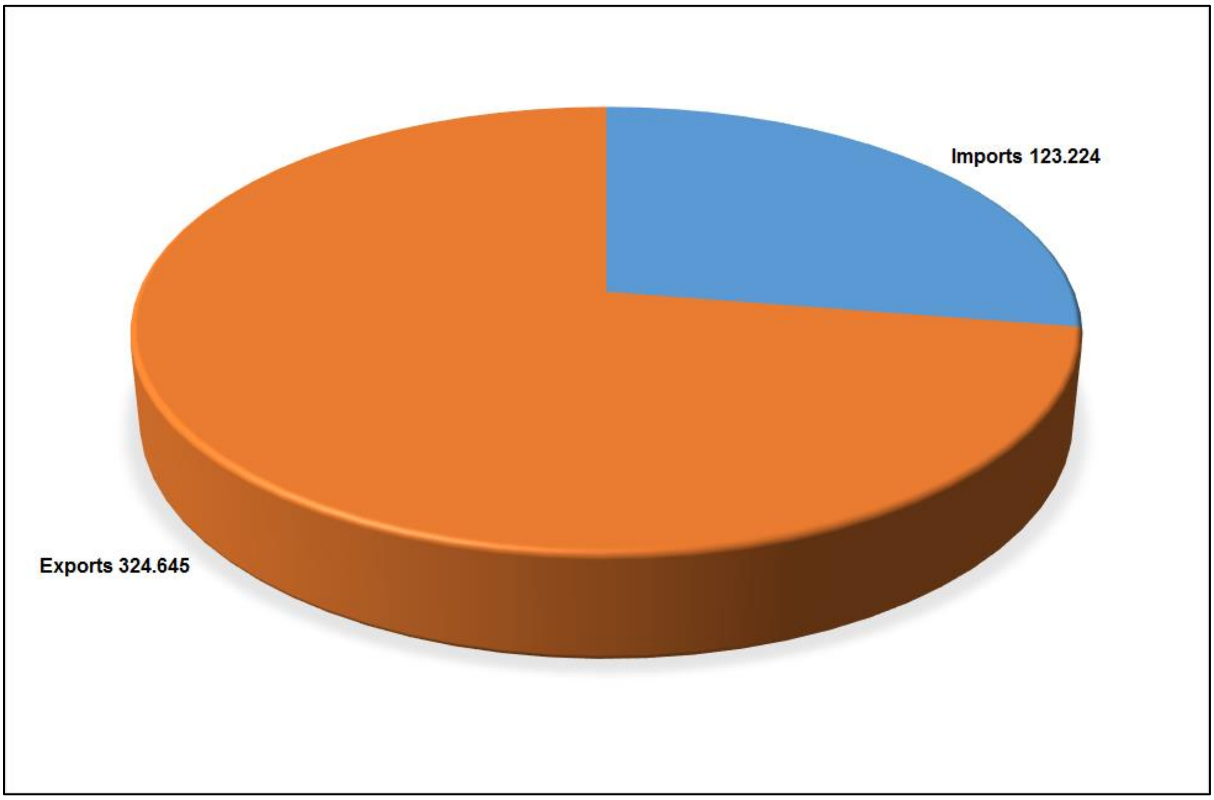
The outbreak of the novel coronavirus in December 2019 has taken a massive toll on Africa, contributing to a huge economic contraction in 2020 by hitting tourism-dependent economies, oil-exporting economies and other resource-intensive economies the hardest. South Africa suffered the most severe Covid-19 outbreak in sub-Saharan Africa. According to the World Bank, sub-Saharan Africa’s economies declined year-on-year by 3,7% in 2020 as a result of the Covid-19 pandemic, plunging the region into its first recession in 25 years. The pandemic-related disruptions have exposed African economies’ overdependence on high commodity prices and exports of raw materials, which are the backbone of how their fiscus is financed.

In 2021, a slower spread of the virus and lower Covid-19-related mortality, strong agricultural growth and a faster-than-expected recovery in commodity prices aided many African economies weather the economic storm induced by the pandemic. For most countries in the region, activity will remain well below the pre-Covid-19 levels at the end of 2021. Sub-Saharan Africa’s recovery is expected to vary from country to country. Non-resource-intensive countries are expected to see robust growth in 2021. This will be driven by a rebound in private sector consumption and investment as confidence strengthens and exports increase. Economic growth in the region is forecast to rise between 2,3% and 3,4% during 2021, depending on the policies adopted by countries, and indeed the international community. Fitch Solutions expects sub-Saharan Africa to see real GDP growth of 3,3% in 2021, driven largely by East, Central and West Africa. The World Bank, however, stressed that the projections masked considerable heterogeneity in prospects across countries.

B. South Africa's trade with Africa

South Africa's established trade relations with the Eurozone and North America remain important as they are long-standing relationships. However, in recent years, trade ties with Africa and Asia have strengthened. Asia was South Africa's largest export region in 2020 while Africa was the country's third largest export region. South Africa is the most regionally integrated country on the continent and in 2020 accounted for 25,7% of all intra-African exports and 11,4% of all intra-African imports. Total South African commodity exports to Africa comprised R324,6 billion of total South African exports of R1 262,6 billion in 2020 while imports from Africa comprised R123,2 billion of total South African imports of R1 080,2 billion. South Africa retained a huge trade surplus of R201,4 billion with Africa in 2020.

South African trade with Africa (R million)



Source: SARS

The economic impact of the Covid-19 pandemic has been devastating for the South African economy, resulting in an urgent need to revitalise growth. This brings challenges but also opportunities as global and regional value chains are reorganised and integration in Africa is advanced through the African Continental Free Trade Area (AfCFTA). In order to enhance the country's manufacturing capabilities, businesses must pursue investment opportunities and enhance their reach in other African countries. Exporting would be a critical driver for the South Africa's economic recovery and the African market would play a key role in this as the demand for manufactured goods is already there.

South Arica's intra-African exports are fairly diverse and the main exports to other African countries in 2020 included machinery, petroleum oil (excluding crude oil), electric energy, vehicles and steel products. Imports from Africa mainly comprised crude petroleum oil. The following table reveals South Africa's top 10 commodity exports to and imports from Africa.

South Africa's top 10 commodity exports to and imports from Africa – 2020 (R million)

Exports to Africa	Value	Imports from Africa	Value
Machinery	53.817	**Mineral products**	56.442
Mineral products	51.474	**Precious metals**	10.789
Chemicals	36.934	**Textiles**	10.439
Prepared foodstuffs	31.653	**Chemicals**	8.993
Vehicles, aircraft and vessels	27.852	**Prepared foodstuffs**	8.805
Products of iron and steel	27.828	**Machinery**	4.975
Vegetables	21.318	**Wood pulp and paper**	4.936
Plastics and rubber	18.905	**Products of iron and steel**	3.994
Textiles	9.617	**Live animals**	3.913
Wood pulp and paper	8.341	**Vegetables**	3.468
Other	36.912	**Other**	6.470
Total	**324.651**	**Total**	**123.224**

Source: SARS

Africa is a priority focus for the South African automotive industry and represented the industry's second largest export region in 2020 with an export value of R29,6 billion, amounting to 16,9% of total South African automotive exports of R175,7 billion. The following table reveals that automotive exports comprised 9,1% of total commodity exports to Africa while automotive imports comprised 1,3% of total commodity imports from the continent.

South African automotive trade as a percentage of total African trade – 2020 (R billion)

Region	Exports	Imports	Trade surplus / (deficit)
Africa (incl. BELN)	324.7	123.2	201.5
Automotive	29.6	1.6	28.0
Automotive as % of total	9.1%	1.3%	13.9%

Source: AIEC, SARS

It should be recognised that Africa has a mixture of markets, small and large, left- and right-hand drive, with some economies and infrastructure more developed than others. Africa is made up of 34 least-developed countries, six small island developing states and 16 land-locked developing countries. There are 22 sub-Saharan African countries that have French as their official language, representing a total market of about 300 million people.

Current trade links for South Africa in general and for the automotive industry in particular have the potential to facilitate and stimulate further business opportunities. Regarding South Africa’s trade with African countries, it is important to consider, amongst others, the following criteria:

- current exports to and imports from relevant countries which would suggest knowledge of products as well as existing distribution channels;
- whether African markets form part of an existing free trade area;
- the potential opportunities relating to the AfCFTA;
- the characteristics of African markets.

South Africa forms parts of the Southern African Customs Union (SACU) as well as a free trade area in the 15-country Southern African Development Community (SADC) region. Most intra-African trade for South Africa comes from SADC. South African companies have not been able to compete successfully in other regions mainly due to high import tariffs.

The following table reveals that, although South Africa exported commodities to all 53 other countries on the continent, the country’s top export destinations in Africa in 2020 were member countries of SACU, namely Botswana, eSwatini, Lesotho and Namibia, because of the free movement of goods between customs union member countries from a customs point of view as well as SADC countries, mainly due to free trade - subject to rules of origin. Exports of vehicles and automotive components to African countries followed a similar trend as total commodity exports for the same reasons mentioned above. Apart from vehicles, automotive component exports to countries in Africa outside of SADC countries mainly focused on aftermarket parts such as tyres, filters and batteries. Typically, when a vehicle is exported, it creates opportunities for exports of replacement parts to service the vehicle.

Total exports from South Africa to African countries – 2020 (R million)

Country	Total export value	Automotive export value
1. Botswana	53 207.0	4 742.3
2. Mozambique	49 951.4	2 396.1
3. Namibia	43 532.9	5 274.5
4. Zimbabwe	36 250.3	3 507.8
5. Zambia	27 937.9	2 664.1
6. eSwatini	18 937.6	1 295.2
7. Lesotho	17 021.7	898.0
8. Democratic Republic of Congo	12 715.2	1 108.9
9. Kenya	7 398.8	1 119.9
10. Nigeria	6 595.2	616.3
11. Malawi	6 445.5	668.8
12. Ghana	5 694.9	1 041.3
13. Angola	5 682.3	364.2
14. Tanzania	5 459.5	614.6
15. Mauritius	4 669.2	290.1
16. Madagascar	1 807.5	200.1
17. Ivory Coast	1 756.6	270.6
18. Uganda	1 638.1	306.8
19. Senegal	1 493.0	116.2
20. Mali	1 265.1	99.0
21. Guinea	1 187.8	103.2
22. Egypt	1 180.5	53.9
23. Cape Verde	852.5	845.4
24. Republic of Congo	850.7	14.0
25. Ethiopia	778.2	136.9
26. Seychelles	763.8	30.2
27. Cameroon	763.2	71.0
28. Djibouti	678.3	57.2
29. Rwanda	597.9	18.0
30. Gabon	547.3	163.6
31. Burkina Faso	526.1	30.0
32. Togo	505.2	50.5
33. Morocco	433.8	57.8
34. Algeria	421.3	1.1
35. Mauritania	326.0	32.1
36. Sierra Leone	324.8	22.3
37. Sudan	230.8	0.6
38. Somalia	192.5	9.2

39. Eritrea	165.3	8.7
40. Liberia	160.8	9.5
41. Benin	151.2	24.4
42. Burundi	137.5	13.3
43. Niger	97.4	5.7
44. Tunisia	85.8	35.3
45. Comoros	65.4	0.1
46. Gambia	61.7	11.2
47. Equatorial Guinea	60.2	31.5
48. Libya	57.0	-
49. South Sudan	46.8	-
50. Chad	23.9	1.9
51. Central African Republic	15.5	0.5
52. Guinea-Bissau	9.4	-
53. Sao Tome and Principe	2.9	0.6
Total	**324 645.6**	**29 632.4**

Source: AIEC, SARS

The following table reveals that, apart from Nigeria as a major country of origin for crude oil, South Africa's top import countries of origin from Africa in 2020 were member countries of SACU as well as SADC countries. With the exception of South Africa, sub-Saharan African countries remain extremely reliant on imports and export very little. Automotive imports from Africa to South Africa, amounting to R1,6 billion, were relatively small in the context of total automotive imports of R127,5 billion under the APDP in 2020.

Total imports into South Africa from African countries – 2020 (R million)

Country	Total import value	Automotive import value
1. Nigeria	35 237.7	0.1
2. eSwatini	17 943.4	26.3
3. Namibia	12 128.3	17.6
4. Mozambique	10 754.1	7.1
5. Ghana	8 408.3	3.8
6. Botswana	6 680.0	1 303.6
7. Lesotho	4 000.3	43.6
8. Mauritius	2 489.7	7.8
9. Zambia	2 256.7	15.9
10. Zimbabwe	1 842.2	8.4
11. Madagascar	1 346.3	0.1
12. Egypt	1 133.9	21.4
13. Morocco	1 037.4	108.9
14. Angola	981.3	6.2
15. Democratic Republic of Congo	837.8	1.3
16. Ivory Coast	811.0	0.2
17. Tunisia	772.9	26.8
18. Malawi	744.9	0.5
19. Togo	647.8	0.1
20. Tanzania	452.0	1.8
21. Kenya	329.5	2.1
22. Uganda	323.6	0.5
23. Algeria	150.3	-
24. Ethiopia	96.2	0.4
25. Cameroon	67.4	0.3
26. Seychelles	50.5	-
27. Gabon	46.4	-
28. Senegal	32.1	0.1
29. Benin	21.3	-
30. Rwanda	17.5	0.1

31. Sierra Leone	16.1	0.7
32. Mauritania	13.2	0.1
33. Guinea	10.1	-
34. Liberia	7.2	0.4
35. Djibouti	5.9	-
36. Congo	5.8	0.1
37. Niger	4.3	-
38. Burundi	4.0	-
39. Guinea-Bissau	3.8	-
40. Gambia	3.3	-
41. Sao Tome and Principe	2.6	0.1
42. Burkina Faso	2.1	-
43. Mali	1.3	-
44. Eritrea	1.2	0.3
45. Sudan	1.0	-
46. Somalia	1.0	-
47. Comoros	0.9	-
48. Chad	0.4	-
49. Equatorial Guinea	0.1	-
50. South Sudan	0.1	-
51. Cape Verde	0.1	-
Total	**123 237.6**	**1 606.7**

Source: AIEC, SARS

C. AfCFTA

The African Continental Free Trade Area (AfCFTA) holds enormous potential benefits for South African expansion into new markets in West, East, and North Africa, notably in value-added products, and could serve as a catalyst to economic growth and investment in the country. The AfCFTA represents a $3.4 trillion economic bloc and will be important to drive Africa's economic growth. The liberalised trade regime has the potential to enable Africa to significantly enhance intra-Africa trade and establish an integrated market. Intra-African investments, in particular, can be conducive to structural transformation and regional integration in that they can underpin African trade and its industrial contents, enable economies of scale, and facilitate entry into regional and global value chains.

The importance of regional integration in Africa is premised on the conviction that it can play a pivotal role in diversifying economies away from over-dependence on the export of a few commodities, which characterises a number of African economies. Economic cooperation and regional integration can therefore contribute to the continent's economic development and poverty alleviation. This is gaining even greater importance in view of the Covid-19 global pandemic, as regional integration, particularly through the implementation of the AfCFTA, is expected to contribute to the economic recovery from the crisis.

Regional integration is a key priority for the African Union (AU) under the New Partnership for Africa (NEPAD), "Agenda 2063", and the regional economic communities (RECs). The African Development Bank (AfDB) and the United Nations Economic Commission for Africa (ECA) are both mandated to support regional integration in Africa, in line with AU's Agenda 2063. Specifically, regional Integration brings the AfDB's High Five objectives (High 5s) together in support of the AU Vision for 2063 to capitalise on opportunities. These include:

(i) larger, more attractive markets;
(ii) linking landlocked countries to regional African markets and beyond;
(iii) support for intra-African trade and investment;
(iv) an improved business environment for private sector investment and know-how; and
(v) broader economic and human development benefits that come from the free flow of people, ideas, cultures, skills development, and general sharing of knowledge and information.

The AfCFTA will not be implemented in a vacuum, it requires the political leadership of countries party to the agreement. Regional leaders such as South Africa, Nigeria, and Egypt, amongst others, will have a bigger role to play regarding a successful outcome of the agreement. Up to February 2021, 54 of the 55 African Union member countries, excluding Eritrea, signed the AfCFTA, while 36 countries have ratified the agreement. The AfCFTA targets 90% of the scheduled tariffs of participating members being liberalised to zero over a five-year period for more advanced economies, and 10 years for less developed nations. The tariff phase-down will happen in equal instalments. An additional 7% of sensitive tariff lines will be liberalised over 10 years, and 3% of tariff lines can be excluded. The rules of origin, an essential step for determining which products should be subject to tariffs and duties, has, amongst others, not been completed for the automotive industry yet.

The AfCFTA offers an opportunity for Africa to confront significant trade and economic development challenges. These challenges include market fragmentation, small national economies, over-reliance on primary commodity exports, narrow export base, lack of export specialisation, under-developed regional value chains and high regulatory and tariff barriers to trade. The AfCFTA could only prove effective should there be an increase in "productive investments" with improvements in productive capacity. This will assist to attract businesses, to attract foreign direct investment and to create more jobs. Ultimately, these trade benefits and the development of regional value chains will require competitive firms which, in turn, is reliant on productive investment. These gains would come, in part, from decreased tariffs, which remain stubbornly high in many countries in the region. Even greater gains would come from lowering trade costs by reducing non-tariff barriers and improving hard and soft infrastructure at the borders – the so-called trade facilitation measures.

Africa currently contributes only about 2% to global manufacturing and 3% to global trade. It is recognised that economic integration is not an event, but rather a process. Currently, intra-Asia trade is at 52%, intra-North America trade is at 50%, intra-Europe trade is at 70%, while intra-Africa trade is between 15% and 18%. The key to enhancing manufacturing in Africa is to improve intra-African trade. The vision for intra-Africa trade is the free movement of made-in-Africa products. Producing more of what Africa consumes and consuming more of what Africa produces will facilitate the development of supply chains that will offer small companies and small countries opportunities to leverage their strengths and specialisations, and feed into large value chain networks that create more value through production, processing and distribution. The aim is to achieve a qualitative shift in the nature of intra-African trade and not merely a conduit for increased trade between African countries of goods imported from elsewhere.

The AfCFTA aims to increase Africa's presence in the global economy by improving intra-Africa trade flows and attracting FDI, whilst it is also aimed to deliver significant welfare gains, GDP, employment, and a reduction of Africa's trade deficit. The United Nations Economic Commission for Africa estimates that the AfCFTA can double intra-Africa trade in five years, which bodes well for South Africa. The World Bank stated that the AfCFTA could enhance regional income by 7%, or US$450 billion, by 2035. If fully implemented, the arrangement also has the potential to lift 68 million people out of moderate poverty and 30 million people out of extreme poverty over the same period.

It is likely that South Africa will be a destination of choice in Africa as one of the continent's most diverse economies with its advanced infrastructure, sophisticated capital markets and developed manufacturing capacity. South Africa is the ideal location for any company wanting to reach the continental market with greater effectiveness from a cost and logistical point of view.

D. African infrastructure challenges

The potential benefits of the AfCFTA, notwithstanding the agreement, faces long-standing obstacles. These include poor infrastructure, unfriendly regulatory regimes and trade laws, border bureaucracy, red tape, and insufficient access to trade information. These obstacles have kept logistics costs high.

Soft and hard infrastructural development is pivotal to all aspects of social and economic transformation. However, inadequate infrastructure remains a major impediment for Africa in realising its full economic growth potential. For instance, a mere 38% of Africa's population has access to electricity, the penetration rate for internet is under 10% while only 25% of the continent's road network is paved. Studies have demonstrated that poor port, road, and rail facilities add between 30% and 40% to the costs of goods traded between African nations, adversely impacting private sector development as well as the flow of – and benefits from – foreign direct investment. Rapid population growth places further pressure on existing infrastructure and resources, which are often obsolete and poorly maintained as it is.

Transport and logistics links in Africa remain costly and unreliable, especially for reaching remote communities. It cost about twice as much to transport goods by road than by sea while moving goods by road also bring about extra challenges in areas where roads are not in a good condition, or where border posts result in delays to goods reaching their destination. Most African countries have poor infrastructure with small markets and a shallow industrial base. Infrastructure is necessary for access to energy and transport networks while soft infrastructure, such as information technology systems at border posts, will reduce waiting times. Without the development of infrastructure across the continent and across national boundaries the continent is not going to benefit from the AfCFTA and therefore it requires the attention of all policymakers.

In the wake of Covid-19, infrastructure investments will be key to reigniting Africa's economic growth and development The continent also needs to address its substantial infrastructure deficit. According to the African Development Bank, the infrastructure funding gap is in excess of US$100 billion a year. The continuous development and maintenance of transport is vital to supporting demand growth, which is being fuelled by the continent's youthful and increasingly urbanising population. The focus for all countries should therefore be to facilitate investment toward reducing costs, mainly through implementing infrastructure.

Nevertheless, all these factors contribute to Africa being one of the world's fastest growing economic hubs. The continent has made its response to the demand for key infrastructure a priority, which translates into exciting opportunities for local and global investors alike. While inadequate infrastructure may be the primary challenge to achieving Africa's long-term development goals, it also creates considerable opportunities for investors to fund the provision and upkeep of physical infrastructure assets such as ports, railway lines, toll roads, power stations, hospitals, and broadband ICT. In the past, the risk attached to such large-scale and complex infrastructure projects appeared to override the potential returns for investors. However, with shifting global trade relations, alongside Africa's rising income levels, expanding young demographic profile, and a current trend towards portfolio diversification and new frontiers of growth, investment in African infrastructure is becoming progressively appealing.

E. Africa automotive prospects

Vehicle production in Africa declined by a massive 35,3%, from 1,11 million units in 2019 to 720 156 units in 2020. The continent's market share comprised 0,93% of global vehicle production in 2020. South Africa with 447 218 units, accounted for 62,1% of Africa's total vehicle production in 2020, while Morocco with 248 430 units, and Egypt with 23 754 units accounted for the balance. Regarding passenger car production, South Africa, with 238 216 units, surpassed Morocco at 221 299 units in 2020 after trailing Morocco in 2018 and 2019.

New vehicle sales in Africa declined by 22,6% from 1,18 million units in 2019 to 912 863 units in 2020. In South Africa, new vehicle sales declined year-on-year by 29,2% in 2020, and in Morocco, sales declined by 19,7%, while sales in Egypt reflected an increase of 28,8% due to the deflation of the local currency in 2020. South Africa remained the dominant market on the African continent and accounted 41,7% of total African new vehicle sales. The estimated vehicle parc in Africa was in the order of 53 million units, and the motorisation rate at 45 vehicles per 1 000 persons, which is significantly below the global average of 203 vehicles per 1 000 persons. The following tables reveal Africa's vehicle production and sales for 2019 and 2020, as well as the vehicle production and sales for the top three countries in Africa for 2019 and 2020.

