

LEFT HAND DRIVE VEHICLES IN SOUTH AFRICA

BACKGROUND

STRATEGIC THRUST, STATISTICS & INSURANCE

OBJECTIVE

BUSINESS, TRAINING & SKILLS DEVELOPMENT

POLICY, LEGISLATION & ENATIS

SUGGESTION / RECOMMENDATION

BACKGROUND & TRANSPARENCY

- In 2008 legislation was promulgated where Left Hand Drive vehicles were no longer to be registered. Initially brought about due to the influx of LHD trucks and their threat to safety on our roads. Unfortunately this included LHD cars and more importantly LHD Vintage vehicles already in S.A. including those that had been brought into South Africa up to the pre-determined cutoff date of July 2004. However all previously registered LHD vehicles already on the system would and could be used on S.A. roads.
- During these initial talks between Government, Legal Advisors, Enthusiasts and other interested stake holders of the time, it was duly noted that there were NO statistics, data or information to base the restriction on Vintage LHD vehicles and it was recommended that at some stage this should be carried out. Unfortunately nothing was done and the entire LHD issue slowly faded until recently when vehicles that have been under long term restoration projects have needed to be roadworthy.
- Perhaps the defined outcome of this legislation was not made completely clear at the time, the public whom have LHD vehicles were not clear of the entire content of the legislation, and the impact it would create for vintage vehicles in particular.
- It is suggested that the clarity and distribution was not public knowledge - while we acknowledge the public should have also taken the initiative to be aware of the legislation.
- In the light of these circumstances some were under the impression that LHD vehicles in S.A. prior to the 2004 date could still be registered while others who had documentation were under the impression that their vehicles could still be registered/roadworthy. Generally there has been a lot of confusion and only now as and when these vehicles need to be roadworthy has the problem become apparent and is causing dissension and conflict.

THE WAY FORWARD

- Special meetings have been called throughout the various communities, clubs and organizations to establish some sort of action on this matter - some have proposed that a media launch should be initiated, while others suggested legal action through the courts.
- SAVVA and SAMCA have spoken to all these concerned community members and role players and proposed that a report and presentation be made to National Department of Transport in order to consult and come up with a solution before any action be taken as SAVVA and SAMCA have been fortunate to attend NDoT meetings and raise issues over Vintage vehicle concerns which have been presented, discussed and accepted. It would be unfortunate not to be able to meet or present these concerns and debate them in order to find a mutual understanding and outcome.
- In addition the Automobile Association of S.A. have recently become members of SAVVA and they too have agreed to assist in presenting these documents to the National Department of Transport to work out a way forward for all concerned.

SOME OF THE LHD VINTAGE VEHICLES



1949 Cadillac Fleetwood

1956 B.M.W. Isetta



ROLE PLAYERS

There are a number of role players whom have an interest in this proposal and have made some contribution towards this document to the National Department of Transport which represent a substantial cross section of enthusiasts:

Museums

James Hall Museum of Transport – City of Johannesburg

Franshhoek Motor Museum - Private

South Africa Veteran & Vintage Association

SAVVA have 49 clubs Nationally with a membership of 11,000 in all provinces

SAVVA is also a founder member of FIVA the World Motoring Organisation which has in excess of One Million members world wide.

South Africa Marque Club Association

SAMCA is represented Nationally with a membership of 7,000 and has a membership of 23 umbrella clubs with around 60 branch clubs.

Automobile Association – Representative Gary Ronald

AA membership Nationally

STRATEGIC THRUST, STATISTICS & INSURANCE

- SAVVA and SAMCA have embarked on a data research project to gather as much information as possible regarding LHD vehicles for this report - the first being that we have run a campaign country wide to register all LHD vehicles onto the SAVVA website. The information collected is strictly confidential however for this document we will disclose certain pertinent statistics and information:

Name, ID number, Contact details, e-mail address, Vehicle make and model, Date of manufacture, Vehicle Status and community or club member. (See annexure A)

Presently the statistics for LHD vehicles are 752 vehicles country wide that have been registered and captured on the data base of which:

Registered and roadworthy – 580

Unregistered LHD vehicle – 172

Under restoration and/or repairs – 143 (some of these vehicles are registered)

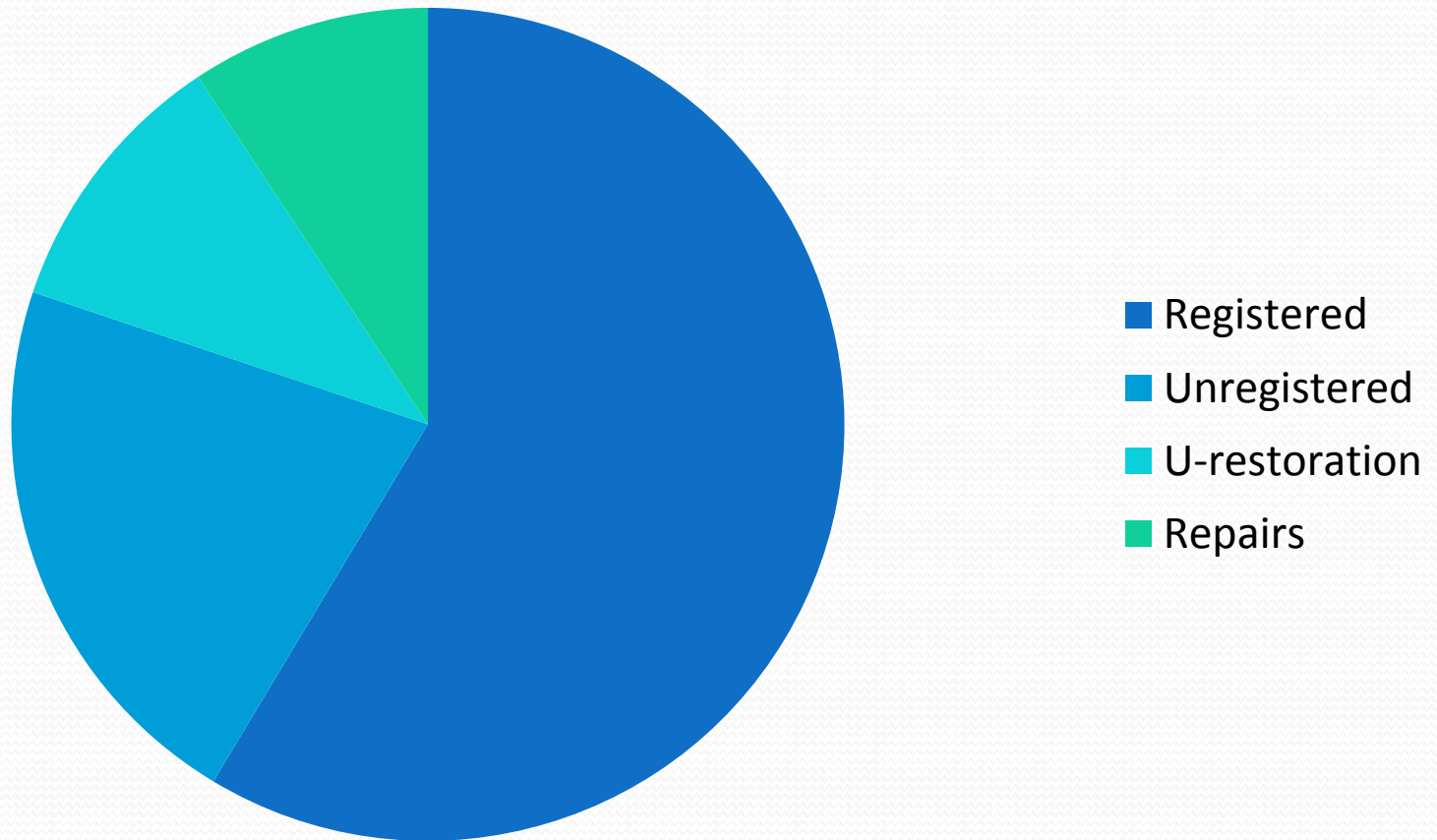
- The second information gathering exercise was to establish the insurance status relating to LHD vehicles:

This information has been provided by the Insurance Companies of whom the various vehicles are insured with a special exemption – to clarify (special exemption) this cover is for vehicle/s usage strictly for events, clubs activities, runs, shows and outings related to our programmes.