Africa vehicle production and new vehicle sales – 2019 to 2020

	2019	2020	% Change 2020/2019
Vehicle production	1 113 651	720 156	-35,3%
Vehicle sales	1 179 925	912 863	-22,6%

Source: OICA

Vehicle production and sales – top African countries – 2019 to 2020

Country	Vehicle production		Vehicle sales	
	2019	2020	2019	2020
South Africa	631 921	447 218	536 612	380 206
Morocco	403 218	248 430	165 916	133 308
Egypt	18 500	23 754	170 568	219 732

Source: OICA

The AfCFTA is a game-changing economic initiative which will enable greater industrialisation by creating regional production hubs to serve the entirety of Africa. The continent is often referred to as the "factory of the future". From an automotive perspective, ultimately regional markets will trade vehicles and components. In this context, OEMs will play a critical role in developing regional value chains and to increase technological content of a domestic automotive industry, by fostering localisation of production of tier 1, 2 and 3 suppliers. With an integrated market under the AfCFTA, abundant labour force, a wealth of natural resources, and a growing middle class, African countries are increasingly turning their attention to support the emergence of their automotive industries. However, unlocking the great potential on the continent requires an accommodative regulatory and policy environment. The essence of a successful automotive development policy is to induce the OEM into a dynamic investment path that moves, over time and with achievable volumes of demand, from semi-knocked down (SKD - light manufacturing) to completely knocked-down (CKD - significant industrialisation) to integrated production plants (advanced manufacturing).

There are considerable economic benefits to having a fully-fledged integrated automotive manufacturing sector. It requires advanced manufacturing technologies, while it also creates a deep value chain and skilled employment. It will be in South Africa's national interest to develop the new car market in Africa and to be part of a larger automotive regional production system.

The independent African Association of Automotive Manufacturers (AAAM) was established in November 2015. It is the only African body focusing on the expansion and deepening of the automotive industry across the continent, by working with governments to shape and implement policies that will attract investors, unlock the economic potential of the continent, and align a global network of stakeholders committed to the development of the automotive industry in Africa. The AAAM is assisting partner country governments to develop work programmes to unlock these. The aim is the establishment of a sub-Saharan African automotive development plan or Automotive Pact, built around South Africa, Ghana, Nigeria, Kenya, Egypt, and potentially, one or two other larger economies. The proposed African Automotive Pact is one way of ensuring greater cooperation between key African countries in efforts to develop both the consumer market on the continent – in part by addressing the large level of second-hand car imports – and also to increase the production capacity across a few hubs in south, east, west, and north Africa, and drawing in components from a wider pool of countries. The potential growth up to five-million vehicles sold in Africa by 2035 requires the implementation of effective and progressive automotive policies and ecosystems across the continent where hub countries and regions will assemble vehicles, supported by surrounding economies sharing in the value chain.

The AAAM aims to fast-track the development of bilateral automotive subsector agreements between a core group of countries under the larger AfCFTA, with the support of the AfCFTA Secretariat. Most important in such bilateral agreements is to enable less industrialised member States to develop and fully integrate into the automotive value chain. Rules of origin are the “basic concept” to kick-start African industrialisation. The AfCFTA allows for preferential access for member States, provided they have obtained a certain level of local production of local content. This is critical. If this is not done, a country would open its economy to other countries, which would be very destructive for countries trying to industrialise. Rules of origin are essential administrative building blocks to ensure there is indeed industrialisation. Clear definitions are required of what the necessary local content is, what processes are accepted or not, what the accumulation rules are, and what certification should be accepted. The manufacture of vehicles requires sophisticated and complex customs and administration systems. The AAAM envisages establishing vehicle manufacturing hubs in selected countries, with neighbouring countries then becoming part of the value chain through, for example, the supply of semi-processed raw materials or component manufacturing. More efficient supply chains will make countries’ products more competitive, open up access to new markets and trade routes and increase their national economic resilience. Harmonised African automotive standards are also essential for the long-term success of the Auto Pact.

According to the AAAM, the concept of an African Auto Pact provides a very concrete example of how such an Industrial Partnership Agreement (IPA) could work. The essence of an IPA is for groups of African economies to build the complex environment for modern industrialisation in a detailed and collaborative sectoral production and trade system, rather than this being done economy by economy and in some ill-defined concept of industrialisation. What is at the heart of an IPA is to see industrialisation in Africa, within the modern context defined above, as requiring the development of both a production and trade system within Africa rather than being solely a process of opening up market access. This focuses attention on the wider environment of infrastructure, investment and institutions that are essential for industrialisation. It considers very real and specific sectoral differences. The Auto Pact would be a plurilateral agreement within the IPA umbrella and members would self-select in regard to participation. Such agreements exist in the WTO system. With regards to the automotive sector, member States could then trade within the AfCFTA market access provisions or in terms of the plurilateral Auto Pact agreement.

South Africa is the only country in sub-Saharan Africa where vehicle manufacturing has reached the scale able to drive a cumulative process of linkage building. The country, with its expertise and geographic advantage is ideally placed to benefit from the increased demand for vehicles, semi-knocked down (SKD) kits and automotive components on the continent. South Africa is playing a mentoring and knowledge-sharing role for African countries in terms of car assembly operations in their industrialisation policies. To this end, the AAAM is currently assisting a number of African countries with the formulation of automotive development policy options aimed at replicating a similar South African automotive ecosystem involving OEMs, suppliers, financiers, government, and other relevant industry role-players in prospective African countries. This would support an industrialisation automotive pact as successfully implemented in other large regional groups such as the Association of Southeast Asian Nations (ASEAN).

F. Relevance of Africa for the South African automotive industry

Africa comprised the domestic automotive industry's second largest export region in 2020, accounting for R29,63 billion, or 16,9% of the country's total automotive exports of R175,7 billion. The success of the South African automotive industry, therefore, is closely linked to the fortunes of the African continent.

Total automotive exports to Africa declined by R2,26 billion, or 7,1%, from R31,90 billion in 2019 to R29,63 billion in 2020. Automotive component exports into the continent declined by 2,7%, from R12,93 billion in 2019 to R12,58 billion in 2020. Vehicle exports to African countries declined from 23 382 units in 2019 to 16 988 units in 2020, while the value of vehicle exports declined year-on-year by 10,1%. The following table reveals total domestic automotive exports to Africa by product category from 2016 to 2020.

Exports to Africa by product category – 2016 to 2020

Product category	2016	2017	2018	2019	2020
Total (R million)	**31 277.3**	**29 721.1**	**31 689.1**	**31 895.5**	**29 634.7**
Air conditioners	46.3	37.7	32.4	34.6	31.4
Alarm systems	89.3	68.1	64.7	78.4	65.7
Automotive glass	89.5	84.6	85.6	94.5	250.0
Automotive tooling	333.3	373.0	352.7	313.9	69.5
Axles	61.5	85.5	161.9	108.0	356.0
Batteries	328.1	383.7	415.1	376.5	147.1
Body parts / panels	134.8	106.4	145.3	132.5	198.7
Brake parts	198.2	192.2	192.1	212.7	19.6
Car radios	18.6	29.8	17.1	18.1	165.7
Catalytic converters	110.3	112.5	147.0	155.8	145.8
Clutches / shaft couplings	105.2	115.3	128.7	142.4	785.8
Engines	493.4	636.6	606.0	548.3	438.9
Engine parts	815.7	827.4	902.5	882.7	313.4
Filters	308.9	347.2	364.7	372.0	143.6
Gaskets	131.1	118.2	113.3	117.8	437.7
Gauges / instruments / parts	441.0	444.5	445.2	474.7	108.7
Gear boxes	93.9	96.8	141.3	148.4	94.9
Ignition / starting equipment	204.9	208.1	211.8	233.1	242.6
Jacks	27.0	24.2	28.8	30.9	29.1
Lighting equipment / parts	108.1	117.7	132.3	128.4	114.5

Radiators / parts	88.2	104.9	110.8	102.4	2.7
Road wheels / parts	80.7	67.7	70.0	78.3	109.3
Seats	16.8	20.2	22.1	27.1	55.4
Seat belts	6.0	6.6	6.4	6.2	6.0
Shock absorbers / suspension parts	82.5	92.5	119.5	129.2	22.4
Silencers / exhausts	15.3	15.9	17.3	16.5	108.4
Springs	20.9	23.7	23.7	22.8	14.3
Steering wheels / columns / boxes	26.2	35.5	37.3	35.1	28.8
Stitched leather seats / parts	41.3	21.7	19.2	18.3	39.7
Transmission shafts	562.9	560.1	654.5	627.4	14.2
Tyres	1 619.2	1 607.7	1 486.6	1 278.4	704.4
Wiring harnesses	229.0	118.6	53.6	66.0	1 205.6
Other parts	5 798.2	6 076.1	5 814.3	5 913.9	6 048.7
Light vehicles	14 566.8	12 980.2	14 324.7	14 579.4	13 125.2
Medium / Heavy vehicles	3 984.2	3 580.2	4 240.6	4 390.8	3 927.1

Source: AIEC, SARS

G. Vehicle exports

The domestic automotive industry continues to capitalise on the various trade arrangements enjoyed by South Africa that enhance exports. Europe, accounting for a substantial 197 355 of vehicle exports in 2020, or 72,8% of the total, dominated as a region. Africa remains a priority focus for the domestic automotive industry but represents a challenging market for OEMs as there is little demand for new cars. South African vehicle exports to Africa declined since 2018 but the continent's medium- to long-term potential remains positive, representing a potentially lucrative market, in close proximity, to South Africa. The following table reveals that vehicle exports to all major regions declined from 2019 to 2020 as Covid-19 weighed in on economies, and consequently demand, all around the world in 2020.

Changing composition of South African vehicle exports by major regions: 2016 to 2020

						% change
Region	**2016**	**2017**	**2018**	**2019**	**2020**	**2020/2019**
Europe	196 727	190 503	233 772	285 599	197 355	-30.9%
Asia	46 665	52 827	50 277	39 879	29 440	-26.2%
Africa	21 505	21 847	23 988	23 382	16 988	-27.4%
Australasia	22 735	25 125	22 767	17 350	13 698	-21.1%
North America	52 024	43 393	13 037	13 540	9 463	-30.1%
Central America	410	812	1 511	5 651	3 156	-44.2%
South America	4 750	3 588	5 787	1 691	1 188	-29.8%
Total	**344 816**	**338 095**	**351 139**	**387 092**	**271 288**	**-29.9%**

Source: **naamsa**/Lightstone Auto

It is recognised that demand for motor vehicles in Africa is highly income elastic. Key growth drivers for new car sales include:

- economic growth rate
- a local manufacturing presence
- level of import duties
- a rising middle class
- a presence of high-net-worth individuals
- government's willingness to spend on infrastructure

The following table reveals that South Africa exported vehicle to 35 countries in Africa in 2020 with Ghana, followed by Kenya, Zimbabwe, Nigeria, and Mozambique the top destinations. Sales to Botswana, eSwatini, Lesotho, Namibia, which forms the Southern African Customs Union (SACU) along with South Africa, are not regarded or classified as an export unit since they are accounted for under South African new vehicle sales reporting.

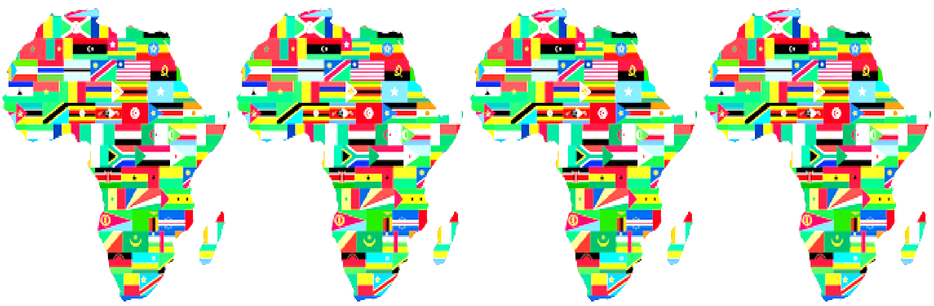
Top African destinations for light vehicles (passenger cars and light commercial vehicles) exported – 2016 to 2020

Country	2016	2017	2018	2019	2020
Ghana	3 139	3 718	2 747	3 205	2 124
Kenya	1 854	2 585	3 190	3 149	2 077
Zimbabwe	1 335	2 080	2 413	1 770	1 629
Nigeria	2 449	506	1 082	1 389	1 553
Mozambique	626	870	1 188	1 630	1 067
Zambia	1 225	1 671	2 324	1 542	1 055
Mauritius	1 191	1 554	1 705	1 348	748
Uganda	760	840	1 048	964	742
Tanzania	1 323	724	1 272	1 066	716
Ivory Coast	379	535	639	723	709
Malawi	567	629	718	858	546
Libya	0	0	0	24	499
Reunion	256	310	277	912	476
Gabon	551	539	459	592	398
Ethiopia	709	841	379	336	372
Madagascar	971	412	487	196	342
Angola	209	220	793	694	286
Senegal	262	282	317	548	190
Democratic Republic of Congo	147	352	132	165	146
Cameroon	158	13	159	101	121
Egypt	0	0	0	0	118
Togo	26	40	58	90	96
Tunisia	24	151	108	158	88
Benin	155	484	463	586	82
Morocco	127	86	100	32	77
Mauritania	243	236	87	80	53
Republic of Congo	21	204	22	74	24
Seychelles	44	94	90	76	21

Liberia	32	67	28	8	17
Gambia	19	0	0	0	15
Rwanda	246	321	280	111	14
Cape Verde	30	17	22	5	11
Djibouti	105	158	208	31	10
Burundi	15	5	0	6	6
Burkina Faso	27	35	3	26	2
Algeria	986	121	12	0	0
Sudan	75	58	52	70	0
Niger	86	46	0	5	0
Guinea	81	9	0	10	0
Mali	0	30	0	0	0
Chad	0	14	0	0	0
Central African Republic	11	0	0	0	0
Eritrea	0	10	0	0	0
Somalia	0	0	0	10	0
Total (units)	**20 464**	**20 867**	**22 862**	**22 557**	**16 430**

Source: **naamsa**/Lightstone Auto

The following table reveals that the main export destinations for trucks and buses have consistently been South Africa's neighbouring countries in the Southern African Development Community (SADC) region, which is a free trade area. Zimbabwe was the overall top destination for all truck and bus exports in 2020, this included extra-heavy commercial vehicles and heavy commercial vehicles. The top destination for the exports of medium commercial vehicles was Mozambique, and Kenya was the top destination for buses.



Top destinations and region for medium, heavy commercial vehicles and buses exported – 2016 to 2020

Country	2016	2017	2018	2019	2020
Zimbabwe	294	181	277	294	180
Mozambique	201	227	304	199	150
Zambia	165	210	189	194	62
Malawi	64	92	47	28	61
Mauritius	15	20	65	31	34
Kenya	55	54	23	0	27
Mauritania	0	0	12	15	14
Tanzania	201	173	94	52	12
Uganda	43	19	111	6	11
Madagascar	0	0	1	0	7
Angola	2	0	0	6	0
Turkey	0	0	6	0	0
Saudi Arabia	2	0	4	2	0
Republic of Congo	0	0	2	0	0
Algeria	0	0	1	0	0
Australia	2	4	0	0	0
New Zealand	0	4	0	0	0
Seychelles	1	2	0	0	0
Brazil	5	0	0	0	0
Ghana	0	1	0	0	0
St Helena	0	1	0	0	0
United Arab Emirates	0	1	0	0	0
USA	0	1	0	0	0
AFRICA	**1 041**	**980**	**1 126**	**825**	**558**
Total (units)	**1 050**	**990**	**1 136**	**827**	**558**

Source: **naamsa**/Lightstone Auto

The following table reveals the main export destinations for the various vehicle segments as well as the top South African exporting companies under each segment.

Vehicle exports into Africa by segment – 2020

Segment	Top 3 countries	Top 3 exporters	Units exported
Passenger cars	Reunion Mauritius Ghana	Toyota VWSA Honda	1 890 units
LCVs	Ghana Kenya Nigeria	Toyota Isuzu Nissan	14 540 units
MCVs	Mozambique Malawi Zimbabwe	Toyota Isuzu Daimler Trucks & Buses	139 units
HCVs	Zimbabwe Kenya Mauritius	UD Trucks Isuzu Toyota	118 units
XHCVs	Zimbabwe Mozambique Zambia	Volvo Group UD Trucks Scania	284 units
Buses	Kenya Malawi Zimbabwe	Isuzu Scania MAN	17 units
Total units			**16 988**

Source: **naamsa**/Lightstone Auto

H. Regional integration

The Africa Regional Integration Index 2019 report observed that among the eight regional economic communities (RECs) recognised by the African Union (AU), the East African Community (EAC) scored highest for overall integration, with the Southern African Development Community (SADC) coming last. No African country can be considered well integrated into its region. Overall, the Index shows that the levels of integration on the continent are relatively low with an average score of 0,327 out of 1. Even the most integrated country, South Africa, scores 0,625 out of 1 on the scale. The report found that much more needs to be done to integrate regional economies to make them more resilient to shocks such as the current Covid-19 pandemic.

For Africa to succeed in its long-standing efforts towards closer economic integration, the following recommendations should be considered:

- Improve regional networks of production and trade by enhancing countries' productive, distributive, and marketing capacities;
- Build innovative, regional value-chain frameworks in different sectors using improved technology, higher-quality inputs, and updated marketing techniques;
- Fully implement the AfCFTA to remove tariff and non-tariff barriers, which remain a major challenge for regional integration;
- Enhance African workers' competencies to match the technology and production capacities of today and tomorrow to succeed in the global economy;
- Improve infrastructure through increased public-private partnerships, tapping into national resources and using regional and global infrastructure development funds and other innovative financing tools, accompanied by rigorous competition and transparency in procurement and construction processes; and
- Implement the Protocol on the Free Movement of People, which will enhance economic growth through increased opportunities for tourism, trade and investment, human capital mobility, and allow firms to find skills more easily, in turn driving productivity.

The current long-standing regional integration initiatives between the countries of southern Africa include the Southern African Customs Union (SACU) with the member states of Botswana, eSwatini (formerly Swaziland), Lesotho, Namibia and South Africa, and a free trade area among the SADC countries.

The following table reveals the South African automotive industry's exports to the eight regional economic communities (RECs) in 2020, with SADC topping the list.

South African automotive exports to the eight African RECs – 2020 (R million)

REC	Member countries	Export value
Arab Maghreb Union (AMU)	Algeria, Libya, Mauritania, Morocco and Tunisia	**126.3**
Community of Sahel-Saharan States (CENSAD)	Benin, Burkina Faso, Central African Republic, Chad, the Comoros, Côte d'Ivoire, Djibouti, Egypt, Eritrea, Gambia, Ghana, Guinea-Bissau, Libya, Mali, Mauritania, Morocco, Niger, Nigeria, Senegal, Sierra Leone, Somalia, the Sudan, Togo and Tunisia.	**2 648.0**
Common Market for Eastern and Southern Africa (COMESA)	Burundi, the Comoros, the Democratic Republic of Congo, Djibouti, Egypt, Eritrea, eSwatini, Ethiopia, Kenya, Libya, Madagascar, Malawi, Mauritius, Rwanda, Sudan, Seychelles, Uganda, Zambia and Zimbabwe.	**11 470.6**
East African Community (EAC)	Burundi, Kenya, Rwanda, South Sudan, Tanzania And Uganda	**2 073.2**
Economic Community of Central African States (ECCAS)	Angola, Burundi, Cameroon, Central African Republic, Chad, Congo, Democratic Republic of the Congo, Equatorial Guinea, Gabon, Rwanda and Sao Tome and Principe.	**678.6**
Economic Community of West African States (ECOWAS)	Benin, Burkina Faso, Cabo Verde, Côte d'Ivoire, Gambia, Ghana, Guinea, Guinea Bissau, Liberia, Mali, Niger, Nigeria, Senegal, Sierra Leone and Togo.	**2 400.2**
Intergovernmental Authority on Development (IGAD)	Djibouti, Ethiopia, Eritrea, Kenya, Somalia, the Sudan, South Sudan and Uganda.	**1 639.3**
Southern Africa Development Community (SADC)	Angola, Botswana, the Democratic Republic of Congo, eSwatini, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Seychelles, South Africa, Tanzania, Zambia and Zimbabwe.	**24 052.0**

South African automotive exports to SADC comprised 81,2%, or R24,06 billion of its total R29,63 billion of automotive exports to the African continent in 2020. In view of the overlapping trade arrangements of various countries, in particular SADC countries being part of other RECs such as COMESA, automotive exports to COMESA amounted to R11,47 billion in 2020.

Regional market development, as one of the six key pillars under the SAAM 2021-2035, is a strategic imperative for the South African automotive industry and one of the cornerstones for increased vehicle and automotive component exports into Africa. The benefits of regional integration include freer movement of goods, increased levels of intra-regional trade, exposure to a larger market, and economic development. The SADC-FTA was launched in 2008, when 85% of the tariff lines became duty-free. South Africa's participation in SADC, comprising 15 sub-Saharan African countries, allows access to a market of approximately 354 million people and an estimated regional GDP of US$600 billion. The current rules of origin for SADC in terms of vehicles is a maximum of 60% imported content (40% local content), expressed as a percentage of the ex-works price, plus a completely knocked down (CKD) assembly rule. For automotive components, the rule is a maximum of 50% imported content. Currently, Angola and the Democratic Republic of Congo remain outside the agreement, but Angola has sought accession to the SADC Protocol on Trade during 2020, proposing a tariff phase down on 90% of its tariff lines over 10 years.

In addition to CBU and automotive component exports, South Africa has also been expanding its footprint in Africa by starting to export semi-knocked-down kits for assembly in some countries. The challenge for South Africa is to offer regional markets an alternative proposition to the importation of used vehicles.

SADC countries have consistently featured as top export destinations for automotive products over the past three decades, mainly due to close proximity, relatively easy access by road and rail, and free trade - subject to rules of origin. Exports of automotive products to seven of the 15 countries within SADC exceeded the R1 billion level in 2020. Total automotive exports to SADC declined by R2,82 billion, or 10,5%, from R26,88 billion in 2019 to R24,95 billion in 2020. The decline can mainly be attributed to the year-on-year decline in new vehicle sales of 23,4% in South Africa's customs union partners in SACU, resulting in the decline of exports to these four countries from R14,32 billion in 2019 to R12,21 billion in 2020. The following table reveals total automotive exports to SADC by product category from 2016 to 2020.

Exports to SADC by product category – 2016 to 2020

Product category	2016	2017	2018	2019	2020
	27 279.5	**25 560.6**	**27 100.9**	**26 879.0**	**24 055.0**
Air conditioners	45.5	35.3	28.7	29.2	29.0
Alarm systems	71.7	58.7	58.6	70.2	51.6
Automotive glass	85.5	81.2	81.3	80.6	211.1
Automotive tooling	242.6	287.0	302.1	252.8	66.7
Axles	57.4	80.3	156.2	104.2	350.2
Batteries	326.3	381.0	412.6	374.4	140.5
Body parts / panels	129.4	98.3	140.2	123.2	182.5
Brake parts	180.4	177.7	184.5	193.2	19.0
Car radios	17.5	28.9	16.6	17.6	145.5
Catalytic converters	80.1	99.0	133.5	138.7	135.4
Clutches / shaft couplings	98.0	109.0	122.8	131.2	688.4
Engines	468.2	616.8	590.9	532.1	429.2
Engine parts	721.3	751.9	828.3	772.6	295.1
Filters	279.0	317.3	342.2	319.1	127.6
Gaskets	120.1	105.6	103.9	110.0	380.6
Gauges / instruments / parts	381.4	384.3	386.7	412.0	101.9
Gear boxes	86.8	89.0	131.4	137.6	89.2
Ignition / starting equipment	192.8	199.4	204.0	222.4	230.1
Jacks	24.1	20.3	23.8	28.1	22.5
Lighting equipment / parts	98.6	106.6	118.6	116.2	101.5
Radiators / parts	83.0	90.9	106.4	91.9	99.8
Road wheels / parts	76.9	65.4	67.1	75.7	51.4
Seats	15.6	18.7	20.7	26.3	5.7
Seat belts	5.2	6.3	6.1	5.9	21.2
Shock absorbers / suspension parts	80.3	90.5	114.4	118.4	106.3
Silencers / exhausts	14.5	15.1	16.4	13.6	13.0
Springs	19.0	23.0	23.1	22.1	28.5
Steering wheels / columns / boxes	24.6	33.8	34.9	33.9	37.6
Stitched leather seats / parts	41.1	20.4	18.7	17.1	13.3
Transmission shafts	485.2	485.2	599.0	556.8	623.1
Tyres	1 448.9	1 446.3	1 300.8	1 123.2	1 075.4
Wiring harnesses	225.6	117.8	52.9	63.9	60.3
Other parts	5 322.2	5 572.3	5 252.0	5 460.8	5 444.1
Light vehicles	11 953.8	10 022.7	10 951.4	10 752.0	8 829.0
Medium / Heavy vehicles	3 776.9	3 524.6	4 170.1	4 352.0	3 846.6

Source: AIEC, SARS

I. South African automotive exports to Africa by country

Africa represents a risky but lucrative and growing regional market as the next frontier of growth. With a potential 850 million consumers on the continent and a steady rise in consumer spending, the untapped demand on the continent is yet to be realised. However, low purchasing power, the absence of suitable vehicle financing options, and fierce competition from low-cost, unregulated imported used vehicles remain the main factors inhibiting new vehicle sales in Africa.

Despite its highly fragmented nature, the African automotive aftermarket is among the most promising in terms of potential growth. The new and used vehicles on the continent's roads today create demand for parts and accessories worth more than US$8 billion per year. The total demand in Africa for vehicles, automotive parts and accessories is growing 11% year-on-year and is estimated to be worth US$15,3 billion in 2020. The double-digit demand for parts in the continent is led by countries such as Nigeria, Ghana, South Africa, Kenya, Ethiopia, Tanzania, and Uganda. The continent is therefore becoming an increasingly significant market for global manufacturers of accessories and engine components such as bearings, brake pads, spark plugs and filters.

Global investors are progressively positioning themselves for the evolving growth and development throughout Africa in view of the following:

- US$3,4 trillion - Africa's collective GDP in 2020
- US$1,4 trillion - Africa's consumer spending in 2020
- 1,1 billion - The number of Africans of working age in 2040
- 50% - The portion of Africans living in cities by 2030
- 128 million - The number of African households with discretionary income in 2020
- 60% - Africa's share of the World's arable land

Growth is further sustained through:

- Rapid urbanisation
- The rise of the African middle-class
- Increasing productivity
- Increasing labour force
- Population by 2040 projected to be bigger than China's and India's
- Strong need for this massive future work force to be educated

Challenges on the continent include the following:

- Low levels of infrastructure development
- Human capital is under-developed and lack skills
- High unemployment and low employability
- Erratic income of the population
- Access to finance is problematic
- Intra-Africa trade low
- Low levels of industrialisation and diversification to tertiary industries
- 22,4 of the 33,4 million people living with HIV/AIDS are African (World bank)
- African logistics networks (road, rail, air and water) are severely under-developed
- Production of energy is very inefficient and limited by capacity
- Free trade agreements are not effective with many “political potholes”, such as lengthy paperwork and compliance issues.

Motor industry challenges

- Trade restrictions (bureaucracy and high duty rates)
- Production costs vs. ASEAN countries
- Inefficient logistics
- Impact of slow technological developments (fuel quality, standards, etc.)
- Skills (after sales support (ratio of technicians to vehicles 1:4 000)
- Parallel imports (grey and used vehicles)
- No green revolution (environmental impact)
- Disjointed vehicle compliance

Possible solutions

- Follow a targeted approach
  - Africa is not a single, homogenous market
- Focus on manufacturing
  - Sell more South African manufactured goods into Africa
  - Help create diversified economies by supporting African manufactured goods through preferential rates for intra-African trade
- Intra-Africa trade organisation
  - Facilitate trade between diversified economies
  - Countertrade with oil producing countries

    - Establishment of a “Trade Facilitation” structure
- Regional Market integration is key to attracting manufacturing industries
- First time new vehicle buyer age is reducing
- The online car market is attracting more youths

Recent developments in Africa of interest to the South African automotive industry is that Algeria has in 2020 announced its intention to unban the importation of new vehicles again. This presents a potential market access opportunity for the domestic automotive industry considering that Algeria was South Africa’s top African vehicle export destination up to 2015 at which time Algeria imposed restrictions of new vehicle exports. As far as SADC is concerned, Angola in 2020 applied for accession to join the SADC Protocol. The South African automotive industry exported 700 vehicles to Angola in 2019 and 286 vehicles in 2020 and along with automotive components the export value amounted to R563,3 million in 2019 and R364,2 million in 2020. Vehicle import duties into Angola are set at 20%, 30% and 40% for the different vehicle segments. Angola’s tariff offer, however, is to only start reducing import duties after year 10 of 12 as part of its proposed phase-down schedule.

Regarding potential non-tariff barriers experienced in Africa, the DTIC launched an Export Barriers Monitoring Mechanism (EBMM) on 31 August 2020 to serve as a single channel online service for companies to report and receive assistance in resolving export barriers. While the EBMM is open to receive barriers encountered in all markets, it will have a particular focus on smoothing trade with the rest of Africa. Increased levels of intra-Africa trade is a government priority. Exporters can log both tariff and non-tariff obstacles using an online form being developed for the department’s website, or by drafting an email to ExportBarriers@thedtic.gov.za.

It should be reiterated that doing business in Africa is a long-term commitment. It is recognised that there are no shortcuts and there is no certainty – financial or political. Businesses should expect ups and downs, but those who are prepared to listen to the experience of others and to solicit advice when necessary are likely to succeed. Strategic linkages forged over recent years could therefore result in realisation of major future export opportunities.

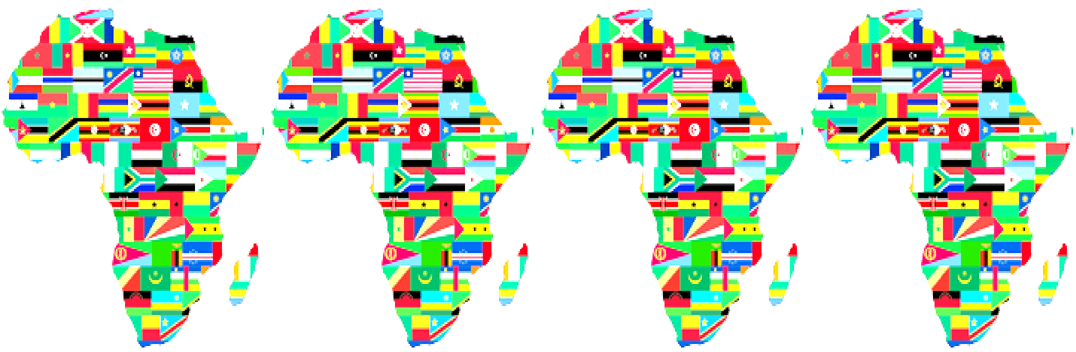
The following tables reveal the automotive export details for the 47 export destinations in Africa from 2016 to 2020. Vehicle production and vehicle sales for 2020, obtained from the International Organisation of Motor Vehicle Manufacturers (OICA), have been included for the respective countries, where applicable. Light and heavy commercial vehicle exports of South African manufactured vehicles have also been included in order to identify associated replacement parts exports to the respective countries. Export categories for which the export values **more than doubled** from 2016 to 2020 have been highlighted in green in the following tables.

South African automotive exports to Africa by country – 2016 to 2020 (R million)

	2016	2017	2018	2019	2020
1. Namibia	8 772.5	7 124.8	6 682.4	6 645.1	5 274.5
2. Botswana	5 309.1	4 702.9	4 828.9	5 240.4	4 742.3
3. Zimbabwe	2 395.7	2 560.5	3 460.2	3 053.3	3 507.8
4. Zambia	2 836.6	2 905.6	3 359.9	2 974.2	2 664.1
5. Mozambique	2 010.7	1 973.6	2 519.2	2 563.7	2 396.1
6. eSwatini	1 418.0	1 375.8	1 295.5	1 539.1	1 295.2
7. Kenya	928.1	985.8	1 152.7	1 206.1	1 119.9
8. Democratic Republic of Congo	820.2	1 027.6	1 295.2	1 232.6	1 108.9
9. Ghana	931.6	988.1	857.0	936.4	1 041.3
10. Cape Verde	3.7	101.6	223.8	570.9	845.4
11. Lesotho	1 149.6	1 552.7	1 076.6	1 068.0	898.0
12. Malawi	584.6	683.8	689.3	680.3	668.8
13. Nigeria	233.5	198.2	481.2	487.0	616.3
14. Tanzania	773.6	565.8	621.7	673.1	614.6
15. Angola	474.5	408.8	501.2	563.3	364.2
16. Uganda	257.2	269.5	392.6	285.3	306.8
17. Mauritius	404.6	411.0	461.3	397.9	290.1
18. Ivory Coast	194.4	240.0	217.8	242.2	270.6
19. Madagascar	261.6	223.6	277.8	201.3	200.1
20. Gabon	177.8	145.0	142.6	189.8	163.6
21. Ethiopia	268.5	255.1	140.3	192.6	136.9
22. Senegal	119.6	107.6	139.8	149.3	116.2
23. Guinea	37.0	46.9	54.4	50.4	103.2
24. Mali	31.4	87.4	48.3	59.3	99.0
25. Cameroon	51.6	17.1	42.1	63.7	71.0
26. Morocco	85.9	36.6	31.3	14.7	57.8
27. Djibouti	56.3	57.9	62.2	38.7	57.2
28. Egypt	90.4	34.7	26.8	22.2	53.9
29. Tunisia	8.1	34.7	27.5	49.0	35.3
30. Mauritania	9.9	28.2	14.8	8.2	32.1
31. Equatorial Guinea	2.4	0.5	1.3	1.0	31.5
32. Burkina Faso	31.0	72.7	38.5	72.1	30.0
33. Sierra Leone	29.2	53.3	36.4	46.7	22.3
34. Rwanda	90.1	95.3	125.4	65.3	18.0

35. Republic of Congo	20.0	20.8	31.8	28.5	14.0
36. Burundi	4.1	5.9	1.8	7.6	13.3
37. Gambia	5.7	7.8	2.2	12.2	11.2
38. Liberia	15.0	32.3	19.2	19.6	9.5
39. Somalia	16.9	5.3	6.0	7.4	9.2
40. Eritrea	10.0	8.7	10.7	10.9	8.7
41. Niger	1.4	1.1	1.1	13.4	5.7
42. Chad	1.6	4.3	0.6	0.6	1.9
43. Algeria	11.3	1.6	5.4	5.2	1.1
44. Sudan	79.9	2.5	1.8	1.8	0.6
45. Central African Republic	0.5	0.5	3.4	0.3	0.5
46. Lebanon	2.0	5.3	4.6	12.6	0.2
47. Comoros	5.0	0.9	0.3	0.1	0.1

Source: AIEC, SARS



1. NAMIBIA (Right-hand drive)
(Vehicle sales 2020 – 7 612 units)

Namibia	2016	2017	2018	2019	2020
Total (R million)	**8 772.5**	**7 124.8**	**6 682.4**	**6 645.1**	**5 274.5**
Light vehicles	5 016.0	3 814.7	3 545.3	3 372.4	2 427.8
	Similar sales as in South Africa, part of SACU				
Medium / Heavy vehicles	957.0	699.3	617.4	804.8	610.1
Other components	1 468.6	1 288.2	1 154.5	1 094.3	1 071.4
Tyres	335.2	348.8	298.9	286.8	238.6
Engine parts	187.9	176.8	191.6	197.3	147.0
Batteries	77.7	73.4	95.7	97.2	85.1
Transmission shafts / cranks	60.1	70.6	79.9	72.5	67.3
Filters	58.4	66.2	68.9	66.3	63.9
Ignition / starting equipment	46.0	45.1	53.8	48.0	54.0
Automotive glass	40.3	36.4	34.9	31.4	49.9
Engines	48.3	48.5	55.2	114.6	42.2
Clutches / shaft couplings	27.7	32.7	36.7	40.1	40.6
Gauges / instruments / parts	73.0	51.1	52.6	54.8	40.2
Body parts / panels	47.4	34.1	43.3	39.9	37.0
Brake parts	41.9	39.7	38.0	36.6	36.5
Automotive tooling	69.3	57.2	41.9	34.8	36.2
Lighting equipment / parts	33.3	38.5	45.9	41.6	32.8
Shock absorbers	25.4	27.7	29.3	32.5	25.9
Gear boxes	12.0	15.0	27.6	19.6	19.9
Gaskets	16.0	17.4	17.5	22.3	18.7
Radiators / parts	25.0	27.4	31.9	22.5	18.6
Axles	5.4	14.4	17.9	14.1	16.8
Catalytic converters	14.2	15.8	15.2	15.7	14.1
Steering wheels / columns / boxes	9.7	10.2	12.6	12.7	12.3
Road wheels / parts	28.8	20.3	20.2	17.2	12.1
Air conditioners	3.6	6.9	7.8	5.9	11.2
Wiring harnesses	3.8	5.3	9.3	10.5	11.0
Alarm systems	16.1	12.3	7.8	8.1	6.7
Car radios	4.3	7.5	7.6	5.3	5.5
Seats	4.3	4.6	4.5	4.9	4.5
Springs	2.7	4.0	4.0	4.0	4.4
Jacks	2.9	4.2	5.1	8.1	3.6
Silencers / exhausts	5.1	5.0	3.9	3.6	3.5
Stitched leather seats / parts	3.0	3.5	3.5	2.8	3.4
Seatbelts	2.0	1.9	2.2	2.2	1.6

2. BOTSWANA (Right-hand drive)
(Vehicle sales 2020 – 5 364 units)

Botswana	2016	2017	2018	2019	2020
Total (R million)	**5 309.1**	**4 702.9**	**4 828.9**	**5 240.4**	**4 742.3**
Light vehicles	2 701.1	2 005.5	2 261.6	2 509.4	2 263.7
	Similar sales as in South Africa, part of SACU				
Medium / Heavy vehicles	526.9	573.8	602.7	716.0	642.8
Other components	851.1	871.2	926.6	1 005.5	973.8
Tyres	260.7	292.1	213.7	200.3	177.7
Engine parts	111.9	106.9	100.3	87.7	78.4
Engines	51.9	165.3	87.1	77.1	58.2
Ignition / starting equipment	50.7	50.5	48.4	57.1	57.3
Transmission shafts / cranks	72.3	59.5	60.1	58.1	53.1
Gauges / instruments / parts	49.8	49.2	40.2	45.1	44.8
Filters	46.0	48.3	56.6	54.0	41.4
Batteries	42.5	49.5	56.2	57.6	35.3
Shock absorbers	15.3	15.0	31.4	38.6	32.0
Brake parts	37.9	28.7	32.0	35.8	31.6
Wiring harnesses	203.3	91.7	23.1	33.2	29.8
Clutches / shaft couplings	21.1	19.3	22.3	25.2	26.3
Automotive tooling	21.1	54.5	56.3	41.4	25.5
Catalytic converters	6.9	14.2	12.4	14.7	23.6
Lighting equipment / parts	19.3	19.7	20.5	21.7	20.2
Body parts / panels	44.3	23.1	20.8	21.6	16.8
Radiators / parts	17.6	21.9	18.1	17.4	15.0
Automotive glass	20.5	19.6	19.1	21.7	14.1
Gear boxes	44.2	32.0	31.1	13.8	11.6
Road wheels / parts	21.3	13.0	14.9	18.3	11.2
Gaskets	10.5	9.8	10.5	9.2	8.9
Car radios	4.5	12.9	5.2	7.9	8.7
Alarm systems	18.7	12.6	8.9	14.5	7.3
Axles	7.8	11.7	14.3	6.6	6.1
Steering wheels / columns / boxes	3.2	6.0	5.9	5.3	5.9
Seats	4.4	4.7	6.4	5.9	5.1
Air conditioners	4.0	6.8	6.3	2.8	4.6
Stitched leather seats / parts	8.0	4.3	6.7	6.1	3.4
Springs	3.5	4.6	3.0	3.5	2.5
Silencers / exhausts	4.0	2.1	3.5	2.4	2.3
Jacks	2.0	1.5	2.1	3.7	2.3
Seatbelts	1.0	1.3	1.0	1.2	1.0

3. ZIMBABWE (Right-hand drive)

Zimbabwe	2016	2017	2018	2019	2020
Total (R million)	**2 395.7**	**2 560.5**	**3 460.2**	**3 053.3**	**3 507.8**
Light vehicles	721.4	801.4	1 182.2	906.6	1 096.7
2016 – 2020 high volume light vehicle exports to Zimbabwe	Isuzu D-Max. KB Nissan Hardbody Toyota Hilux, NP200, NP300				
Medium / Heavy vehicles	638.5	609.5	1 018.6	1 039.2	971.3
2016 – 2020 high volume heavy commercial vehicle exports to Zimbabwe	Isuzu N-Series Scania G-Series UD Trucks Croner, UD-H Volvo FH				
Other components	421.1	425.7	527.9	546.2	655.7
Tyres	192.9	201.2	167.4	92.0	138.7
Transmission shafts / cranks	49.1	59.7	82.3	77.8	129.9
Engine parts	53.9	72.4	87.4	71.3	98.5
Filters	70.5	77.4	74.8	45.3	54.8
Engines	13.1	31.1	32.5	29.9	49.1
Batteries	24.8	38.4	31.0	35.1	39.5
Gauges / instruments / parts	25.6	37.5	34.0	30.7	36.4
Automotive tooling	25.1	31.3	26.8	22.3	23.7
Ignition / starting equipment	27.4	28.8	22.8	18.8	22.9
Catalytic converters	8.8	12.2	24.8	16.4	20.6
Brake parts	19.4	18.0	17.4	12.2	17.1
Axles	4.9	8.5	14.6	12.6	16.4
Body parts / panels	3.7	5.0	8.1	5.9	16.2
Shock absorbers	18.2	16.6	13.4	10.0	15.9
Clutches / shaft couplings	11.4	10.8	13.8	10.5	13.9
Gaskets	7.6	10.2	10.4	8.3	12.5
Gear boxes	5.4	9.1	7.4	11.9	11.9
Alarm systems	4.8	5.7	11.8	9.3	11.6
Lighting equipment / parts	13.1	13.1	12.6	9.3	11.5
Radiators / parts	3.4	4.7	4.3	5.4	8.0
Road wheels / parts	5.0	3.7	5.9	5.2	6.4
Jacks	5.0	3.6	3.4	3.6	6.3
Steering wheels / columns / boxes	1.9	3.4	3.6	2.6	4.9
Springs	6.1	6.1	6.1	2.0	4.5
Seats	1.3	2.1	1.3	5.7	4.0
Air conditioners	5.8	4.3	2.3	2.6	2.6
Silencers / exhausts	0.5	1.1	1.2	1.0	1.6
Wiring harnesses	0.9	1.7	1.5	0.9	1.6
Automotive glass	2.8	1.7	2.2	1.0	1.0
Car radios	0.7	0.2	0.1	0.1	0.9
Seatbelts	0.2	0.3	0.5	0.4	0.6
Stitched leather seats / parts	1.2	2.5	2.7	1.2	0.4

4. ZAMBIA (Right-hand drive)

Zambia	2016	2017	2018	2019	2020
Total (R million)	**2 836.6**	**2 905.6**	**3 359.9**	**2 974.2**	**2 664.1**
Light vehicles	829.8	875.9	1 132.1	878.1	854.6
2016 – 2020 high volume light vehicle exports to Zambia	Isuzu D-Max, KB Nissan Hardbody Toyota Hilux				
Medium / Heavy vehicles	432.6	447.5	606.8	498.4	396.7
2016 – 2020 high volume heavy commercial vehicle exports to Zambia	FAW CA 28 Hino 300-Series MAN CLA Scania Bus Volvo FH, FM				
Other components	667.1	688.1	657.1	729.0	557.8
Engines	178.3	206.4	189.8	140.7	137.7
Tyres	153.5	143.4	121.7	94.1	115.7
Engine parts	109.5	114.9	110.0	116.7	97.1
Transmission shafts / cranks	81.5	70.5	84.5	85.3	95.2
Batteries	67.0	66.1	74.6	81.7	85.8
Filters	38.2	44.8	50.4	41.6	45.2
Gauges / instruments / parts	67.5	36.0	54.3	60.3	43.2
Ignition / starting equipment	19.0	19.1	21.5	25.5	39.2
Catalytic converters	13.1	13.7	22.0	30.8	27.9
Automotive tooling	28.8	33.9	47.3	28.6	22.7
Brake parts	17.2	20.9	20.4	20.5	21.8
Gaskets	19.5	12.1	12.0	12.6	20.7
Axles	15.0	11.9	45.1	7.0	12.9
Gear boxes	6.0	8.2	8.1	22.6	10.2
Clutches / shaft couplings	9.1	10.2	9.4	10.7	9.6
Radiators / parts	12.7	10.2	16.8	12.3	9.0
Lighting equipment / parts	9.3	9.5	11.9	12.7	8.7
Road wheels / parts	8.2	10.5	9.3	10.2	8.1
Shock absorbers	8.0	5.4	5.7	6.0	7.6
Wiring harnesses	7.2	5.1	7.5	5.9	6.7
Alarm systems	5.2	3.5	4.6	10.6	4.8
Body parts / panels	5.9	6.3	13.9	7.1	3.5
Jacks	3.6	4.9	3.4	3.0	3.4
Automotive glass	3.2	3.6	3.5	4.4	3.1
Air conditioners	5.7	5.2	4.1	5.5	3.0
Springs	2.6	2.9	3.0	3.5	2.9
Seats	2.5	2.5	2.6	2.9	2.8
Steering wheels / columns / boxes	2.1	3.0	2.5	1.7	2.5
Silencers / exhausts	1.2	2.4	1.6	1.3	1.4
Seatbelts	0.5	0.6	0.6	0.5	1.1
Stitched leather seats / parts	1.4	0.6	0.6	1.4	0.8
Car radios	4.4	5.0	1.3	0.8	0.3