IT IS IMPORTANT TO NOTE THAT THESE VEHICLES ARE NOT USED AS ANY DAILY TRANSPORT and during any one year would not exceed a distance of 2,500 kilometers.

CATERGORIES OF LHD VEHICLES STATISTICS

Left Hand Drive Vehicles 21,5% Un-registered



INSURANCE STATISTICS – LHD VEHICLES

- How many LHD vehicles are insured?

48% of the current vehicles are comprehensively insured, other have third party fire and theft cover, 2% are not insured at all

- Claims made regarding LHD vehicles?

3% of the LHD vehicle claims have been for windscreen replacements, 1% small incidents at home or in the garage and 1% was for damage while the vehicle was on display.

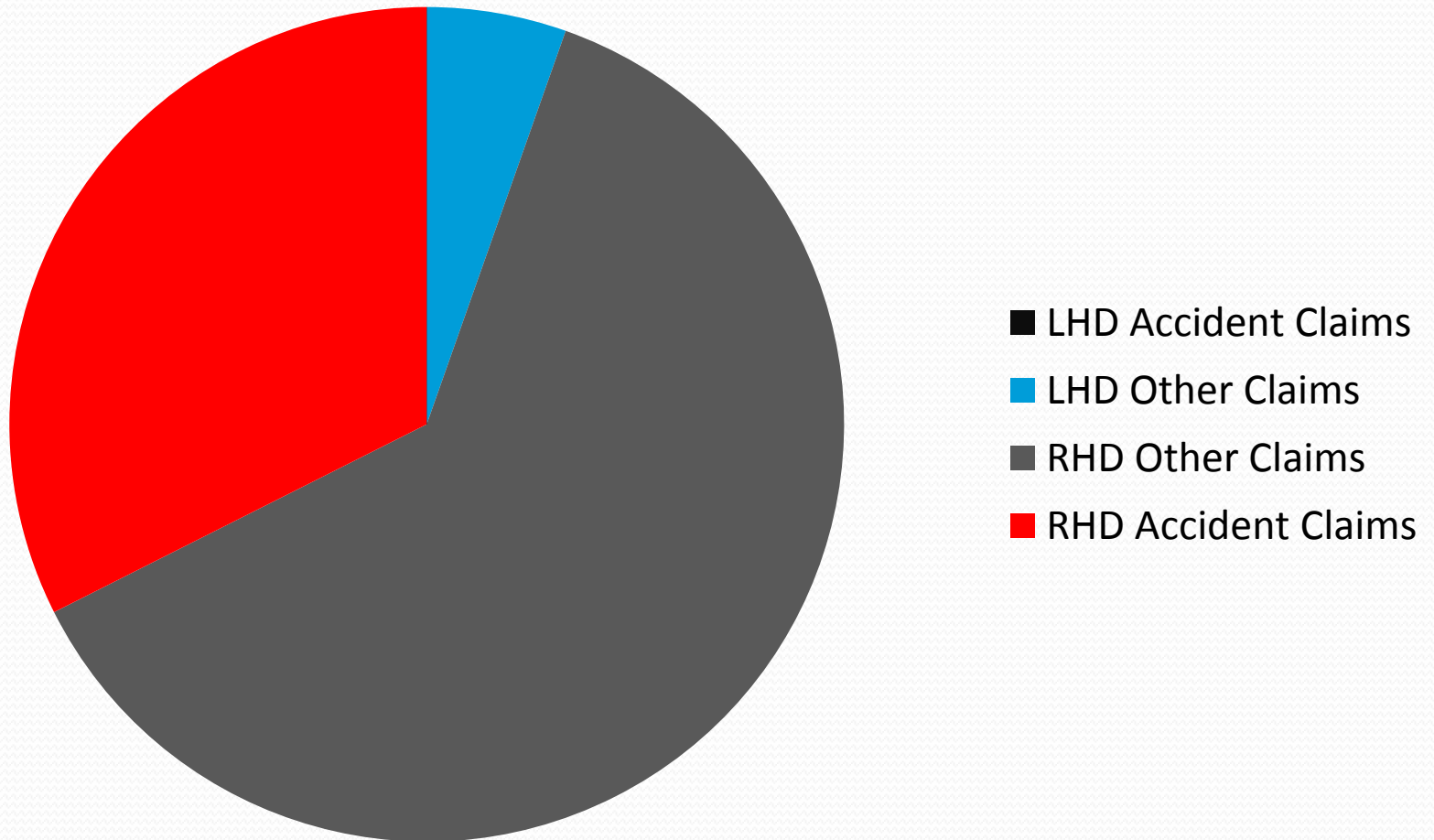
- Accident claims made over a period of the last five to eight years?