5. MOZAMBIQUE (Right-hand drive)

Mozambique	2016	2017	2018	2019	2020
Total (R million)	**2 010.7**	**1 973.6**	**2 519.2**	**2 563.7**	**2 396.1**
Light vehicles	359.5	378.3	546.4	747.2	489.1
2016 – 2020 high volume light vehicle exports to Mozambique	Isuzu D-Max, KB Nissan Hardbody Toyota Hilux				
Medium / Heavy vehicles	537.4	501.6	613.3	566.9	631.7
2016 – 2020 high volume heavy commercial vehicle exports to Mozambique	Iveco Trakker Mercedes Sprinter Scania G-Series Volvo FH, FM VW Volksbus				
Other components	477.8	434.1	564.9	581.2	689.2
Transmission shafts / cranks	97.5	67.4	77.8	60.8	91.6
Engine parts	57.1	76.7	122.7	67.1	62.3
Gauges / instruments / parts	24.5	26.5	37.2	50.8	60.9
Engines	103.2	83.4	111.0	65.5	47.9
Tyres	93.4	87.0	84.3	69.1	43.6
Filters	23.1	30.6	33.7	50.1	40.2
Batteries	82.2	90.0	88.1	31.1	26.9
Automotive tooling	35.1	56.0	33.5	37.2	25.3
Gaskets	12.4	10.4	12.6	19.5	24.1
Radiators / parts	5.2	7.1	9.8	5.3	23.4
Brake parts	13.6	13.5	12.8	18.9	19.5
Catalytic converters	10.8	11.0	19.3	16.4	17.3
Ignition / starting equipment	11.9	14.0	12.9	22.5	15.9
Clutches / shaft couplings	4.7	8.3	7.1	9.8	15.8
Gear boxes	9.5	11.6	16.3	24.5	13.8
Lighting equipment / parts	7.0	8.4	6.7	8.5	9.0
Springs	1.0	1.4	2.5	3.1	8.5
Wiring harnesses	3.4	3.7	4.7	6.9	5.5
Shock absorbers	1.7	4.6	8.0	6.5	5.2
Body parts / panels	3.3	6.3	24.1	8.5	4.5
Automotive glass	3.7	3.3	4.1	5.3	4.0
Alarm systems	6.8	3.4	5.5	9.8	3.7
Road wheels / parts	3.5	4.9	3.2	7.6	3.5
Steering wheels / columns / boxes	1.9	1.8	1.2	2.0	2.2
Air conditioners	9.0	3.9	2.5	7.3	2.2
Jacks	5.5	1.9	2.9	3.3	2.2
Axles	1.9	18.2	44.4	46.4	2.1
Stitched leather seats / parts	0.7	1.0	1.2	0.8	1.6
Silencers / exhausts	0.9	1.1	2.6	1.3	1.4
Seats	0.9	1.3	1.4	2.0	1.2
Car radios	0.4	0.3	0.1	0.2	0.5
Seatbelts	0.3	0.4	0.3	0.6	0.4

6. ESWATINI (SWAZILAND) (Right-hand drive)
(Vehicle sales 2020 – 1 106 units)

eSwatini	2016	2017	2018	2019	2020
Total (R million)	**1 418.0**	**1 375.8**	**1 295.5**	**1 539.1**	**1 295.2**
Light vehicles	597.2	562.1	459.4	549.6	388.5
	Similar sales as in South Africa, part of SACU				
Medium / Heavy vehicles	217.8	189.4	210.1	278.4	240.5
Other components	274.2	273.4	259.3	310.2	287.6
Tyres	108.7	126.9	131.6	127.5	120.6
Engine parts	33.5	32.3	35.6	44.9	42.6
Brake parts	24.5	27.5	29.7	30.1	28.5
Batteries	1.0	4.1	7.7	14.3	21.5
Transmission shafts / cranks	15.4	17.0	18.1	22.9	19.9
Ignition / starting equipment	16.5	16.6	18.2	18.8	17.5
Filters	12.7	11.6	13.0	16.0	16.1
Clutches / shaft couplings	13.9	13.9	14.6	15.9	13.9
Gauges / instruments / parts	8.6	10.5	12.2	14.6	13.3
Body parts / panels	15.0	9.2	10.1	8.7	10.1
Radiators / parts	6.7	7.8	7.2	9.7	8.8
Automotive glass	7.5	8.2	8.4	8.5	8.5
Automotive tooling	10.2	5.2	7.4	7.4	8.4
Gaskets	8.2	11.4	8.9	9.7	7.6
Shock absorbers	5.6	8.2	6.8	8.0	6.6
Engines	7.2	7.4	5.5	9.3	5.8
Lighting equipment / parts	4.4	4.4	4.3	4.6	4.2
Gear boxes	2.9	3.9	3.4	4.9	4.1
Catalytic converters	4.0	2.7	3.7	4.0	3.0
Road wheels / parts	3.2	5.9	3.6	2.6	2.2
Alarm systems	3.5	2.4	2.6	2.7	2.1
Steering wheels / columns / boxes	1.8	2.0	3.1	2.2	2.0
Axles	2.5	1.8	1.5	2.3	2.0
Air conditioners	4.8	2.0	2.4	2.2	1.9
Car radios	1.6	1.1	1.0	1.5	1.5
Springs	0.8	1.0	1.1	2.0	1.4
Wiring harnesses	0.8	1.4	1.0	1.2	1.1
Silencers / exhausts	1.3	1.2	1.0	1.3	1.0
Jacks	0.4	0.7	1.0	1.1	1.0
Seats	1.0	0.9	1.2	1.4	0.7
Stitched leather seats / parts	0.3	0.7	0.3	0.4	0.3
Seatbelts	0.5	0.4	0.2	0.2	0.3

7. KENYA (Right-hand drive)

Kenya	2016	2017	2018	2019	2020
Total (R million)	**928.1**	**985.8**	**1 152.7**	**1 206.1**	**1 119.9**
Light vehicles	659.7	786.1	932.2	939.0	853.7
2016 – 2020 high volume light vehicle exports to Kenya	Isuzu D-Max, KB Ford Ranger Nissan Hardbody Toyota Fortuner, Hilux				
Medium / Heavy vehicles	92.1	27.6	26.1	13.9	40.3
2016 – 2020 high volume heavy commercial vehicle exports to Kenya	MAN TGS				
Tyres	38.4	35.3	56.6	83.6	79.9
Other components	71.2	60.7	74.1	78.0	76.8
Engine parts	13.6	11.3	14.3	18.2	13.4
Gauges / instruments / parts	4.7	9.4	10.7	5.4	9.7
Catalytic converters	2.6	1.5	1.2	1.4	7.0
Automotive tooling	11.2	10.8	9.7	31.8	5.3
Filters	5.3	5.8	4.8	5.0	5.1
Transmission shafts / cranks	3.6	7.1	3.6	4.9	4.3
Brake parts	3.2	4.5	2.5	3.7	4.1
Body parts / panels	2.5	1.3	1.1	1.3	2.7
Gaskets	1.9	1.2	2.1	0.8	2.4
Lighting equipment / parts	1.7	2.4	2.0	2.6	2.3
Ignition / starting equipment	2.4	1.9	2.1	1.8	2.0
Clutches / shaft couplings	1.7	2.0	2.1	3.0	1.7
Jacks	0.3	0.7	0.1	0.2	1.6
Batteries	0.2	0.5	0.3	0.2	1.1
Engines	2.7	0.9	1.4	1.4	1.0
Automotive glass	0.8	0.7	0.9	1.0	0.9
Radiators / parts	1.0	8.6	1.3	1.3	0.9
Alarm systems	3.4	2.1	0.7	1.3	0.6
Road wheels / parts	0.5	0.3	0.4	0.5	0.5
Shock absorbers	0.2	0.4	0.3	0.8	0.5
Gear boxes	1.1	0.7	0.7	2.4	0.4
Axles	1.2	0.6	0.5	1.0	0.4
Steering wheels / columns / boxes	0.4	0.3	0.3	0.2	0.4
Seats	0.1	0.1	0.1	0.1	0.2
Car radios	0.1	0.1	0.1	0.1	0.2
Silencers / exhausts	0.0	0.0	0.0	0.1	0.2
Stitched leather seats / parts	0.0	0.2	0.1	0.1	0.1
Wiring harnesses	0.2	0.3	0.2	0.1	0.1
Seatbelts	0.0	0.0	0.1	0.1	0.1
Springs	0.1	0.1	0.2	0.1	0.1
Air conditioners	0.1	0.4	0.1	0.5	0.0

8. DEMOCRATIC REPUBLIC OF CONGO (DRC) (Left-hand drive)

Democratic Republic of Congo	2016	2017	2018	2019	2020
Total (R million)	**820.2**	**1 027.6**	**1 295.2**	**1 232.6**	**1 108.9**
Light vehicles	37.6	136.3	57.3	71.5	38.7
Medium / Heavy vehicles	25.1	45.1	41.6	49.9	34.2
Other components	393.5	370.0	608.3	544.4	594.0
Gauges / instruments / parts	67.8	118.7	107.0	84.4	87.4
Transmission shafts / cranks	68.6	81.2	104.2	97.1	85.6
Engine parts	51.8	66.1	65.6	74.0	62.2
Engines	37.8	35.0	56.7	73.3	45.6
Catalytic converters	13.8	18.5	24.3	30.2	27.8
Tyres	17.2	33.7	30.4	22.8	22.5
Gaskets	23.6	18.9	17.2	10.8	13.3
Gear boxes	2.3	4.2	26.6	29.0	12.5
Automotive tooling	13.5	14.0	37.4	21.8	10.4
Batteries	4.2	12.7	13.3	13.2	9.9
Ignition / starting equipment	7.5	9.8	9.2	12.3	8.6
Body parts / panels	0.5	4.4	7.4	15.7	5.8
Axles	17.3	8.8	14.7	6.6	5.1
Shock absorbers	2.4	4.2	9.1	6.4	4.4
Lighting equipment / parts	5.1	5.9	7.6	6.8	4.3
Brake parts	5.0	6.4	7.0	12.3	4.1
Radiators / parts	5.3	4.2	9.3	8.3	3.9
Alarm systems	2.7	2.4	5.7	2.5	3.7
Clutches / shaft couplings	1.9	2.8	4.7	5.4	3.7
Filters	3.7	3.3	8.9	6.0	3.0
Road wheels / parts	1.5	2.3	6.1	11.1	2.8
Wiring harnesses	3.4	5.7	3.9	3.3	2.5
Jacks	1.1	1.0	1.4	2.6	2.1
Springs	1.0	1.7	1.8	1.9	1.9
Seats	0.3	1.8	2.1	2.2	1.8
Automotive glass	1.6	1.2	1.5	1.5	1.7
Air conditioners	0.2	1.6	1.0	0.3	1.2
Steering wheels / columns / boxes	1.0	3.4	1.1	2.0	1.2
Silencers / exhausts	0.9	0.5	1.3	1.4	1.1
Stitched leather seats / parts	0.6	0.3	0.4	0.8	0.9
Seatbelts	0.4	0.8	0.6	0.2	0.3
Car radios	0.0	0.6	0.4	0.7	0.1

9. GHANA (Left-hand drive)

Ghana	2016	2017	2018	2019	2020
Total (R million)	**931.6**	**988.1**	**857.0**	**936.4**	**1 041.3**
Light vehicles	717.9	785.6	565.8	730.2	858.5
2016 – 2020 high volume light vehicle exports to Ghana	Nissan Hardbody Toyota Fortuner, Hilux				
Medium / Heavy vehicles	0.0	0.0	0.0	3.6	5.3
Other components	93.2	102.6	168.7	88.3	105.1
Gauges / instruments / parts	14.3	13.7	15.7	14.9	12.3
Engine parts	8.0	11.2	11.3	32.8	11.2
Transmission shafts / cranks	12.9	15.6	12.9	16.1	9.7
Tyres	25.6	15.4	44.4	14.9	8.9
Automotive tooling	8.1	13.1	4.9	6.5	4.1
Lighting equipment / parts	1.7	1.4	6.2	1.7	4.0
Filters	10.5	7.5	4.6	4.2	3.8
Catalytic converters	19.2	1.9	5.5	3.8	2.6
Brake parts	2.4	7.3	2.4	3.0	2.1
Ignition / starting equipment	2.6	0.2	1.1	1.4	1.9
Clutches / shaft couplings	0.2	0.3	0.3	1.6	1.8
Gear boxes	1.0	0.1	1.4	0.6	1.7
Alarm systems	3.1	2.1	1.7	3.0	1.6
Gaskets	1.5	2.9	2.0	1.6	1.2
Jacks	0.2	0.3	1.8	0.3	1.0
Engines	4.3	2.7	1.2	1.9	0.9
Radiators / parts	0.8	0.7	0.4	1.7	0.8
Automotive glass	0.3	0.3	0.6	0.5	0.5
Body parts / panels	0.1	0.3	0.2	1.5	0.5
Road wheels / parts	0.2	0.3	1.1	0.1	0.4
Wiring harnesses	0.1	0.1	0.0	0.1	0.3
Axles	0.1	0.2	0.7	0.1	0.3
Steering wheels / columns / boxes	0.1	0.4	0.4	0.2	0.2
Batteries	1.1	0.1	0.3	0.1	0.2
Seats	0.2	0.2	0.1	0.2	0.1
Air conditioners	0.3	0.5	0.0	0.0	0.1
Shock absorbers	0.0	0.6	0.3	0.9	0.1
Silencers / exhausts	0.0	0.1	0.3	0.1	0.1
Car radios	0.2	0.1	0.1	0.2	0.1
Seatbelts	0.1	0.1	0.1	0.1	0.0
Springs	1.2	0.1	0.1	0.1	0.0

10. CAPE VERDE ISLANDS (Left-hand drive)

Cape Verde Islands	2016	2017	2018	2019	2020
Total (R million)	**3.7**	**101.6**	**223.8**	**570.9**	**845.4**
Light vehicles	3.7	101.6	223.5	570.9	845.4
2016 – 2020 high volume light vehicle exports to the Cape Verde Islands	Ford Ranger Isuzu D-Max, KB				
Other components	0.0	0.0	0.0	0.0	0.1
Engine parts	0.0	0.0	0.2	0.0	0.0

11. LESOTHO (Right-hand drive)
(Vehicle sales 2020 – 525 units)

Lesotho	2016	2017	2018	2019	2020
Total (R million)	**1 149.6**	**1 552.7**	**1 076.6**	**1 068.0**	**898.0**
Light vehicles	501.8	443.5	474.9	468.9	301.7
	Similar sales as in South Africa, part of SACU				
Medium / Heavy vehicles	110.8	124.8	161.3	155.0	100.5
Other components	355.3	809.2	194.0	196.1	203.5
Tyres	64.4	71.7	72.4	90.7	93.0
Transmission shafts / cranks	9.1	13.8	39.6	36.7	41.1
Body parts / panels	4.2	2.6	3.1	3.1	37.6
Engines	3.1	9.3	20.7	4.3	15.1
Batteries	1.5	6.5	9.9	12.6	13.0
Brake parts	9.2	9.8	16.9	14.0	12.7
Automotive tooling	10.2	7.2	11.4	11.4	12.2
Filters	4.1	4.1	6.9	7.6	9.5
Engine parts	15.5	6.9	8.1	11.0	7.3
Shock absorbers	1.5	6.1	8.6	7.2	5.4
Ignition / starting equipment	4.7	4.4	6.8	7.2	5.2
Clutches / shaft couplings	1.6	2.6	5.7	5.0	4.5
Gauges / instruments / parts	5.2	3.5	9.5	5.3	4.3
Steering wheels / columns / boxes	1.8	2.2	3.4	3.5	3.6
Alarm systems	5.8	4.9	2.0	1.6	3.4
Automotive glass	3.2	3.1	3.8	2.9	3.3
Radiators / parts	1.8	1.7	2.4	4.5	3.1
Gaskets	1.3	1.6	3.1	2.5	3.0
Lighting equipment / parts	1.0	1.0	2.0	1.9	2.7
Gear boxes	1.2	0.6	0.9	1.6	2.5
Axles	0.6	0.3	0.6	3.8	2.0
Stitched leather seats / parts	24.1	5.4	1.5	2.4	1.7
Catalytic converters	0.4	0.4	1.6	1.1	1.2
Car radios	0.5	0.4	0.4	0.6	0.8
Jacks	1.4	0.4	0.4	0.7	0.8
Road wheels / parts	1.9	1.3	1.9	0.5	0.6
Wiring harnesses	0.9	0.9	0.7	0.6	0.5
Springs	0.2	0.2	0.2	0.2	0.5
Air conditioners	0.8	1.0	0.6	1.3	0.4
Seats	0.3	0.4	0.7	0.6	0.4
Silencers / exhausts	0.2	1.2	0.6	0.5	0.2
Seatbelts	0.0	0.0	0.2	0.2	0.1

12. MALAWI (Right-hand drive)

Malawi	2016	2017	2018	2019	2020
Total (R million)	**584.6**	**683.8**	**689.3**	**680.3**	**668.8**
Light vehicles	260.8	283.0	313.4	363.2	336.2
2016 – 2020 high volume light vehicle exports to Malawi	Nissan Hardbody, NP200, NP300 Toyota Corolla, Hilux				
Medium / Heavy vehicles	116.2	143.1	123.2	91.4	96.5
2016 – 2020 high volume heavy commercial vehicle exports to Malawi	Hino 300 Series, 500 Series Iveco Daily, Trakker				
Other components	87.3	117.1	109.4	116.7	119.9
Tyres	48.2	52.5	54.2	34.8	44.5
Batteries	12.4	19.7	18.4	10.6	13.0
Engine parts	11.3	10.8	10.1	8.1	10.5
Filters	5.4	5.3	7.9	8.1	8.6
Brake parts	4.4	4.9	5.1	4.3	5.5
Transmission shafts / cranks	5.6	3.9	7.6	5.1	4.4
Alarm systems	3.5	3.9	4.5	3.5	4.4
Gauges / instruments / parts	4.5	4.3	7.3	7.8	3.3
Clutches / shaft couplings	2.2	2.8	4.2	4.4	3.3
Automotive tooling	2.0	8.4	2.6	5.8	2.6
Radiators / parts	0.8	1.2	2.0	1.4	2.5
Gaskets	2.3	1.7	1.6	1.5	1.8
Lighting equipment / parts	0.8	1.6	1.4	1.0	1.7
Ignition / starting equipment	2.8	2.9	2.6	2.3	1.6
Engines	3.7	4.6	2.9	1.9	1.6
Catalytic converters	0.8	2.5	2.1	1.1	0.9
Body parts / panels	1.2	1.0	0.7	0.6	0.7
Automotive glass	0.7	0.6	0.6	0.9	0.7
Shock absorbers	1.1	1.1	0.8	0.9	0.7
Gear boxes	0.8	0.7	0.6	0.7	0.6
Road wheels / parts	0.7	1.5	0.4	0.7	0.6
Springs	0.4	0.4	0.7	0.7	0.6
Steering wheels / columns / boxes	0.4	0.3	0.6	0.4	0.5
Axles	0.9	0.6	0.6	0.4	0.3
Jacks	0.4	0.2	1.6	0.3	0.3
Seats	0.4	0.2	0.3	0.4	0.3
Car radios	0.3	0.4	0.2	0.1	0.2
Stitched leather seats / parts	0.6	1.2	0.3	0.3	0.1
Silencers / exhausts	0.1	0.0	0.1	0.1	0.1
Air conditioners	1.5	0.6	0.5	0.6	0.1
Wiring harnesses	0.2	0.5	0.1	0.2	0.1
Seatbelts	0.1	0.3	0.3	0.1	0.0

13. NIGERIA (Left-hand drive)

Nigeria	2016	2017	2018	2019	2020
Total (R million)	**233.5**	**198.2**	**481.2**	**487.0**	**616.3**
Light vehicles	109.3	111.1	341.9	406.0	516.4
2016 – 2020 high volume light vehicle exports to Nigeria	Nissan Hardbody Toyota Hilux				
Medium / Heavy vehicles	0.3	0.0	0.0	0.0	0.0
Other components	61.9	29.7	62.2	28.8	39.8
Engine parts	12.5	11.1	8.7	14.6	12.0
Gauges / instruments / parts	5.4	1.8	4.5	8.3	10.4
Tyres	5.3	7.0	27.0	6.9	9.2
Transmission shafts / cranks	1.6	2.3	2.5	2.6	8.8
Gaskets	1.0	2.4	1.3	0.5	4.0
Wiring harnesses	0.0	0.0	0.0	0.4	3.0
Jacks	0.1	0.0	1.0	0.0	2.4
Automotive tooling	22.0	15.6	21.2	5.3	2.1
Catalytic converters	0.2	0.6	0.1	1.0	1.5
Batteries	0.1	0.1	0.0	0.0	1.3
Brake parts	0.5	0.5	0.0	0.1	1.3
Filters	2.8	5.2	5.3	2.2	0.6
Ignition / starting equipment	0.3	1.7	0.2	1.8	0.5
Alarm systems	4.3	0.8	1.0	0.3	0.5
Shock absorbers	0.0	0.1	0.1	0.3	0.5
Steering wheels / columns / boxes	0.1	0.0	0.3	0.0	0.4
Silencers / exhausts	0.1	0.0	0.0	0.0	0.3
Gear boxes	0.2	0.0	0.2	2.7	0.3
Axles	0.2	0.0	0.2	0.1	0.2
Radiators / parts	0.3	0.9	0.1	0.0	0.2
Lighting equipment / parts	0.1	0.0	0.1	0.3	0.1
Clutches / shaft couplings	0.2	0.1	0.0	0.4	0.1
Seats	0.3	0.1	0.1	0.1	0.1
Air conditioners	0.1	0.1	2.1	1.6	0.1
Engines	2.5	6.5	0.6	0.2	0.1
Body parts / panels	0.0	0.0	0.3	0.5	0.0
Automotive glass	0.9	0.0	0.0	0.8	0.0
Road wheels / parts	0.0	0.1	0.0	0.1	0.0
Springs	0.1	0.0	0.0	0.1	0.0
Car radios	0.6	0.1	0.1	0.1	0.0
Stitched leather seats / parts	0.1	0.1	0.0	0.7	0.0