0% No LHD vehicle has been the cause of the accident.

However one claim was registered where a LHD vehicle was stationary on the side of the road and was hit by another vehicle.

- All of these statistics can be seen in annexure B of the report related directly to insurance.

Left Hand Drive / Right Hand Drive Insurance Claims



OBJECTIVE / REQUIREMENTS

OBJECTIVE

- The objective for this report / presentation is to make the National Department of Transport aware of the individual motoring concerns and to work towards a solution of being able to register, roadworthy and license LHD vehicles pre 2004 onto the system.
- To allow LHD vehicles to obtain a roadworthy certificate for the purpose of registration and receive a license disc for use on S.A. roads

OBJECTIVES REQUIREMENTS

- It is important to point out that we are only concerned with LHD vehicles that were in South Africa prior to the 2004 cut off and were previously registered in the country but taken off the system for one reason or another, e.g. Restoration, repairs and /or placed in museums.
- For the purpose of our request it would be clear that all vehicles are required to have some sort of prior documentation to prove that it was in S.A. pre 2004: -
proof of purchase, or previous registered papers of the vehicle, or de-registration papers, or cancelation papers, or previous import permit and documentation as proof.
- In certain instances affidavits would need to be produced to verify the purchase of such vehicle and/or restoration costs etc...
- SAPS identification and clearance would also need to be obtained as and when required.
- A South African Dating Certificate / South Africa Marque Club Certificate to prove the authenticity of the vehicle and date of manufacture for registration purposes.

BUSINESS, TRAINING & SKILLS DEVELOPMENT

BUSINESS

The Small Business Industry that has evolved over the past 30 – 40 years for Vintage, Classic and Collectable Cars and has grown in leaps and bounds and presently there are approximately 125 Small businesses that are carrying out major restoration projects, general repairs and maintenance and in addition the spares / instrumentation and Accessories, repairs, sales and importation businesses.

TRAINING & SKILLS DEVELOPMENT

Many of the restoration and repair companies have employed staff which is providing opportunity in the various communities, but more importantly these artisans are being trained and learning special skills, industry specific - e.g. metal & white metal casting, light engineering, upholstery technique of original design, special sheet metal work and body repairs and manufacture, painting technique, chroming and assembly. Whilst these activities are carried out the individual/s are also learning about the history of transport, technology and design, thus giving one a sense of our country's history, culture and modes of transportation in S.A.

STATS

Small Businesses – 125 to 400

Staff employed – 7,500 to 12,000 people from all race groups, unfortunately gender stats not available

Economic investment – 2 / 5 Million per annum

POLICY, LEGISLATION & ENATIS

In September 2008 regulatory measures were initiated to prevent the importation of any LEFT HAND DRIVE vehicle to S.A. which caused tremendous pressure on the DOT and certain community and enthusiasts who had these vehicles. The relevant parties all got together and made representation to DOT to relax the legislation to be implemented. After numerous attempts a meeting was held in Durban to debate the issues. It was here that the existing legislation was Drafted that LHD vehicles can no longer be roadworthy.

We are requesting that existing legislation remains, but rather a policy change for the dispensation/ concession be allowed for these vehicles to be roadworthy and licensed , if not for a permanent period then at least for a five year period. This would give all those community members an opportunity to comply in order to have the vehicles legally registered on the system for road use.