14. TANZANIA (Right-hand drive)

Tanzania	2016	2017	2018	2019	2020
Total (R million)	**773.6**	**565.8**	**621.7**	**673.1**	**614.6**
Light vehicles	392.0	177.7	346.8	315.6	273.2
2016 – 2020 high volume light vehicle exports to Tanzania	Ford Ranger Nissan Hardbody Toyota Hilux				
Medium / Heavy vehicles	145.6	142.7	72.5	113.9	78.2
2016 – 2020 high volume heavy commercial vehicle exports to Tanzania	FAW CA 28, CA 33 Iveco Stralis, Trakker				
Other components	106.9	104.3	76.7	97.9	124.0
Tyres	38.3	32.2	41.3	57.1	47.7
Gauges / instruments / parts	17.2	17.4	10.0	11.3	19.9
Batteries	2.0	4.0	7.2	10.9	16.0
Transmission shafts / cranks	12.7	16.5	19.5	19.3	14.3
Engine parts	16.1	20.9	13.0	12.9	12.9
Catalytic converters	2.9	1.6	2.9	1.5	3.7
Radiators / parts	1.7	1.4	2.0	0.8	2.5
Gaskets	1.9	1.4	1.0	2.8	2.1
Automotive tooling	10.5	6.3	3.2	3.5	2.0
Alarm systems	1.7	2.8	1.2	1.6	2.0
Engines	7.0	13.4	4.7	1.5	1.8
Ignition / starting equipment	1.3	2.0	2.0	3.1	1.8
Filters	3.9	5.1	3.5	3.7	1.7
Lighting equipment / parts	1.9	1.3	1.8	1.1	1.7
Brake parts	1.7	1.3	0.9	3.2	1.6
Body parts / panels	1.4	3.4	2.0	1.4	1.1
Axles	0.4	2.4	1.4	3.2	1.0
Gear boxes	0.9	1.5	1.5	0.4	0.8
Automotive glass	0.7	1.1	1.3	1.2	0.8
Clutches / shaft couplings	0.8	1.1	1.0	0.8	0.7
Steering wheels / columns / boxes	0.1	0.3	0.1	0.8	0.5
Springs	0.3	0.4	0.6	0.7	0.5
Wiring harnesses	0.1	0.4	0.4	0.2	0.4
Road wheels / parts	1.2	0.8	0.5	0.5	0.4
Jacks	0.8	0.6	0.0	0.1	0.4
Shock absorbers	0.2	0.7	0.4	0.8	0.3
Seats	0.2	0.1	0.1	0.3	0.2
Seatbelts	0.1	0.1	0.1	0.1	0.1
Air conditioners	0.0	0.0	0.0	0.2	0.1
Silencers / exhausts	0.1	0.0	0.2	0.1	0.1
Stitched leather seats / parts	0.8	0.6	1.0	0.2	0.0
Car radios	0.1	0.1	0.1	0.3	0.0

15. ANGOLA (Left-hand drive)

Angola	2016	2017	2018	2019	2020
Total (R million)	**474.5**	**408.8**	**501.2**	**563.3**	**364.2**
Light vehicles	26.0	49.8	122.8	155.0	35.4
2016 – 2020 high volume light vehicle exports to Angola	Nissan Hardbody				
Medium / Heavy vehicles	38.2	33.6	65.1	14.2	30.9
2016 – 2020 high volume heavy commercial vehicle exports to Angola	MAN TGS				
Other components	122.5	98.0	73.4	128.9	72.5
Engine parts	59.0	58.3	49.9	67.9	53.3
Automotive tooling	8.3	7.0	20.3	27.6	36.0
Engines	12.5	11.0	11.0	12.6	22.0
Tyres	119.2	46.8	73.9	31.2	19.0
Gauges / instruments / parts	23.6	16.2	14.0	35.1	18.1
Gear boxes	1.0	1.5	5.6	8.1	13.2
Transmission shafts / cranks	9.5	17.5	11.9	14.3	12.6
Filters	10.7	18.1	13.8	16.7	7.2
Gaskets	2.5	2.8	4.0	4.5	5.8
Body parts / panels	1.1	1.7	4.5	8.8	5.2
Batteries	8.6	12.7	7.5	9.2	4.0
Radiators / parts	2.1	2.1	1.9	2.2	3.6
Catalytic converters	2.7	4.7	3.1	4.0	3.3
Road wheels / parts	0.6	0.9	0.4	1.2	3.0
Ignition / starting equipment	3.3	4.5	3.8	3.7	2.9
Lighting equipment / parts	2.0	1.5	2.0	3.5	2.5
Brake parts	3.5	4.8	2.5	3.7	2.0
Clutches / shaft couplings	2.8	3.4	2.4	2.4	1.8
Axles	0.2	1.5	1.1	1.1	1.7
Air conditioners	8.6	2.4	0.6	0.3	1.6
Shock absorbers	0.4	0.5	0.7	0.7	1.3
Automotive glass	0.8	1.1	0.7	0.9	1.3
Steering wheels / columns / boxes	0.5	0.8	0.4	0.5	1.2
Wiring harnesses	1.3	1.2	0.4	0.4	1.0
Jacks	0.8	0.5	1.1	0.8	0.3
Alarm systems	0.8	2.5	1.6	2.4	0.2
Stitched leather seats / parts	0.2	0.2	0.1	0.3	0.1
Silencers / exhausts	0.2	0.4	0.1	0.4	0.1
Springs	0.2	0.2	0.2	0.2	0.1
Car radios	0.6	0.3	0.1	0.0	0.1
Seats	0.1	0.0	0.1	0.1	0.0
Seatbelts	0.0	0.3	0.1	0.1	0.0

16. UGANDA (Right-hand drive)

Uganda	2016	2017	2018	2019	2020
Total (R million)	**257.2**	**269.5**	**392.6**	**285.3**	**306.8**
Light vehicles	172.4	195.7	307.4	215.3	198.6
2016 – 2020 high volume light vehicle exports to Uganda	Isuzu D-Max, KB Ford Ranger Nissan Hardbody Toyota Fortuner, Hilux				
Medium / Heavy vehicles	24.7	19.2	34.6	16.2	19.7
2016 – 2020 high volume heavy commercial vehicle exports to Uganda	MAN TGS UD Truck Quester				
Other components	22.8	21.0	21.0	26.1	56.1
Alarm systems	0.7	0.4	0.6	0.5	9.0
Gauges / instruments / parts	8.7	5.5	5.0	4.1	3.3
Engine parts	6.9	7.1	7.6	4.5	3.1
Radiators / parts	0.2	0.6	0.5	0.4	2.9
Automotive tooling	2.1	1.3	0.7	2.3	2.2
Filters	2.0	3.9	2.3	2.0	1.9
Brake parts	0.9	0.6	0.4	0.9	1.3
Gaskets	0.6	0.4	0.4	0.6	1.3
Clutches / shaft couplings	0.9	1.0	1.0	1.2	1.1
Transmission shafts / cranks	1.5	1.4	1.9	2.2	0.9
Engines	0.5	1.2	0.9	0.8	0.8
Lighting equipment / parts	0.5	0.7	0.7	1.2	0.8
Ignition / starting equipment	0.7	0.5	0.6	0.5	0.6
Catalytic converters	0.7	0.8	0.6	1.0	0.4
Axles	0.1	0.3	0.4	0.3	0.4
Automotive glass	0.3	0.3	0.4	0.5	0.4
Steering wheels / columns / boxes	0.0	0.0	0.1	0.0	0.3
Body parts / panels	0.1	0.2	0.5	0.6	0.3
Seats	0.3	0.2	0.2	0.3	0.2
Shock absorbers	0.3	0.2	0.2	0.5	0.2
Road wheels / parts	1.6	0.0	0.1	0.2	0.2
Silencers / exhausts	0.0	0.1	0.0	0.1	0.1
Wiring harnesses	0.1	0.0	0.1	0.2	0.1
Jacks	0.1	0.0	0.1	0.0	0.1
Gear boxes	0.2	0.6	0.2	0.0	0.1
Batteries	0.1	0.1	0.3	0.9	0.1
Car radios	0.1	0.1	0.1	0.0	0.1
Springs	0.0	0.0	0.1	0.0	0.0
Tyres	6.5	5.6	3.6	1.3	0.0
Seatbelts	0.5	0.0	0.0	0.0	0.0
Stitched leather seats / parts	0.0	0.3	0.1	0.0	0.0

17. MAURITIUS (Right-hand drive)

Mauritius	2016	2017	2018	2019	2020
Total (R million)	**404.6**	**411.0**	**461.3**	**397.9**	**290.1**
Light vehicles	303.7	326.2	327.8	280.0	192.3
2016 – 2020 high volume light vehicle exports to Mauritius	Ford Ranger Nissan Hardbody Toyota Corolla, Hilux				
Medium / Heavy vehicles	23.0	12.3	35.5	23.0	13.4
2016 – 2020 high volume heavy commercial vehicle exports to Mauritius	UD Trucks Croner, Quester, UD-H				
Other components	33.3	34.1	42.1	43.5	40.6
Tyres	12.8	8.4	9.2	12.2	10.5
Engine parts	6.1	4.1	3.7	6.0	8.3
Automotive tooling	4.7	4.9	11.0	5.6	4.1
Gauges / instruments / parts	3.9	2.6	3.0	6.4	2.9
Ignition / starting equipment	0.5	0.4	0.5	0.7	1.9
Engines	1.3	1.0	13.5	1.4	1.7
Lighting equipment / parts	1.1	1.1	1.0	2.1	1.7
Transmission shafts / cranks	1.2	3.7	1.5	2.0	1.5
Body parts / panels	1.3	1.2	1.5	1.5	1.5
Alarm systems	1.6	0.7	1.5	1.1	1.3
Filters	1.4	1.5	1.6	1.9	1.2
Brake parts	1.6	1.2	1.0	1.0	0.9
Clutches / shaft couplings	0.4	0.7	0.5	0.8	0.8
Radiators / parts	0.6	0.9	0.6	1.5	0.8
Gaskets	0.8	1.2	0.8	0.7	0.7
Catalytic converters	1.2	0.6	0.5	1.9	0.6
Shock absorbers	0.2	0.2	0.1	0.4	0.5
Road wheels / parts	0.4	0.3	0.5	0.5	0.5
Gear boxes	0.3	0.6	1.1	0.4	0.5
Automotive glass	0.3	0.4	0.7	0.5	0.4
Batteries	0.9	1.1	0.4	0.9	0.3
Axles	0.2	0.1	0.0	0.1	0.2
Steering wheels / columns / boxes	0.1	0.4	0.1	0.2	0.2
Stitched leather seats / parts	0.1	0.1	0.2	0.3	0.2
Springs	0.2	0.0	0.1	0.1	0.2
Car radios	0.1	0.1	0.1	0.1	0.1
Wiring harnesses	0.4	0.2	0.2	0.3	0.1
Silencers / exhausts	0.1	0.0	0.1	0.0	0.1
Air conditioners	0.6	0.2	0.5	0.2	0.0
Jacks	0.2	0.2	0.1	0.5	0.0

18. IVORY COAST (Left-hand drive)

Ivory Coast	2016	2017	2018	2019	2020
Total (R million)	**194.4**	**240.0**	**217.8**	**242.2**	**270.6**
Light vehicles	107.4	120.4	150.4	196.0	226.1
2016 – 2020 high volume light vehicle exports to Ivory Coast	Ford Ranger Nissan Hardbody				
Medium / Heavy vehicles	0.0	0.0	3.4	0.0	1.0
Other components	19.1	37.0	32.2	13.5	15.5
Tyres	35.0	65.4	14.1	18.1	7.2
Gauges / instruments / parts	1.3	1.4	2.2	2.2	4.8
Transmission shafts / cranks	17.6	1.1	5.3	3.1	2.9
Engine parts	4.3	8.7	3.0	4.2	2.7
Gaskets	0.7	0.2	1.2	0.4	1.7
Ignition / starting equipment	0.2	0.5	0.5	0.4	1.0
Alarm systems	0.8	0.8	0.3	0.0	0.9
Filters	0.2	0.4	0.4	1.3	0.9
Automotive tooling	5.9	0.3	2.6	0.3	0.8
Catalytic converters	0.0	1.3	0.5	0.4	0.7
Engines	0.0	0.7	0.2	0.1	0.6
Brake parts	0.1	0.1	0.1	0.2	0.5
Gear boxes	0.2	0.0	0.5	0.4	0.5
Body parts / panels	0.5	0.6	0.3	0.1	0.5
Lighting equipment / parts	0.2	0.3	0.1	0.2	0.4
Axles	0.0	0.0	0.0	0.0	0.4
Stitched leather seats / parts	0.0	0.0	0.0	0.3	0.2
Seats	0.0	0.1	0.0	0.0	0.2
Road wheels / parts	0.1	0.0	0.0	0.1	0.1
Springs	0.0	0.0	0.0	0.0	0.1
Wiring harnesses	0.0	0.0	0.0	0.1	0.1
Air conditioners	0.0	0.0	0.0	0.0	0.1
Automotive glass	0.1	0.1	0.1	0.1	0.1
Radiators / parts	0.2	0.2	0.1	0.1	0.0
Clutches / shaft couplings	0.1	0.1	0.1	0.1	0.0
Jacks	0.0	0.0	0.0	0.2	0.0
Shock absorbers	0.0	0.0	0.1	0.0	0.0
Steering wheels / columns / boxes	0.1	0.1	0.0	0.0	0.0

19. MADAGASCAR (Left-hand drive)

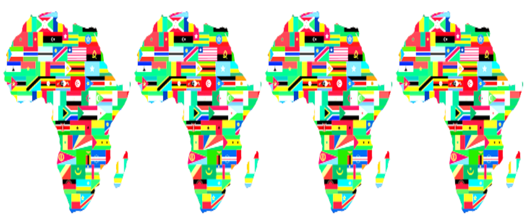
Madagascar	2016	2017	2018	2019	2020
Total (R million)	**261.6**	**223.6**	**277.8**	**201.3**	**200.1**
Light vehicles	182.9	152.7	168.0	115.9	120.4
2016 – 2020 high volume light vehicle exports to Madagascar	Ford Ranger Nissan Hardbody Toyota Fortuner, Hilux				
Other components	40.1	38.4	47.8	50.5	41.0
Gaskets	13.3	6.5	4.1	5.7	8.3
Engine parts	5.8	2.3	28.6	4.4	7.0
Transmission shafts / cranks	2.4	3.9	11.5	4.6	6.0
Gauges / instruments / parts	8.0	10.4	4.9	4.4	5.6
Tyres	4.2	1.1	1.8	4.6	3.0
Filters	0.6	0.8	1.8	1.5	2.0
Automotive tooling	1.7	0.7	1.3	4.2	1.5
Ignition / starting equipment	0.4	0.4	1.3	2.3	0.9
Catalytic converters	0.4	1.0	1.3	0.5	0.9
Steering wheels / columns / boxes	0.0	0.1	0.1	0.0	0.6
Brake parts	0.3	0.5	0.5	0.4	0.6
Springs	0.0	0.0	0.0	0.1	0.4
Clutches / shaft couplings	0.2	0.3	0.3	0.1	0.4
Radiators / parts	0.0	0.3	0.1	0.2	0.3
Engines	0.2	0.2	0.3	0.0	0.3
Shock absorbers	0.0	0.0	0.0	0.1	0.3
Lighting equipment / parts	0.2	0.2	0.4	0.5	0.2
Alarm systems	0.2	0.1	0.4	0.3	0.1
Automotive glass	0.1	0.9	0.1	0.1	0.1
Jacks	0.1	0.0	0.0	0.1	0.1
Body parts / panels	0.0	0.1	0.0	0.0	0.1
Gear boxes	0.2	0.0	0.1	0.0	0.1
Road wheels / parts	0.1	0.0	0.1	0.0	0.0
Wiring harnesses	0.0	0.0	0.1	0.2	0.0
Batteries	0.0	2.6	2.4	0.0	0.0
Axles	0.0	0.0	0.1	0.1	0.0
Silencers / exhausts	0.0	0.0	0.1	0.2	0.0
Air conditioners	0.2	0.0	0.0	0.0	0.0
Stitched leather seats / parts	0.0	0.0	0.1	0.0	0.0

20. GABON (Left-hand drive)

Gabon	2016	2017	2018	2019	2020
Total (R million)	**177.8**	**145.0**	**142.6**	**189.8**	**163.6**
Light vehicles	154.6	129.3	119.9	167.0	146.1
2016 – 2020 high volume light vehicle exports to Gabon	Toyota Hilux				
Medium / Heavy vehicles	0.0	0.0	0.0	0.2	0.0
Tyres	3.9	4.5	3.9	3.6	4.7
Other components	10.3	5.6	8.3	6.7	3.2
Engine parts	1.0	0.4	2.4	2.4	2.2
Catalytic converters	0.1	0.0	0.0	0.0	1.1
Gauges / instruments / parts	1.5	1.1	1.6	2.1	1.1
Gaskets	0.1	0.0	0.1	0.2	1.0
Body parts / panels	0.6	0.3	0.1	0.1	0.7
Transmission shafts / cranks	0.2	0.3	2.0	0.3	0.6
Shock absorbers	0.0	0.1	1.6	2.8	0.5
Brake parts	0.6	0.5	0.6	0.6	0.4
Filters	0.4	0.4	0.4	0.6	0.3
Ignition / starting equipment	0.1	0.0	0.2	0.3	0.3
Clutches / shaft couplings	1.0	0.4	0.6	0.6	0.3
Automotive glass	0.2	0.1	0.2	0.3	0.2
Radiators / parts	0.2	0.3	0.1	0.2	0.2
Lighting equipment / parts	0.2	0.2	0.2	0.3	0.2
Engines	0.0	0.3	0.0	0.0	0.1
Automotive tooling	2.2	0.6	0.3	1.0	0.1
Road wheels / parts	0.0	0.0	0.0	0.1	0.0
Steering wheels / columns / boxes	0.1	0.3	0.1	0.0	0.0
Alarm systems	0.1	0.0	0.0	0.0	0.0
Jacks	0.0	0.0	0.0	0.2	0.0
Seatbelts	0.1	0.0	0.0	0.0	0.0
Gear boxes	0.0	0.0	0.0	0.1	0.0

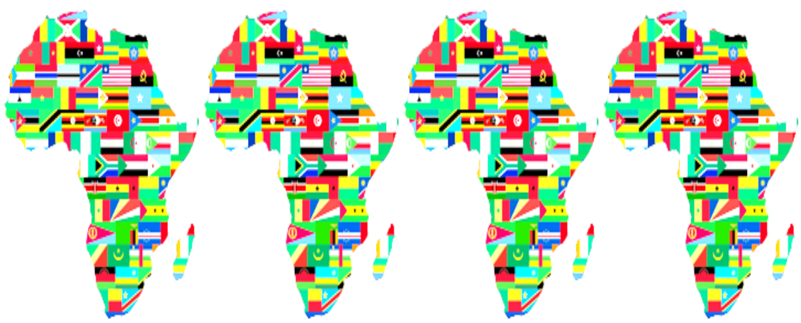
21. ETHIOPIA (Left-hand drive)

Ethiopia	2016	2017	2018	2019	2020
Total (R million)	**268.5**	**255.1**	**140.3**	**192.6**	**136.9**
Light vehicles	202.1	220.4	113.8	109.3	97.5
2016 – 2020 high volume light vehicle exports to Ethiopia	Toyota Hilux				
Medium / Heavy vehicles	0.4	0.0	0.0	0.0	0.9
Other components	15.1	12.9	7.2	11.1	15.2
Engine parts	19.7	5.5	4.3	8.5	4.2
Filters	6.8	3.8	2.2	28.9	2.1
Lighting equipment / parts	2.4	2.2	2.1	3.3	2.1
Automotive glass	1.1	0.7	0.5	8.9	2.0
Batteries	0.0	1.2	0.2	0.0	1.9
Clutches / shaft couplings	1.7	1.4	0.6	1.3	1.8
Radiators / parts	1.7	1.4	1.0	4.0	1.6
Brake parts	8.7	0.2	0.4	5.6	1.4
Gauges / instruments / parts	2.9	0.9	1.1	1.9	0.9
Body parts / panels	0.4	0.9	0.4	4.5	0.9
Transmission shafts / cranks	1.4	0.9	0.8	3.4	0.8
Automotive tooling	0.7	0.7	0.4	0.1	0.8
Ignition / starting equipment	0.6	0.2	0.4	0.1	0.5
Catalytic converters	0.3	0.6	0.4	0.2	0.4
Road wheels / parts	0.5	0.6	0.1	0.1	0.4
Steering wheels / columns / boxes	0.0	0.2	0.1	0.1	0.3
Alarm systems	1.3	0.1	0.0	0.0	0.2
Gaskets	0.3	0.1	0.2	0.0	0.1
Axles	0.1	0.1	0.0	0.0	0.1
Silencers / exhausts	0.1	0.1	0.1	0.0	0.1
Stitched leather seats / parts	0.0	0.0	0.0	0.0	0.1
Gear boxes	0.0	0.0	0.0	0.0	0.1
Shock absorbers	0.1	0.0	0.0	1.2	0.1
Wiring harnesses	0.1	0.0	0.1	0.0	0.1
Seatbelts	0.0	0.1	0.0	0.0	0.1
Jacks	0.0	0.0	0.2	0.0	0.1
Air conditioners	0.0	0.0	0.1	0.0	0.0
Engines	0.0	0.0	2.6	0.0	0.0
Tyres	0.1	0.0	0.8	0.0	0.0



22. SENEGAL (Left-hand drive)

Senegal	2016	2017	2018	2019	2020
Total (R million)	**119.6**	**107.6**	**139.8**	**149.3**	**116.2**
Light vehicles	64.4	67.5	94.0	114.6	93.4
2016 – 2020 high volume light vehicle exports to Senegal	Ford Ranger Nissan Hardbody				
Medium / Heavy vehicles	0.0	0.0	0.0	0.2	0.0
Other components	29.7	22.3	23.7	17.1	9.6
Engine parts	0.9	0.9	1.5	1.1	4.7
Automotive tooling	3.9	4.6	0.1	0.9	1.5
Road wheels / parts	0.1	0.0	0.4	0.0	1.3
Transmission shafts / cranks	4.2	2.1	1.7	2.3	1.2
Gauges / instruments / parts	1.2	1.0	0.1	2.0	1.0
Gear boxes	1.1	0.7	3.9	0.1	0.9
Tyres	9.4	3.9	11.0	4.4	0.6
Automotive glass	0.0	0.0	0.3	0.0	0.4
Catalytic converters	0.2	0.0	0.0	0.1	0.3
Engines	0.3	0.1	0.3	4.8	0.3
Lighting equipment / parts	0.1	0.6	0.1	0.3	0.2
Jacks	0.4	0.2	0.2	0.0	0.2
Alarm systems	1.3	0.1	0.3	0.1	0.1
Ignition / starting equipment	1.3	0.1	0.1	0.2	0.1
Gaskets	0.6	1.1	0.2	0.4	0.1
Brake parts	0.1	0.1	0.1	0.0	0.1
Clutches / shaft couplings	0.1	0.1	0.3	0.1	0.1
Filters	0.1	0.2	0.6	0.3	0.1
Radiators / parts	0.0	0.0	0.1	0.2	0.0
Shock absorbers	0.0	0.0	0.1	0.0	0.0
Body parts / panels	0.0	0.3	0.2	0.0	0.0
Wiring harnesses	0.0	0.0	0.0	0.1	0.0
Axles	0.0	1.6	0.4	0.1	0.0
Steering wheels / columns / boxes	0.0	0.0	0.1	0.0	0.0