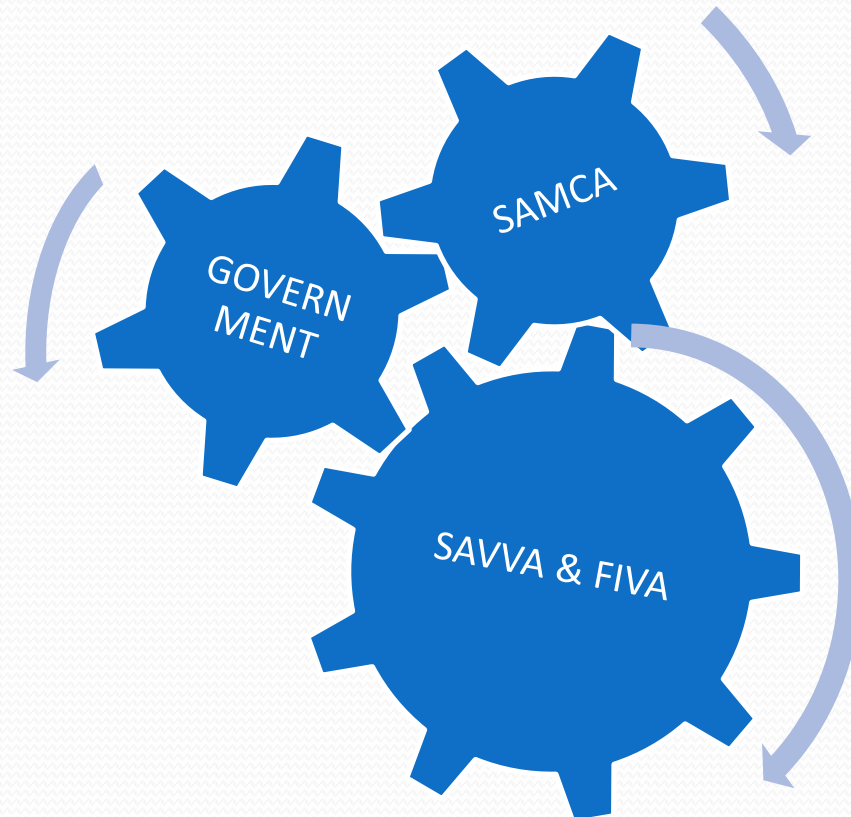
We are working together with ENATIS in this regard and they have been most helpful with some of the vehicles when it has been ascertained that it was previously registered on the system giving the opportunity to comply and roadworthy vehicles.

Referring to our data research, it affects a 186 vehicles throughout S.A., this would give a total number of 720 LHD vehicles the use of S.A. roads, between the date of 1909 – 2004.

WORKING TOWARDS A SOLUTION

Interlocking:-

- Governance
- Ideas
- Legislation
- Conservation
- Safety
- Compliance
- Road use
- Transparency



SUGGESTION / RECOMMENDATION

- The first recommendation would be to give a concession / dispensation to LHD vehicle manufactured up to and including 24th July 2004 that were in S.A. prior to the July 2004 cutoff date, allowing them to be roadworthy and licensed.
- Alternatively to give a concession / dispensation to LHD vehicles manufactured up to and including 24th July 2004 that were in S.A. prior to the July 2004 cutoff date, allowing them to be roadworthy and licensed within a five year period, thereafter the concession / dispensation falls away.
- No LHD vehicles manufactured after 2004 can be registered or roadworthy under this concession/ dispensation.
- The reason for the 2004 year of manufacture period, is due to the South African Marque Club Association limitation, as their Constitution encompasses vehicles up to 2004, thus encouraging members with later model vehicles and a wider membership.
- The South African Veteran & Vintage Association Constitution only cater for vehicles up to 31st December 1990. This is the limitation prescribed within our constitution for all member clubs in S.A. It has been a rolling cut off period of 20 years as this encourages new enthusiasts and communities members to come on board with later vehicles that are a little more affordable, collectable and mostly complete.