23. GUINEA (Left-hand drive)

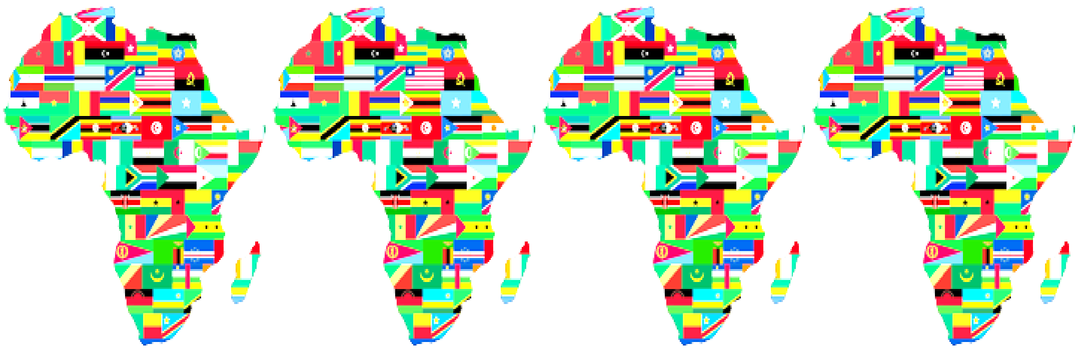
Guinea	2016	2017	2018	2019	2020
Total (R million)	**37.0**	**46.9**	**54.4**	**50.4**	**103.2**
Light vehicles	17.0	8.1	14.2	6.8	2.4
Other components	6.3	15.8	20.7	13.1	39.3
Transmission shafts / cranks	4.9	12.6	2.9	14.6	30.8
Engine parts	0.5	1.1	2.2	2.5	13.8
Ignition / starting equipment	0.2	0.2	0.4	1.2	3.7
Catalytic converters	0.9	0.6	1.2	0.8	3.6
Gauges / instruments / parts	2.2	3.1	2.8	4.8	3.6
Automotive tooling	0.4	0.8	0.7	0.2	2.1
Engines	1.2	1.9	4.1	0.6	1.6
Gaskets	0.1	0.3	0.1	0.2	0.8
Tyres	1.6	0.5	1.2	0.6	0.7
Alarm systems	0.1	0.5	0.3	0.6	0.3
Jacks	0.0	0.7	0.2	0.5	0.2
Car radios	0.0	0.0	0.0	0.0	0.1
Lighting equipment / parts	0.2	0.1	0.2	0.2	0.1
Brake parts	0.0	0.0	0.0	1.3	0.0
Filters	0.0	0.0	0.4	1.0	0.0
Clutches / shaft couplings	0.0	0.0	0.0	0.3	0.0
Batteries	0.0	0.1	0.0	0.4	0.0
Shock absorbers	0.0	0.0	1.9	0.4	0.0
Air conditioners	0.1	0.0	0.9	0.0	0.0
Body parts / panels	0.5	0.1	0.0	0.0	0.0
Gear boxes	0.5	0.0	0.1	0.1	0.0
Silencers / exhausts	0.1	0.0	0.0	0.2	0.0
Steering wheels / columns / boxes	0.0	0.1	0.0	0.0	0.0
Wiring harnesses	0.0	0.0	0.0	0.1	0.0

24. MALI (Left-hand drive)

Mali	2016	2017	2018	2019	2020
Total (R million)	**31.4**	**87.4**	**48.3**	**59.3**	**99.0**
Light vehicles	0.0	0.5	3.9	1.1	1.7
Medium / Heavy vehicles	0.0	0.0	0.0	0.1	0.0
Other components	17.8	55.5	25.3	30.0	59.9
Transmission shafts / cranks	4.3	8.7	9.6	3.2	10.4
Engine parts	2.8	3.9	1.6	2.0	8.3
Gauges / instruments / parts	2.1	4.8	1.7	3.0	4.2
Gear boxes	0.1	2.6	0.1	2.1	2.2
Tyres	0.1	0.4	2.0	0.7	1.6
Automotive tooling	0.9	3.4	1.6	0.7	1.5
Gaskets	0.7	1.8	0.2	0.6	1.5
Brake parts	0.0	0.0	0.1	1.3	1.5
Engines	0.0	0.0	0.6	0.2	1.1
Catalytic converters	0.2	2.0	0.4	1.0	1.1
Filters	0.0	0.2	0.2	3.7	0.9
Jacks	0.4	0.3	0.1	0.7	0.8
Radiators / parts	0.0	0.2	0.1	1.0	0.7
Ignition / starting equipment	0.9	0.7	0.2	1.0	0.4
Automotive glass	0.0	0.1	0.1	0.9	0.2
Alarm systems	0.2	0.4	0.1	0.5	0.1
Batteries	0.0	0.1	0.0	0.0	0.1
Clutches / shaft couplings	0.0	0.0	0.1	0.3	0.1
Car radios	0.0	0.4	0.2	0.0	0.1
Steering wheels / columns / boxes	0.0	0.0	0.0	0.2	0.1
Road wheels / parts	0.1	0.6	0.0	0.5	0.1
Body parts / panels	0.0	0.2	0.0	0.0	0.1
Lighting equipment / parts	0.7	0.2	0.1	0.3	0.1
Axles	0.0	0.2	0.0	0.6	0.1
Seatbelts	0.0	0.0	0.0	0.0	0.1
Silencers / exhausts	0.0	0.0	0.0	1.9	0.0
Wiring harnesses	0.0	0.0	0.0	0.2	0.0
Shock absorbers	0.0	0.1	0.0	1.3	0.0
Springs	0.0	0.1	0.0	0.1	0.0
Air conditioners	0.0	0.1	0.0	0.1	0.0

25. CAMEROON (Left-hand drive)

Cameroon	2016	2017	2018	2019	2020
Total (R million)	**51.6**	**17.1**	**42.1**	**63.7**	**71.0**
Light vehicles	40.3	10.0	34.3	37.5	50.8
Medium / Heavy vehicles	0.7	0.0	0.0	0.0	0.0
Other components	1.7	4.8	4.9	12.1	6.3
Engine parts	0.2	0.1	0.2	3.0	3.5
Brake parts	0.0	0.0	0.0	1.2	2.0
Clutches / shaft couplings	0.0	0.0	0.0	1.0	2.0
Air conditioners	0.0	0.0	0.0	0.2	1.7
Tyres	1.8	0.8	1.2	0.9	0.8
Lighting equipment / parts	0.1	0.0	0.1	0.5	0.7
Transmission shafts / cranks	2.2	0.3	0.0	0.2	0.5
Automotive glass	0.0	0.0	0.0	0.5	0.4
Filters	0.1	0.1	0.0	1.2	0.4
Body parts / panels	0.0	0.0	0.0	0.2	0.4
Radiators / parts	0.0	0.0	0.0	0.2	0.3
Ignition / starting equipment	0.0	0.0	0.0	0.0	0.2
Catalytic converters	0.0	0.2	0.2	0.5	0.2
Axles	0.3	0.0	0.2	0.0	0.2
Automotive tooling	1.2	0.1	0.2	1.7	0.1
Gauges / instruments / parts	1.1	0.2	0.6	0.2	0.1
Alarm systems	0.3	0.0	0.0	0.0	0.1
Road wheels / parts	0.0	0.0	0.0	0.2	0.1
Gear boxes	0.0	0.0	0.0	0.0	0.1
Steering wheels / columns / boxes	0.0	0.0	0.0	0.1	0.0
Silencers / exhausts	0.0	0.0	0.0	0.2	0.0
Stitched leather seats / parts	0.0	0.0	0.1	0.0	0.0
Gaskets	0.1	0.3	0.1	0.1	0.0
Engines	1.7	0.0	0.0	2.0	0.0



26. MOROCCO (Left-hand drive)
(Vehicle production 2020 – 248 430 units) (Vehicle sales 2020 – 133 308 units)

Morocco	2016	2017	2018	2019	2020
Total (R million)	**85.9**	**36.6**	**31.3**	**14.7**	**57.8**
Light vehicles	60.8	27.6	30.6	11.3	35.6
2016 – 2020 high volume light vehicle exports to Morocco	Ford Ranger				
Other components	13.6	0.2	0.1	0.3	21.8
Automotive tooling	0.0	1.9	0.0	0.8	0.3
Gauges / instruments / parts	0.0	4.9	0.4	0.0	0.1
Tyres	5.4	2.0	0.0	1.4	0.0
Transmission shafts / cranks	3.3	0.0	0.0	0.0	0.0
Engine parts	0.2	0.0	0.0	0.0	0.0
Engines	0.0	0.0	0.0	0.9	0.0
Ignition / starting equipment	0.3	0.0	0.0	0.0	0.0
Wiring harnesses	2.4	0.0	0.0	0.1	0.0
Filters	0.0	0.0	0.2	0.0	0.0

27. DJIBOUTI (Left-hand drive)

Djibouti	2016	2017	2018	2019	2020
Total (R million)	**56.3**	**57.9**	**62.2**	**38.7**	**57.2**
Light vehicles	37.1	48.2	54.1	30.0	42.4
2016 – 2020 high volume light vehicle exports to Djibouti	Toyota Hilux				
Other components	8.9	4.2	1.2	2.8	6.1
Engine parts	2.0	0.5	0.2	0.7	2.0
Tyres	2.3	2.6	5.2	2.7	1.2
Transmission shafts / cranks	0.4	0.1	0.0	0.0	0.6
Clutches / shaft couplings	0.1	0.2	0.3	0.2	0.6
Road wheels / parts	0.2	0.2	0.0	0.0	0.5
Filters	0.3	0.2	0.4	0.3	0.5
Lighting equipment / parts	0.2	0.1	0.1	0.1	0.5
Radiators / parts	0.2	0.0	0.1	0.1	0.5
Gauges / instruments / parts	0.2	0.0	0.0	0.4	0.4
Brake parts	0.0	0.1	0.1	0.2	0.4
Gaskets	0.0	0.0	0.0	0.0	0.3
Air conditioners	0.0	1.0	0.0	0.0	0.3
Ignition / starting equipment	0.1	0.0	0.1	0.1	0.3
Gear boxes	0.1	0.0	0.1	0.0	0.2
Seats	0.0	0.0	0.0	0.0	0.2
Body parts / panels	0.1	0.1	0.1	0.1	0.1
Silencers / exhausts	0.1	0.0	0.0	0.0	0.1
Automotive glass	0.0	0.1	0.1	0.1	0.1
Steering wheels / columns / boxes	0.2	0.0	0.0	0.0	0.1
Wiring harnesses	0.3	0.0	0.0	0.0	0.0
Automotive tooling	3.4	0.0	0.1	0.8	0.0
Catalytic converters	0.2	0.1	0.0	0.0	0.0

28. EGYPT (Left-hand drive)
(Vehicle production 2020 – 23 754 units) (Vehicle sales 2020 – 219 732 units)

Egypt	2016	2017	2018	2019	2020
Total (R million)	**90.4**	**34.7**	**26.8**	**22.2**	**53.9**
Light vehicles	0.0	0.4	0.0	0.0	0.4
Medium / Heavy vehicles	36.1	0.3	2.0	0.0	10.1
Other components	13.9	18.7	12.1	13.4	37.4
Engine parts	1.5	0.4	0.2	0.7	2.8
Engines	0.8	0.1	0.1	0.1	0.6
Axles	0.4	2.1	3.2	0.0	0.5
Automotive tooling	12.8	1.2	0.2	0.8	0.3
Transmission shafts / cranks	4.3	2.5	0.4	5.2	0.3
Tyres	17.0	3.3	4.2	1.2	0.2
Gear boxes	0.1	0.1	0.2	0.0	0.2
Body parts / panels	0.3	3.5	1.4	0.0	0.2
Gaskets	0.3	0.2	0.0	0.0	0.2
Lighting equipment / parts	0.0	0.1	0.1	0.1	0.2
Ignition / starting equipment	0.3	0.1	0.3	0.0	0.1
Gauges / instruments / parts	1.0	0.2	0.1	0.2	0.1
Automotive glass	0.0	0.3	0.8	0.0	0.1
Silencers / exhausts	0.0	0.0	0.0	0.0	0.1
Alarm systems	0.1	0.0	0.2	0.2	0.0
Air conditioners	0.0	0.0	0.2	0.0	0.0
Catalytic converters	0.9	0.2	0.0	0.0	0.0
Jacks	0.3	0.0	0.0	0.0	0.0
Road wheels / parts	0.0	0.0	0.3	0.0	0.0
Seats	0.2	0.8	0.6	0.0	0.0
Springs	0.0	0.1	0.0	0.0	0.0
Wiring harnesses	0.0	0.0	0.1	0.1	0.0
Filters	0.1	0.0	0.1	0.0	0.0

29. TUNISIA (Left-hand drive)

Tunisia	2016	2017	2018	2019	2020
Total (R million)	**8.1**	**34.7**	**27.5**	**49.0**	**35.3**
Light vehicles	6.1	33.9	25.9	48.8	34.3
2016 – 2020 high volume light vehicle exports to Tunisia	Ford Ranger Toyota Hilux				
Tyres	0.0	0.0	0.0	0.0	0.9
Other components	0.7	0.6	1.6	0.1	0.1
Alarm systems	0.0	0.0	0.0	0.2	0.0
Automotive tooling	1.0	0.1	0.0	0.0	0.0

30. MAURITANIA (Left-hand drive)

Mauritania	2016	2017	2018	2019	2020
Total (R million)	**9.9**	**28.2**	**14.8**	**8.2**	**32.1**
Light vehicles	0.0	0.0	0.0	0.0	2.3
Medium / Heavy vehicles	0.0	0.0	0.0	0.7	0.0
Other components	5.2	14.2	9.0	4.4	14.5
Automotive tooling	0.5	4.3	0.0	0.1	13.5
Transmission shafts / cranks	1.1	6.1	2.3	0.7	0.9
Engine parts	1.2	0.4	1.3	0.2	0.4
Gaskets	0.5	0.2	0.3	0.1	0.2
Gauges / instruments / parts	0.9	0.8	0.4	1.0	0.1
Alarm systems	0.0	0.0	0.0	0.1	0.0
Ignition / starting equipment	0.0	0.4	0.1	0.0	0.0
Jacks	0.1	0.0	0.1	0.1	0.0
Lighting equipment / parts	0.0	0.1	0.1	0.0	0.0
Radiators / parts	0.0	0.3	0.1	0.2	0.0
Road wheels / parts	0.0	0.0	0.0	0.1	0.0
Seats	0.0	0.0	0.1	0.0	0.0
Silencers / exhausts	0.1	0.0	0.0	0.0	0.0
Brake parts	0.0	0.1	0.0	0.0	0.0
Filters	0.1	0.0	0.0	0.1	0.0
Catalytic converters	0.2	0.1	0.1	0.0	0.0
Engines	0.0	0.6	0.0	0.1	0.0
Tyres	0.0	0.3	0.8	0.3	0.0
Wiring harnesses	0.0	0.0	0.1	0.0	0.0

31. EQUATORIAL GUINEA (Left-hand drive)

Equatorial Guinea	2016	2017	2018	2019	2020
Total (R million)	**2.4**	**0.5**	**1.3**	**1.0**	**31.5**
Light vehicles	0.0	0.2	0.0	0.0	0.0
Medium / Heavy vehicles	0.0	0.0	0.2	0.0	0.0
Other components	1.5	0.2	0.4	0.8	31.3
Ignition / starting equipment	0.0	0.0	0.2	0.0	0.0
Lighting equipment / parts	0.0	0.0	0.2	0.1	0.0
Engine parts	0.0	0.0	0.0	0.1	0.0
Automotive tooling	0.3	0.0	0.0	0.0	0.0
Gaskets	0.2	0.0	0.0	0.0	0.0
Gauges / instruments / parts	0.4	0.0	0.0	0.0	0.0
Batteries	0.0	0.0	0.2	0.0	0.0

32. BURKINA FASO (Left-hand drive)

Burkina Faso	2016	2017	2018	2019	2020
Total (R million)	**31.0**	**72.7**	**38.5**	**72.1**	**30.0**
Light vehicles	3.5	12.0	10.1	27.6	7.0
Other components	9.6	29.5	14.0	26.9	10.1
Transmission shafts / cranks	6.8	9.4	3.6	4.6	3.1
Engine parts	1.0	6.6	0.7	2.3	2.4
Gauges / instruments / parts	2.0	3.5	1.3	1.9	2.1
Automotive tooling	0.6	1.1	2.4	0.6	1.9
Catalytic converters	1.8	1.4	0.1	1.0	0.7
Engines	3.5	4.1	2.7	2.7	0.6
Gaskets	0.4	0.5	0.3	0.5	0.5
Radiators / parts	0.1	0.3	0.0	0.0	0.4
Lighting equipment / parts	0.4	0.0	0.8	0.3	0.2
Ignition / starting equipment	0.4	0.1	0.1	0.2	0.2
Filters	0.1	0.7	0.2	0.1	0.2
Seats	0.0	0.0	0.0	0.0	0.1
Automotive glass	0.0	0.1	0.0	0.1	0.1
Air conditioners	0.0	0.0	0.0	0.0	0.1
Brake parts	0.0	0.0	0.0	0.2	0.1
Clutches / shaft couplings	0.0	0.0	0.0	0.2	0.1
Gear boxes	0.0	0.5	1.0	0.4	0.1
Shock absorbers	0.0	0.0	0.0	0.4	0.0
Stitched leather seats / parts	0.0	0.6	0.1	0.1	0.0
Body parts / panels	0.0	0.0	0.1	0.2	0.0
Alarm systems	0.1	0.2	0.3	0.7	0.0
Springs	0.0	0.1	0.0	0.0	0.0
Wiring harnesses	0.1	0.1	0.0	0.3	0.0
Jacks	0.1	1.6	0.0	0.2	0.0
Tyres	0.2	0.0	0.1	0.5	0.0
Road wheels / parts	0.1	0.1	0.3	0.0	0.0
Batteries	0.0	0.1	0.1	0.0	0.0

33. SIERRA LEONE (Left-hand drive)

Sierra Leone	2016	2017	2018	2019	2020
Total (R million)	**29.2**	**53.3**	**36.4**	**46.7**	**22.3**
Light vehicles	2.9	4.2	0.6	0.0	0.3
Medium / Heavy vehicles	0.5	0.0	0.1	0.6	0.0
Other components	8.9	17.8	22.7	28.2	11.7
Engine parts	2.8	0.6	0.2	2.0	2.5
Transmission shafts / cranks	1.7	2.5	1.0	4.1	1.8
Tyres	1.0	0.3	0.8	0.8	1.7
Automotive tooling	1.7	21.9	1.4	1.1	1.4
Gauges / instruments / parts	2.6	1.6	4.9	6.2	0.8
Engines	3.2	0.0	0.0	0.0	0.7
Silencers / exhausts	0.0	0.3	0.0	0.1	0.3
Ignition / starting equipment	0.3	0.9	0.7	0.3	0.2
Radiators / parts	0.0	0.1	0.2	0.0	0.2
Alarm systems	0.1	0.4	0.2	0.6	0.2
Catalytic converters	0.1	0.0	1.0	1.5	0.1
Steering wheels / columns / boxes	0.0	0.0	0.4	0.0	0.1
Filters	0.0	0.0	0.0	0.0	0.1
Gear boxes	0.1	2.2	1.1	0.2	0.1
Gaskets	0.1	0.1	0.5	0.2	0.1
Shock absorbers	0.0	0.1	0.0	0.1	0.1
Road wheels / parts	0.1	0.0	0.0	0.0	0.0
Lighting equipment / parts	0.0	0.2	0.1	0.0	0.0
Jacks	0.0	0.1	0.4	0.3	0.0
Wiring harnesses	0.0	0.0	0.0	0.2	0.0

34. RWANDA (Left-hand drive)

Rwanda	2016	2017	2018	2019	2020
Total (R million)	**90.1**	**95.3**	**125.4**	**65.3**	**18.0**
Light vehicles	38.8	83.0	106.5	44.5	3.6
2016 – 2020 high volume light vehicle exports to Rwanda	Toyota Hilux				
Medium / Heavy vehicles	39.7	0.7	1.5	0.3	1.8
Other components	3.3	4.5	6.6	6.6	6.6
Gauges / instruments / parts	0.9	1.9	2.2	1.2	1.1
Brake parts	0.0	0.4	0.1	0.2	0.6
Radiators / parts	0.0	0.1	0.1	0.0	0.5
Engine parts	4.6	1.5	0.8	1.0	0.5
Filters	0.1	0.3	0.1	0.6	0.4
Transmission shafts / cranks	0.0	0.0	3.0	0.8	0.4
Tyres	0.0	1.2	2.3	0.5	0.3
Clutches / shaft couplings	0.1	0.3	0.1	0.2	0.3
Lighting equipment / parts	0.1	0.1	0.1	0.3	0.3
Catalytic converters	0.1	0.0	0.1	3.7	0.3
Automotive glass	0.1	0.1	0.1	0.1	0.2
Stitched leather seats / parts	0.0	0.0	0.0	0.0	0.2
Batteries	0.0	0.0	0.0	0.1	0.2
Ignition / starting equipment	0.0	0.1	0.1	0.1	0.1
Body parts / panels	0.0	0.0	0.1	0.1	0.1
Automotive tooling	0.1	0.1	0.8	3.8	0.1
Air conditioners	0.0	0.0	0.0	0.0	0.1
Axles	0.0	0.0	0.0	0.1	0.1
Gear boxes	0.1	0.0	0.2	0.0	0.1
Gaskets	0.3	0.2	0.0	1.1	0.1
Alarm systems	0.2	0.0	0.0	0.0	0.1
Shock absorbers	0.0	0.1	0.0	0.0	0.0
Steering wheels / columns / boxes	0.0	0.1	0.4	0.0	0.0
Road wheels / parts	0.1	0.1	0.0	0.0	0.0
Engines	1.4	0.4	0.0	0.0	0.0
Springs	0.0	0.1	0.1	0.1	0.0

35. REPUBLIC OF CONGO (Left-hand drive)

Republic of Congo	2016	2017	2018	2019	2020
Total (R million)	**20.0**	**20.8**	**31.8**	**28.5**	**14.0**
Light vehicles	7.5	6.9	15.0	10.2	5.3
Medium / Heavy vehicles	1.4	2.0	2.4	1.3	0.7
Other components	6.3	6.3	6.1	11.5	4.3
Tyres	0.1	0.1	1.4	2.3	1.0
Engine parts	1.5	0.9	3.5	0.4	0.6
Gauges / instruments / parts	0.4	1.6	1.3	1.5	0.5
Automotive tooling	0.3	0.3	0.2	0.3	0.3
Engines	0.2	0.0	0.0	0.0	0.3
Catalytic converters	0.3	0.3	0.2	0.2	0.3
Batteries	0.0	0.2	0.0	0.1	0.2
Transmission shafts / cranks	0.3	0.1	0.8	0.0	0.2
Alarm systems	0.0	0.5	0.0	0.1	0.1
Lighting equipment / parts	0.1	0.1	0.2	0.1	0.1
Ignition / starting equipment	0.1	0.5	0.2	0.0	0.1
Gaskets	0.0	0.5	0.1	0.3	0.0
Filters	0.1	0.5	0.0	0.0	0.0
Air conditioners	0.3	0.1	0.2	0.0	0.0
Body parts / panels	0.1	0.0	0.0	0.0	0.0
Brake parts	0.0	0.0	0.1	0.0	0.0
Clutches / shaft couplings	0.1	0.0	0.0	0.0	0.0
Jacks	0.8	0.0	0.0	0.0	0.0
Radiators / parts	0.0	0.0	0.1	0.0	0.0
Shock absorbers	0.0	0.0	0.1	0.0	0.0

36. BURUNDI (Left-hand drive)

Burundi	2016	2017	2018	2019	2020
Total (R million)	**4.1**	**5.9**	**1.8**	**7.6**	**13.3**
Light vehicles	2.7	3.4	0.2	3.8	7.6
Medium / Heavy vehicles	0.0	0.0	0.0	0.5	0.3
Tyres	0.0	0.0	0.0	1.6	1.6
Other components	0.2	0.4	0.3	0.7	1.4
Engine parts	0.2	0.1	0.4	0.4	0.7
Transmission shafts / cranks	0.0	0.1	0.0	0.0	0.5
Brake parts	0.2	0.0	0.0	0.1	0.3
Road wheels / parts	0.0	0.0	0.0	0.0	0.2
Clutches / shaft couplings	0.1	0.1	0.1	0.1	0.1
Lighting equipment / parts	0.0	0.0	0.1	0.1	0.1
Gauges / instruments / parts	0.0	0.1	0.4	0.1	0.1
Filters	0.0	0.2	0.0	0.1	0.1
Automotive glass	0.0	0.0	0.0	0.1	0.0
Alarm systems	0.1	0.0	0.0	0.0	0.0
Automotive tooling	0.3	1.3	0.0	0.0	0.0
Catalytic converters	0.0	0.0	0.1	0.0	0.0

37. GAMBIA (Left-hand drive)

Gambia	2016	2017	2018	2019	2020
Total (R million)	**5.7**	**7.8**	**2.2**	**12.2**	**11.2**
Light vehicles	4.4	6.6	0.2	8.3	10.9
Engine parts	1.0	0.8	0.7	2.6	0.2
Other components	0.1	0.1	0.1	0.9	0.1
Alarm systems	0.0	0.0	0.1	0.0	0.0
Ignition / starting equipment	0.0	0.0	0.0	0.1	0.0
Lighting equipment / parts	0.0	0.2	0.0	0.0	0.0
Transmission shafts / cranks	0.1	0.1	0.1	0.3	0.0
Tyres	0.0	0.0	0.4	0.0	0.0
Batteries	0.0	0.0	0.5	0.0	0.0

38. LIBERIA (Left-hand drive)

Liberia	2016	2017	2018	2019	2020
Total	**15.0**	**32.3**	**19.2**	**19.6**	**9.5**
Light vehicles	7.1	21.2	9.9	12.9	5.7
Engine parts	0.9	0.2	0.7	1.0	1.4
Other components	5.0	8.5	6.1	2.0	1.1
Tyres	0.9	0.0	0.0	0.7	0.6
Batteries	0.0	0.0	0.2	0.0	0.5
Gaskets	0.1	0.0	0.0	0.0	0.2
Alarm systems	0.2	0.1	0.0	0.0	0.0
Automotive tooling	0.0	0.0	0.0	0.9	0.0
Brake parts	0.1	0.0	0.0	0.0	0.0
Catalytic converters	0.1	1.5	1.6	0.0	0.0
Transmission shafts / cranks	0.1	0.0	0.0	0.0	0.0
Gauges / instruments / parts	0.3	0.3	0.3	0.1	0.0
Ignition / starting equipment	0.1	0.1	0.0	0.0	0.0
Clutches / shaft couplings	0.2	0.1	0.0	0.0	0.0
Lighting equipment / parts	0.0	0.1	0.0	0.0	0.0
Automotive glass	0.0	0.0	0.1	0.0	0.0
Radiators	0.0	0.0	0.2	0.0	0.0

39. SOMALIA (Left-hand drive)

Somalia	2016	2017	2018	2019	2020
Total	**16.9**	**5.3**	**6.0**	**7.4**	**9.2**
Light vehicles	0.3	0.2	0.9	0.2	5.1
Medium / Heavy vehicles	0.2	0.8	0.0	0.0	0.3
Other components	7.0	2.9	2.6	2.9	1.3
Engine parts	1.5	0.1	0.3	0.5	0.8
Tyres	0.0	0.3	0.5	0.5	0.3
Transmission shafts / cranks	1.3	0.0	0.1	0.1	0.2
Lighting equipment / parts	0.0	0.0	0.1	0.1	0.1
Clutches / shaft couplings	0.3	0.1	0.1	0.2	0.1
Gauges / instruments / parts	0.2	0.3	0.0	0.0	0.0
Gear boxes	1.7	0.0	0.0	0.2	0.0
Automotive glass	0.0	0.2	0.1	0.0	0.0
Ignition / starting equipment	0.1	0.0	0.0	0.1	0.0
Axles	1.7	0.0	0.0	0.0	0.0
Filters	0.1	0.0	0.3	0.2	0.0
Gaskets	0.0	0.0	0.1	0.0	0.0
Air conditioners	0.0	0.1	0.0	1.0	0.0
Automotive tooling	0.1	0.0	0.0	0.5	0.0
Body parts / panels	0.0	0.1	0.0	0.0	0.0
Brake parts	0.0	0.0	0.5	0.4	0.0
Catalytic converters	0.0	0.0	0.0	0.1	0.0
Radiators	0.2	0.0	0.0	0.2	0.0
Shock absorbers	1.4	0.0	0.3	0.1	0.0
Silencers / exhausts	0.3	0.1	0.0	0.0	0.0
Springs	0.0	0.0	0.0	0.1	0.0
Steering wheels / columns / boxes	0.4	0.1	0.0	0.1	0.0

40. ERITREA (Left-hand drive)

Eritrea	2016	2017	2018	2019	2020
Total	**10.0**	**8.7**	**10.7**	**10.9**	**8.7**
Light vehicles	2.3	0.0	0.0	0.0	0.0
Other components	5.4	5.7	6.9	7.3	5.0
Transmission shafts / cranks	0.5	1.5	0.8	1.5	1.5
Engine parts	0.0	0.2	1.2	0.4	1.4
Gauges / instruments / parts	0.7	0.5	0.3	0.6	0.2
Tyres	0.3	0.2	0.0	0.6	0.2
Gaskets	0.0	0.1	0.3	0.0	0.1
Ignition / starting equipment	0.1	0.0	0.0	0.0	0.1
Jacks	0.0	0.0	0.2	0.0	0.1
Road wheels / parts	0.0	0.0	0.0	0.0	0.1
Clutches / shaft couplings	0.0	0.0	0.0	0.0	0.1
Lighting equipment / parts	0.1	0.0	0.2	0.0	0.0
Automotive tooling	0.0	0.0	0.4	0.1	0.0
Body parts / panels	0.0	0.0	0.3	0.0	0.0
Catalytic convertors	0.6	0.3	0.0	0.1	0.0
Air conditioners	0.0	0.1	0.0	0.0	0.0

41. NIGER (Left-hand drive)

Niger	2016	2017	2018	2019	2020
Total	**1.4**	**1.1**	**1.1**	**13.4**	**5.7**
Light vehicles	0.0	0.0	0.5	0.0	4.6
Medium / Heavy vehicles	0.0	0.7	0.0	0.0	0.0
Other components	0.5	0.1	0.6	3.2	0.4
Transmission shafts / cranks	0.8	0.1	0.0	0.2	0.3
Engine parts	0.0	0.3	0.0	1.8	0.2
Automotive tooling	0.0	0.0	0.0	0.3	0.0
Axles	0.0	0.0	0.0	1.4	0.0
Brake parts	0.0	0.0	0.0	0.3	0.0
Clutches / shaft couplings	0.0	0.0	0.0	0.4	0.0
Gaskets	0.0	0.0	0.0	0.1	0.0
Gear boxes	0.0	0.0	0.0	1.4	0.0
Ignition / starting equipment	0.0	0.0	0.0	0.7	0.0
Radiators / parts	0.0	0.0	0.0	0.7	0.0
Road wheels / parts	0.0	0.0	0.0	0.5	0.0
Shock absorbers	0.0	0.0	0.0	1.7	0.0
Silencers / exhausts	0.0	0.0	0.0	0.1	0.0
Steering wheels / columns / boxes	0.0	0.0	0.0	0.2	0.0
Wiring harnesses	0.0	0.0	0.0	0.1	0.0
Filters	0.0	0.0	0.0	0.6	0.0

42. CHAD (Left-hand drive)

Chad	2016	2017	2018	2019	2020
Total	**1.6**	**4.3**	**0.6**	**0.6**	**1.9**
Light vehicles	0.0	4.0	0.0	0.0	0.8
Tyres	0.1	0.0	0.4	0.1	0.5
Other components	0.3	0.2	0.1	0.2	0.3
Stitched leather seats / parts	0.0	0.0	0.0	0.0	0.2
Engine parts	0.0	0.0	0.0	0.1	0.1
Automotive tooling	1.1	0.0	0.0	0.0	0.0
Gauges / instruments / parts	0.0	0.0	0.0	0.2	0.0

43. ALGERIA (Left-hand drive)

Algeria	2016	2017	2018	2019	2020
Total	**11.3**	**1.6**	**5.4**	**5.2**	**1.1**
Light vehicles	1.8	0.0	0.0	0.0	0.0
Tyres	6.9	1.2	0.3	4.3	1.1
Automotive tooling	0.3	0.0	0.7	0.0	0.0
Engines	1.1	0.0	0.0	0.0	0.0
Engine parts	0.0	0.0	0.2	0.0	0.0
Gauges / instruments / parts	0.0	0.0	0.6	0.0	0.0
Ignition / starting equipment	0.0	0.0	0.0	0.2	0.0
Jacks	0.0	0.0	0.4	0.0	0.0
Silencers / exhausts	0.0	0.0	0.3	0.0	0.0
Transmission shafts / cranks	0.4	0.0	0.0	0.0	0.0
Other components	0.8	0.3	2.9	0.7	0.0

44. SUDAN (Left-hand drive)

Sudan	2016	2017	2018	2019	2020
Total	**79.9**	**2.5**	**1.8**	**1.8**	**0.6**
Light vehicles	35.1	1.8	0.9	0.0	0.0
Medium / Heavy vehicles	6.9	0.7	0.2	1.2	0.0
Transmission shafts / cranks	1.8	0.0	0.0	0.0	0.4
Other components	15.7	0.0	0.3	0.1	0.1
Engine parts	4.7	0.0	0.2	0.1	0.1
Alarm systems	0.2	0.0	0.0	0.0	0.0
Automotive tooling	7.1	0.0	0.0	0.0	0.0
Body parts / panels	0.1	0.0	0.0	0.0	0.0
Brake parts	0.2	0.0	0.0	0.0	0.0
Catalytic convertors	1.4	0.0	0.0	0.0	0.0
Clutches / shaft couplings	0.3	0.0	0.1	0.0	0.0
Engines	0.6	0.0	0.0	0.0	0.0
Gaskets	0.5	0.0	0.0	0.0	0.0
Gauges / instruments / parts	0.7	0.0	0.0	0.0	0.0
Gear boxes	0.5	0.0	0.0	0.0	0.0
Ignition / starting equipment	0.9	0.0	0.0	0.0	0.0
Lighting equipment / parts	0.5	0.0	0.0	0.0	0.0
Radiators / parts	0.1	0.0	0.0	0.0	0.0
Road wheels / parts	0.1	0.0	0.0	0.0	0.0
Springs	0.2	0.0	0.0	0.0	0.0
Tyres	1.6	0.0	0.0	0.3	0.0
Wiring harnesses	0.1	0.0	0.0	0.0	0.0
Batteries	0.0	0.0	0.0	0.1	0.0
Filters	0.6	0.0	0.0	0.0	0.0

45. CENTRAL AFRICAN REPUBLIC (Left-hand drive)

Central African Republic	2016	2017	2018	2019	2020
Total	**0.5**	**0.5**	**3.4**	**0.3**	**0.5**
Light vehicles	0.3	0.1	2.7	0.0	0.4
Engines	0.0	0.1	0.0	0.0	0.0
Other components	0.1	0.2	0.6	0.2	0.0
Batteries	0.1	0.0	0.0	0.0	0.0

46. LEBANON (Left-hand drive)

Lebanon	2016	2017	2018	2019	2020
Total	**2.0**	**5.3**	**4.6**	**12.6**	**0.2**
Light vehicles	0.0	3.9	0.0	0.0	0.0
Alarm systems	0.0	0.1	0.0	0.0	0.1
Springs	0.1	0.0	0.0	0.0	0.0
Transmission shafts / cranks	0.0	0.0	0.0	0.0	0.1
Gauges / instruments / parts	0.3	0.1	0.0	0.0	0.0
Gear boxes	0.1	0.0	0.0	0.0	0.0
Lighting equipment / parts	0.1	0.0	0.0	0.0	0.0
Road wheels / parts	0.0	0.0	0.0	0.0	0.0
Tyres	0.0	0.4	1.2	0.0	0.0
Other components	1.4	0.9	1.5	12.5	0.0

47. COMOROS (Left-hand drive)

Comoros	2016	2017	2018	2019	2020
Total	**5.0**	**1.0**	**0.3**	**0.1**	**0.1**
Light vehicles	5.0	0.5	0.3	0.0	00
Other components	0.0	0.1	0.0	0.1	0.1
Filters	0.0	0.2	0.0	0.0	0.0
Engine parts	0.0	0.1	0.0	0.0	0.0
Automotive tooling	0.0	0.1	0.0	0.0	0.0

J. Imports from African countries

The automotive industry plays a disproportionately small role in manufacturing in Africa and represents a major missed opportunity for value addition stimulation within larger African economies. For an automotive industry to be successful in Africa, economies need to progressively terminate the importation of pre-owned vehicles in favour of a model where new vehicles are purchased, used and then pass on to supply the domestic pre-owned market. Such a well-structured progression can play an important role in the overall automotive value chain.

Research has shown that second-hand and grey vehicle imports constitute more than 80% of vehicle sales in Africa. In the order of 22 African countries currently have no restrictions on the importation of second-hand vehicles, while 27 countries have age limits of between three and 15 years on the vehicles they import. With an effective automotive ecosystem, including OEMs, suppliers, financiers, government and other relevant industry role-players in prospective African countries, second-hand vehicle imports can be reduced to an acceptable ratio that enables integrated automotive manufacturing, whilst ensuring the safety of the consumer without major disruption to the existing used-car market. Ultimately, all second-hand vehicles should come from vehicles that were assembled on the continent, or that were imported as new vehicles, as part of an automotive programme. The unregulated importation of cars into many African countries has had a negative effect on the continent's environment, health, society at large, and the economy.

Over recent years there had been some limited relocation of labour-intensive South African suppliers to Botswana and Lesotho, where labour costs are lower. The relocation in 2015 of Pasdec Automotive Technologies, a wiring harness manufacturer, to Botswana and controlling half of South Africa's ignition wiring set import market; the relocation of Automotive Leather Company (Pty) Ltd, a privately-owned South African company specialising in the manufacture and export of top of the range automotive leather interior trim components, to Lesotho in 2015; and Johnsons Control Inc. (Pty) Ltd, a foreign-owned multinational corporation (MNC) and the leading supplier in the world of automotive mechanisms, metal structures and seat foams, relocating to Lesotho in 2015, are examples of such suppliers. All countries within SACU must comply with the Automotive Production Development Programme (APDP). Although this creates the potential for countries to utilise APDP support, it also leads to many challenges, as Botswana, eSwatini, Lesotho and Namibia lack the capacity to comply with the programme's complex suite of regulations. For some of the countries in the SADC region the production of parts for the aftermarket may offer an industrialisation opportunity.

The following tables reveal the automotive import details for the 26 countries of origin in Africa from 2016 to 2020. Vehicle production and vehicle sales for 2020, obtained from the International Organisation of Motor Vehicle Manufacturers (OICA), have been included for the respective countries, where applicable. Import countries and product categories for which the import values **more than doubled** from 2016 to 2020 have been highlighted in green in the following tables.

South African automotive imports from Africa by country – 2016 to 2020 (R million)

African countries imports	2016	2017	2018	2019	2020
1. Botswana	**1 635.9**	**1 598.9**	**1 727.5**	**1 790.6**	**1 303.6**
2. Lesotho	547.5	277.9	23.5	33.3	43.6
3. eSwatini	20.5	14.3	39.1	40.4	26.3
4. Egypt	12.2	15.8	27.1	21.6	21.4
5. Namibia	89.7	102.5	71.7	76.0	17.6
6. Zambia	40.5	37.2	39.1	41.0	15.9
7. Zimbabwe	11.0	14.6	4.8	7.0	8.4
8. Mozambique	15.8	18.9	7.0	9.8	7.1
9. Angola	26.8	5.6	20.2	9.8	6.2
10. Ghana	4.2	6.6	1.7	2.6	3.8
11. Kenya	2.6	2.6	1.9	1.5	2.1
12. Tanzania	7.3	1.6	1.5	2.3	1.8
13. Lebanon	0.0	0.9	0.8	0.5	1.3
14. Democratic Republic of Congo	11.7	11.4	19.1	33.4	1.3
15. Sierra Leone	0.4	0.9	0.5	0.4	0.7
16. Malawi	0.6	1.4	0.5	1.6	0.5
17. Uganda	0.7	0.1	0.1	0.3	0.5
18. Ethiopia	8.9	0.0	0.0	0.1	0.4
19. Liberia	0.0	0.0	0.0	0.0	0.4
20. Cameroon	1.2	0.2	0.6	0.2	0.3
21. Eritrea	0.1	0.0	0.0	0.0	0.3
22. Ivory Coast	0.1	0.4	0.1	2.7	0.2
23. Nigeria	0.5	1.0	2.4	0.3	0.1
24. Rwanda	0.0	0.1	0.0	0.2	0.1
25. Senegal	0.3	0.1	0.1	0.1	0.1
26. Republic of Congo	0.3	0.1	0.0	0.9	0.1

1. BOTSWANA (Right-hand drive)
(Vehicle sales 2020 – 5 364 units)

Botswana	2016	2017	2018	2019	2020
Total (R million)	**1 635.9**	**1 598.9**	**1 727.5**	**1 790.6**	**1 303.6**
Light vehicles	9.1	7.1	12.7	9.7	8.2
Medium / Heavy vehicles	2.5	2.6	9.7	9.3	6.4
Wiring harnesses	1 558.8	1 507.3	1 623.3	1 682.8	1 152.8
Other components	17.3	26.0	16.6	16.1	51.7
Batteries	13.4	15.5	18.1	36.2	35.7
Catalytic converters	0.2	0.0	0.0	0.4	26.8
Transmission shafts / cranks	4.4	2.6	13.2	6.6	6.5
Gear boxes	5.4	1.4	1.5	3.3	2.9
Body parts / panels	0.2	0.3	0.3	1.2	2.6
Engines	7.9	14.8	13.9	10.6	2.4
Engine parts	6.1	7.4	3.9	8.3	2.2
Automotive tooling	0.5	0.9	2.7	0.3	0.8
Gauges / instruments / parts	0.3	0.7	0.3	0.4	0.8
Ignition / starting equipment	0.6	1.1	0.5	0.5	0.6
Axles	3.5	1.5	4.3	1.3	0.6
Steering wheels / columns / boxes	0.1	0.2	0.2	0.0	0.5
Radiators / parts	0.7	0.9	1.8	0.5	0.5
Clutches / shaft couplings	0.2	0.3	0.3	0.4	0.4
Shock absorbers	0.5	1.2	0.6	0.5	0.3
Lighting equipment / parts	0.2	0.2	0.4	0.4	0.2
Brake parts	0.3	0.2	0.2	0.1	0.2
Tyres	1.9	2.0	1.1	0.6	0.1
Gaskets	0.3	0.3	0.2	0.2	0.1
Seats	0.0	0.1	0.1	0.0	0.1
Springs	0.1	0.3	0.0	0.1	0.1
Air conditioners	0.2	0.0	0.2	0.0	0.1
Road wheels / parts	0.7	3.8	0.5	0.1	0.1
Silencers / exhausts	0.1	0.1	0.1	0.0	0.0
Automotive glass	0.1	0.1	0.2	0.1	0.0
Filters	0.1	0.1	0.4	0.1	0.0
Jacks	0.1	0.1	0.1	0.3	0.0
Car radios	0.0	0.0	0.1	0.0	0.0
Alarm systems	0.1	0.1	0.1	0.0	0.0

2. LESOTHO (Right-hand drive)
(Vehicle sales 2020 – 525 units)

Lesotho	2016	2017	2018	2019	2020
Total (R million)	**547.5**	**277.9**	**23.5**	**33.3**	**43.6**
Light vehicles	82.0	2.0	1.4	2.3	15.1
Medium / Heavy vehicles	1.4	1.1	0.0	0.1	2.9
Engines	0.1	1.5	12.8	19.4	17.9
Engine parts	0.1	0.8	2.7	5.0	3.7
Axles	0.0	0.1	0.0	0.0	1.5
Other components	129.1	1.9	3.5	3.9	1.1
Automotive tooling	18.8	12.3	0.8	0.0	0.3
Transmission shafts / cranks	1.8	1.5	1.7	1.5	0.3
Seats	0.0	0.0	0.0	0.2	0.2
Catalytic converters	0.0	0.0	0.0	0.1	0.2
Lighting equipment / parts	0.0	0.0	0.1	0.1	0.1
Tyres	0.2	0.1	0.2	0.1	0.0
Stitched leather seats / parts	313.7	255.4	0.0	0.1	0.0
Gear boxes	0.1	0.1	0.2	0.1	0.0
Gauges / instruments / parts	0.1	0.0	0.0	0.1	0.0
Brake parts	0.1	0.8	0.0	0.0	0.0
Road wheels / parts	0.0	0.1	0.0	0.0	0.0
Ignition / starting equipment	0.0	0.1	0.0	0.0	0.0
Body parts / panels	0.0	0.1	0.1	0.0	0.0
Wiring harnesses	0.0	0.0	0.0	0.2	0.0

3. ESWATINI (Right-hand drive)
(Vehicle sales 2020 – 1 106 units)

eSwatini	2016	2017	2018	2019	2020
Total (R million)	**20.5**	**14.3**	**39.1**	**40.4**	**26.3**
Light vehicles	12.6	4.3	7.1	12.6	4.9
Medium / Heavy vehicles	0.5	2.6	2.2	1.0	0.2
Other components	4.0	5.6	28.2	23.9	18.2
Automotive tooling	0.8	0.2	0.1	0.2	0.7
Gauges / instruments / parts	0.2	0.1	0.0	0.4	0.4
Engine parts	0.3	0.1	0.4	0.4	0.4
Catalytic converters	0.0	0.0	0.0	0.0	0.3
Gear boxes	0.1	0.1	0.1	0.2	0.3
Transmission shafts / cranks	0.1	0.1	0.2	0.4	0.3
Engines	0.4	0.1	0.1	0.2	0.3
Tyres	0.5	0.4	0.0	0.2	0.1
Axles	0.0	0.0	0.0	0.1	0.1
Radiators / parts	0.2	0.1	0.0	0.1	0.1
Batteries	0.0	0.0	0.0	0.0	0.1
Ignition / starting equipment	0.1	0.1	0.1	0.0	0.0
Clutches / shaft couplings	0.1	0.0	0.0	0.1	0.0
Brake parts	0.2	0.1	0.1	0.1	0.0
Body parts / panels	0.2	0.1	0.1	0.1	0.0
Steering wheels / columns / boxes	0.1	0.0	0.0	0.0	0.0
Lighting equipment / parts	0.0	0.0	0.1	0.0	0.0
Gaskets	0.0	0.0	0.0	0.1	0.0
Filters	0.0	0.0	0.0	0.1	0.0

4. EGYPT (Left-hand drive)
(Vehicle production 2020– 23 754 units) (Vehicle sales 2020 – 219 732 units)

Egypt	2016	2017	2018	2019	2020
Total (R million)	**12.2**	**15.8**	**27.1**	**21.6**	**21.4**
Medium / Heavy vehicles	0.0	0.0	0.0	0.3	0.0
Original equipment components	4.1	9.5	11.1	13.7	9.8
Tyres	1.1	1.6	1.0	3.7	4.8
Other components	5.5	3.8	12.2	3.4	4.0
Batteries	0.0	0.3	0.0	0.0	2.3
Wiring harnesses	0.6	0.4	0.5	0.5	0.3
Silencers / exhausts	0.0	0.0	0.1	0.0	0.1
Automotive tooling	0.0	0.0	0.4	0.0	0.0
Brake parts	0.8	0.0	0.0	0.0	0.0
Engine parts	0.1	0.0	0.0	0.0	0.0
Gauges / instruments / parts	0.0	0.0	0.3	0.0	0.0
Clutches / shaft couplings	0.0	0.0	1.1	0.0	0.0
Gear boxes	0.0	0.0	0.1	0.0	0.0

5. NAMIBIA (Right-hand drive)
(Vehicle sales 2020 – 7 612 units)

Namibia	2016	2017	2018	2019	2020
Total (R million)	**89.7**	**102.5**	**71.7**	**76.0**	**17.6**
Light vehicles	17.1	21.4	14.8	11.2	2.7
Medium / Heavy vehicles	26.4	41.7	19.4	29.0	2.3
Other components	12.2	12.6	9.7	8.9	4.7
Engine parts	14.2	5.3	9.5	14.3	1.8
Automotive tooling	5.5	6.1	0.7	1.5	1.2
Transmission shafts / cranks	4.3	6.2	4.8	4.5	1.2
Engines	3.3	4.1	5.0	2.5	0.8
Gauges / instruments / parts	0.8	0.8	0.4	1.4	0.6
Gaskets	0.6	0.3	0.1	0.1	0.4
Radiators / parts	0.6	0.3	1.2	0.7	0.4
Body parts / panels	0.3	0.1	0.1	0.2	0.3
Catalytic converters	0.1	0.1	2.0	0.0	0.2
Wiring harnesses	0.1	0.0	0.0	0.0	0.2
Gear boxes	0.5	0.9	1.0	0.5	0.2
Road wheels / parts	0.2	0.1	0.2	0.1	0.1
Tyres	0.7	0.2	0.1	0.1	0.1
Batteries	0.4	0.7	0.2	0.1	0.1
Brake parts	0.1	0.0	0.1	0.2	0.1
Ignition / starting equipment	0.3	0.3	0.5	0.2	0.1
Shock absorbers	0.1	0.1	0.1	0.0	0.1
Springs	0.0	0.0	0.0	0.0	0.1
Axles	0.2	0.3	0.5	0.0	0.0
Jacks	0.0	0.1	0.5	0.0	0.0
Lighting equipment / parts	0.1	0.0	0.1	0.0	0.0
Clutches / shaft couplings	0.3	0.5	0.1	0.1	0.0
Seats	0.2	0.0	0.1	0.0	0.0
Car radios	0.0	0.0	0.1	0.0	0.0
Steering wheels / columns / boxes	0.1	0.0	0.1	0.0	0.0
Silencers / exhausts	0.1	0.0	0.2	0.0	0.0
Alarm systems	0.5	0.1	0.0	0.2	0.0

6. ZAMBIA (Right-hand drive)

Zambia	2016	2017	2018	2019	2020
Total (R million)	**40.5**	**37.2**	**39.1**	**41.0**	**15.9**
Light vehicles	0.1	0.4	0.6	0.3	0.9
Medium / Heavy vehicles	1.4	0.6	0.0	0.1	2.1
Engines	14.6	12.4	16.1	15.2	3.0
Automotive tooling	0.5	0.0	0.2	2.1	2.1
Engine parts	8.8	7.9	8.8	6.9	2.1
Transmission shafts / cranks	6.8	3.7	5.2	8.8	1.8
Other components	5.6	5.8	3.4	2.3	1.4
Gear boxes	0.8	3.8	3.5	1.8	1.2
Axles	0.0	0.0	0.1	1.9	0.4
Jacks	0.0	0.1	0.0	0.0	0.3
Clutches / shaft couplings	0.1	0.0	0.0	0.0	0.3
Radiators / parts	0.0	0.2	0.0	0.0	0.1
Brake parts	0.0	0.0	0.0	0.0	0.1
Gauges / instruments / parts	0.7	1.3	0.6	0.3	0.1
Ignition / starting equipment	0.1	0.1	0.1	0.1	0.0
Tyres	0.3	0.0	0.0	0.2	0.0
Catalytic converters	0.0	0.1	0.2	0.7	0.0
Gaskets	0.2	0.2	0.1	0.0	0.0
Springs	0.1	0.0	0.0	0.0	0.0
Lighting equipment / parts	0.3	0.0	0.0	0.0	0.0
Shock absorbers	0.0	0.5	0.0	0.4	0.0
Silencers / exhausts	0.0	0.1	0.0	0.0	0.0




7. ZIMBABWE (Right-hand drive)

Zimbabwe	2016	2017	2018	2019	2020
Total (R million)	**11.0**	**14.6**	**4.8**	**7.0**	**8.4**
Light vehicles	0.8	0.8	0.1	0.1	0.3
Filters	4.0	5.2	2.3	3.8	4.0
Engines	0.6	0.0	0.0	0.2	1.8
Catalytic converters	0.0	1.2	0.0	0.5	1.0
Other components	1.6	2.0	1.4	1.6	0.5
Batteries	0.0	0.0	0.0	0.0	0.5
Transmission shafts / cranks	0.4	0.3	0.0	0.0	0.1
Gaskets	0.0	0.0	0.1	0.0	0.1
Gauges / instruments / parts	0.0	0.8	0.4	0.4	0.1
Gear boxes	0.0	0.1	0.0	0.2	0.1
Automotive tooling	1.2	1.2	0.0	0.1	0.0
Engine parts	0.2	0.3	0.4	0.1	0.0
Body parts / panels	0.0	0.1	0.1	0.0	0.0
Ignition / starting equipment	0.0	0.2	0.0	0.0	0.0
Road wheels / parts	0.0	1.0	0.0	0.0	0.0
Tyres	2.1	0.0	0.0	0.0	0.0
Medium / Heavy vehicles	0.0	1.3	0.0	0.0	0.0

8. MOZAMBIQUE (Right-hand drive)

Mozambique	2016	2017	2018	2019	2020
Total (R million)	**15.8**	**18.9**	**7.0**	**9.8**	**7.1**
Light vehicles	0.0	0.2	0.0	0.6	0.0
Medium / Heavy vehicles	0.0	0.5	0.4	0.0	1.0
Gauges / instruments / parts	0.5	0.2	1.3	0.2	2.2
Engine parts	1.5	1.1	0.1	3.0	1.1
Other components	1.6	4.7	1.6	3.7	0.9
Axles	0.0	3.9	0.0	0.0	0.7
Transmission shafts / cranks	3.9	0.5	0.6	0.6	0.7
Tyres	0.0	0.0	0.9	0.0	0.2
Gaskets	0.0	0.1	0.0	0.3	0.1
Engines	6.5	6.6	1.4	0.7	0.1
Ignition / starting equipment	0.2	0.2	0.2	0.2	0.1
Automotive tooling	0.0	0.2	0.1	0.0	0.1
Catalytic converters	0.2	0.3	0.2	0.0	0.0
Filters	0.0	0.0	0.0	0.1	0.0
Clutches / shaft couplings	0.0	0.0	0.0	0.1	0.0
Gear boxes	0.9	0.2	0.1	0.0	0.0
Lighting equipment / parts	0.1	0.1	0.0	0.0	0.0
Alarm systems	0.1	0.0	0.0	0.0	0.0
Radiators / parts	0.0	0.1	0.0	0.0	0.0
Road wheels / parts	0.2	0.1	0.0	0.0	0.0
Wiring harnesses	0.0	0.0	0.0	0.1	0.0

9. ANGOLA (Left-hand drive)

Angola	2016	2017	2018	2019	2020
Total (R million)	**26.8**	**5.6**	**20.2**	**9.8**	**6.2**
Medium / Heavy vehicles	0.0	0.3	0.0	0.0	0.0
Gear boxes	0.0	0.0	0.0	4.0	3.0
Engines	0.0	0.0	0.0	0.0	1.3
Engine parts	7.2	2.1	1.6	2.5	0.7
Other components	12.6	0.2	0.1	0.1	0.6
Automotive tooling	3.1	0.0	16.7	0.0	0.4
Gauges / instruments / parts	2.8	0.3	0.2	0.4	0.1
Seatbelts	0.0	0.0	0.0	0.0	0.1
Transmission shafts / cranks	0.7	2.1	1.5	2.7	0.1
Brake parts	0.0	0.1	0.0	0.0	0.0
Clutches / shaft couplings	0.1	0.0	0.0	0.0	0.0
Automotive glass	0.1	0.0	0.0	0.0	0.0
Ignition / starting equipment	0.0	0.2	0.0	0.0	0.0
Tyres	0.0	0.3	0.0	0.0	0.0
Batteries	0.1	0.0	0.0	0.0	0.0

10. GHANA (Left-hand drive)

Ghana	2016	2017	2018	2019	2020
Total (R million)	**4.2**	**6.6**	**1.7**	**2.6**	**3.8**
Other components	0.5	0.0	0.4	1.3	3.2
Transmission shafts / cranks	0.0	0.0	0.0	0.1	0.6
Automotive tooling	0.2	6.4	0.6	0.0	0.1
Engine parts	0.1	0.0	0.2	0.4	0.0
Gaskets	0.1	0.0	0.0	0.1	0.0
Engines	3.0	0.0	0.0	0.0	0.0
Gauges / instruments / parts	0.1	0.1	0.1	0.4	0.0
Lighting equipment / parts	0.0	0.0	0.0	0.1	0.0
Original equipment components	0.2	0.0	0.0	0.0	0.0
Filters	0.0	0.0	0.1	0.0	0.0

11. KENYA (Right-hand drive)

Kenya	2016	2017	2018	2019	2020
Total (R million)	**2.6**	**2.6**	**1.9**	**1.5**	**2.1**
Light vehicles	0.1	0.2	0.0	0.0	0.0
Medium / Heavy vehicles	0.0	0.0	0.0	0.0	0.7
Automotive tooling	0.0	0.4	0.1	0.6	0.9
Engine parts	0.5	0.3	0.1	0.5	0.2
Other components	0.3	0.6	0.2	0.3	0.1
Gauges / instruments / parts	1.6	0.2	0.0	0.1	0.1
Wiring harnesses	0.0	0.0	0.1	0.0	0.0
Transmission shafts / cranks	0.1	0.3	0.1	0.0	0.0
Gaskets	0.0	0.1	0.1	0.0	0.0
Engines	0.0	0.0	0.2	0.0	0.0
Gear boxes	0.0	0.1	0.1	0.0	0.0
Ignition / starting equipment	0.0	0.1	0.0	0.0	0.0
Filters	0.0	0.2	0.8	0.0	0.0

12. TANZANIA (Right-hand drive)

Tanzania	2016	2017	2018	2019	2020
Total (R million)	**7.3**	**1.6**	**1.5**	**2.3**	**1.8**
Light vehicles	0.2	0.2	0.0	0.0	0.1
Other components	0.2	0.5	0.2	0.3	0.9
Transmission shafts / cranks	0.1	0.1	0.0	1.3	0.4
Automotive tooling	0.1	0.1	0.0	0.0	0.1
Brake parts	0.0	0.0	0.0	0.0	0.1
Catalytic converters	0.0	0.1	0.0	0.0	0.1
Engines	0.1	0.0	0.0	0.0	0.1
Engine parts	0.0	0.1	0.2	0.4	0.0
Filters	0.0	0.1	0.1	0.0	0.0
Gaskets	0.0	0.0	0.0	0.1	0.0
Gauges / instruments / parts	0.7	0.1	0.2	0.1	0.0
Clutches / shaft couplings	0.1	0.0	0.0	0.0	0.0
Gear boxes	0.0	0.1	0.0	0.0	0.0
Ignition / starting equipment	0.1	0.0	0.0	0.0	0.0
Radiators / parts	0.0	0.1	0.0	0.0	0.0
Tyres	5.7	0.1	0.6	0.0	0.0

13. LEBANON (Left-hand drive)

Lebanon	2016	2017	2018	2019	2020
Total (R million)	**0.0**	**1.0**	**0.8**	**0.5**	**1.3**
Engine parts	0.0	0.0	0.0	0.1	1.0
Other components	0.0	0.6	0.6	0.2	0.2
Automotive tooling	0.0	0.0	0.2	0.0	0.1
Gauges / instruments / parts	0.0	0.0	0.2	0.0	0.0
Transmission shafts / cranks	0.0	0.0	0.0	0.1	0.0

14. DEMOCRATIC REPUBLIC OF CONGO (Left-hand drive)

DRC	2016	2017	2018	2019	2020
Total (R million)	**11.7**	**11.4**	**19.1**	**33.4**	**1.3**
Medium / Heavy vehicles	0.2	0.2	0.0	0.0	0.1
Other components	0.6	1.5	1.1	27.3	0.5
Transmission shafts / cranks	0.2	0.7	0.7	0.1	0.3
Axles	0.0	0.7	0.0	0.0	0.2
Gauges / instruments / parts	0.0	0.0	0.0	0.0	0.1
Filters	0.0	0.0	0.1	0.0	0.1
Engines	9.6	0.5	12.0	4.3	0.1
Engine parts	1.1	5.1	3.9	1.0	0.0
Gear boxes	0.0	0.4	0.0	0.0	0.0
Ignition / starting equipment	0.0	0.5	0.1	0.0	0.0
Jacks	0.0	1.6	0.0	0.0	0.0
Gaskets	0.0	0.0	0.1	0.0	0.0
Road wheels / parts	0.0	0.1	0.0	0.6	0.0
Steering wheels / columns / boxes	0.0	0.1	0.0	0.0	0.0
Wiring harnesses	0.0	0.0	1.0	0.0	0.0

15. SIERRA LEONE (Left-hand drive)

Sierra Leone	2016	2017	2018	2019	2020
Total (R million)	**0.4**	**0.9**	**0.5**	**0.4**	**0.7**
Air conditioners	0.0	0.0	0.0	0.0	0.3
Automotive tooling	0.0	0.0	0.0	0.0	0.1
Other components	0.3	0.2	0.1	0.2	0.1
Ignition / starting equipment	0.0	0.2	0.1	0.1	0.1
Batteries	0.0	0.0	0.0	0.0	0.1
Transmission shafts / cranks	0.0	0.1	0.0	0.0	0.0
Engine parts	0.0	0.0	0.2	0.0	0.0
Lighting equipment / parts	0.0	0.0	0.0	0.2	0.0
Brake parts	0.1	0.0	0.1	0.0	0.0
Catalytic converters	0.0	0.2	0.0	0.0	0.0
Engines	0.0	0.1	0.0	0.0	0.0
Gauges / instruments / parts	0.0	0.1	0.0	0.0	0.0

16. MALAWI (Right-hand drive)

Malawi	2016	2017	2018	2019	2020
Total (R million)	**0.6**	**1.4**	**0.5**	**1.6**	**0.5**
Engine parts	0.1	0.0	0.2	0.3	0.3
Other components	0.3	0.8	0.1	0.8	0.1
Engines	0.0	0.0	0.0	0.2	0.0
Transmission shafts / cranks	0.1	0.2	0.1	0.1	0.0
Alarm systems	0.1	0.0	0.0	0.0	0.0
Gauges / instruments / parts	0.0	0.3	0.0	0.1	0.0
Automotive tooling	0.0	0.0	0.1	0.0	0.0

17. UGANDA (Right-hand drive)

Uganda	2016	2017	2018	2019	2020
Total (R million)	**0.7**	**0.1**	**0.1**	**0.3**	**0.5**
Light vehicles	0.5	0.0	0.0	0.0	0.0
Gauges / instruments / parts	0.1	0.0	0.0	0.0	0.4
Other components	0.0	0.0	0.0	0.1	0.0
Transmission shafts / cranks	0.0	0.0	0.0	0.2	0.0

18. ETHIOPIA (Left-hand drive)

Ethiopia	2016	2017	2018	2019	2020
Total (R million)	**8.9**	**0.0**	**0.0**	**0.1**	**0.4**
Automotive tooling	8.8	0.0	0.0	0.1	0.3

19. LIBERIA (Left-hand drive)

Liberia	2016	2017	2018	2019	2020
Total (R million)	**0.0**	**0.0**	**0.0**	**0.0**	**0.4**
Engine parts	0.0	0.0	0.0	0.0	0.1
Other components	0.0	0.0	0.0	0.0	0.1
Ignition / starting equipment	0.0	0.0	0.0	0.0	0.1

20. CAMEROON (Left-hand drive)

Cameroon	2016	2017	2018	2019	2020
Total (R million)	**1.2**	**0.2**	**0.6**	**0.2**	**0.3**
Automotive tooling	0.0	0.0	0.3	0.0	0.2
Other components	0.2	0.0	0.2	0.2	0.1
Gauges / instruments / parts	0.9	0.0	0.0	0.0	0.0
Transmission shafts / cranks	0.1	0.0	0.0	0.0	0.0
Tyres	0.1	0.1	0.0	0.0	0.0
Filters	0.0	0.1	0.0	0.0	0.0

21. ERITREA (Left-hand drive)

Eritrea	2016	2017	2018	2019	2020
Total (R million)	**0.1**	**0.0**	**0.0**	**0.0**	**0.3**
Gauges / instruments / parts	0.0	0.0	0.0	0.0	0.3

22. IVORY COAST (Left-hand drive)

Ivory Coast	2016	2017	2018	2019	2020
Total (R million)	**0.1**	**0.4**	**0.1**	**2.7**	**0.2**
Automotive tooling	0.0	0.0	0.0	0.0	0.2
Other components	0.1	0.0	0.1	0.3	0.0
Gauges / instruments / parts	0.0	0.0	0.0	0.1	0.0
Engine parts	0.0	0.1	0.0	2.0	0.0
Gaskets	0.0	0.0	0.0	0.1	0.0
Ignition / starting equipment	0.0	0.0	0.0	0.1	0.0

23. NIGERIA (Left-hand drive)

Nigeria	2016	2017	2018	2019	2020
Total (R million)	**0.5**	**1.0**	**2.4**	**0.3**	**0.1**
Engine parts	0.2	0.5	0.5	0.1	0.1
Other components	0.3	0.1	0.6	0.0	0.0
Gauges / instruments / parts	0.0	0.1	0.1	0.2	0.0
Transmission shafts / cranks	0.0	0.1	0.0	0.0	0.0
Automotive tooling	0.0	0.1	1.0	0.0	0.0
Catalytic converters	0.0	0.0	0.1	0.0	0.0
Gaskets	0.0	0.0	0.2	0.0	0.0

24. RWANDA (Left-hand drive)

Rwanda	2016	2017	2018	2019	2020
Total (R million)	**0.0**	**0.1**	**0.0**	**0.2**	**0.1**
Axles	0.0	0.0	0.0	0.0	0.1
Tyres	0.0	0.0	0.0	0.2	0.0

25. SENEGAL (Left-hand drive)

Senegal	2016	2017	2018	2019	2020
Total (R million)	**0.3**	**0.1**	**0.1**	**0.1**	**0.1**
Other components	0.0	0.1	0.1	0.0	0.1
Stitched leather seats / parts	0.0	0.0	0.0	0.1	0.0

26. REPUBLIC OF CONGO (Left-hand drive)

Republic of Congo	2016	2017	2018	2019	2020
Total (R million)	**0.3**	**0.1**	**0.0**	**0.9**	**0.1**
Other components	0.0	0.0	0.0	0.0	0.1
Automotive tooling	0.0	0.0	0.0	0.7	0.0
Engine parts	0.0	0.1	0.0	0.1	0.0
Gauges / instruments / parts	0.1	0.0	0.0	0.0	0.0
Original equipment components	0.1	0.0	0.0	0.0	0.0

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