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主旨：檢送有關「南非汽車產業推動生產電動汽車」商情乙則，
敬請查照參用。

說明：

- 一、依據南非The Star 108年8月14日報導辦理。
- 二、南非汽車製造業全國公會(National Association of Automobile Manufacturers of South Africa, Naamsa)日前表示，為滿足國際市場對電動車之需求，南非Nissan、BMW及Volkswagen等汽車公司已開始討論在南非設立電動車生產線之可能性，預計於本年底向政府表達以上政策立場。
- 三、目前南非政府尚無相關之電動車產業政策，去年政府與Naamsa並共同決議延續原有之汽車產業政策。目前共有包括Toyota及Isuzu等七家汽車公司在南非設有組裝廠，去年共出口21萬輛汽車至歐洲，佔南非汽車總產量約1/3、佔總汽車出口量之60%。
- 四、為推動南非電動車生產，汽車產業預計向政府建議調降23%



之電動車關稅並廣設充電站，以刺激國內銷售量。分析家表示，南非未來若生產電動車將符合相關國際標準，依據南非政府新汽車產業政策，至2035年南非汽車產量應達140萬輛，除繼續生產汽油及柴油汽車外，更應擴大電動車產能，滿足國內外市場需求。

正本：台灣電動機車產業發展協會、台灣電能車輛發展協會、台灣區車輛工業同業公會
 副本：經濟部國際貿易局、經濟部工業局、經濟部國際合作處、經濟部投資業務處

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Automotive industry in push to bring electric car revolution

JOHN BOWKER

CAR COMPANIES Nissan, BMW and Volkswagen are among carmakers in talks to bring the electric car revolution to South Africa, as the nation's car factory floors risk being left behind in the global switch to greener vehicles.

National Association of Automobile Manufacturers of SA (Naamsa) chief executive Mike Mabasa said in an interview that the industry was preparing a unified stance on electrification to present to the government by the end of the year.

Mabasa said the industry wanted to persuade lawmakers to reduce or drop a 23 percent import tariff on electric vehicles to help ramp up nascent domestic sales and to roll out a charging infrastructure in a country where the state-owned power monopoly is in deep financial crisis.

Taking steps to boost the popularity

of electric vehicles is just one part of the equation.

The car manufacturing industry makes up about 7 percent of the country's economy, according to Naamsa.

The sector is one of the more positive aspects of an economy expected to grow at less than 1 percent for a second consecutive year.

"The country needs to move forward and bring new technologies," said Mike Whitfield, Nissan southern Africa region chairperson.

"The rest of the world will move very fast and if we don't get going we will be left behind."

South Africa has long been a hub for global carmaking, attracting plants operated by seven carmakers from Toyota to Isuzu Motors. Last year, the manufacturers exported almost 210 000 cars to Europe, where VW is already retooling factories to only make electric cars.

That is just under a third of all local production and makes up 60 percent of exports.

To date, there are no firm plans for electric car or hybrid production in South Africa, but the government and industry agreed last year to extend a manufacturing incentive programme, creating jobs and enabling models such as the BMW X3 and Nissan's Navara pick-up to be produced locally.

"The electric vehicle play in South Africa will not be determined by the South African consumer, but by the requirements of export markets," Martyn Davies, a car industry specialist at Deloitte LLP said, adding that the weaker rand is also making exports more attractive.

The quality of the local plants of BMW, Ford and Mercedes-Benz are good enough to make retooling straightforward, he said, adding that the next product made in South Africa

by the carmakers could feasibly be electric.

Under the terms of the new manufacturing plan, they would have to more than double the annual production to as many as 1.4 million vehicles by 2035, and that would not happen without making electric cars as well as petrol or diesel, according to Mabasa.

BMW's i3 and i8 are two of only three models currently available in the birth country of electric car pioneer Elon Musk, and only 620 units have been sold. Jaguar Land Rover introduced the I-Pace this year, while Nissan is holding off on the launch of the latest Leaf until after an agreement is reached on import tariffs.

Elsewhere in Africa, a plan by VW to introduce an electric vehicle in Rwanda stands in contrast to a lack of other developments.

Another barrier to an accelerated electric car boom is Eskom.

Last week's annual loss (R22.86bn) government three years.

The utility implement is out of step with the industry a mixture of Eskom and energy projects.

But the Eskom's financial pressing cost than using industry, Ni

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Last week, Eskom reported an annual loss of almost \$1.5 billion (R22.86bn) and requires an \$8.8bn government bailout over the next three years.

The utility has been forced to implement intermittent rolling blackouts and is reliant on coal, which is out of step with the environmentally friendly advantages of producing electric cars, Mabasa said. Therefore, the industry paper is likely to lay out a mixture of power sources between Eskom and privately owned renewable energy projects, he said.

But the need to turn around Eskom's financial situation is a more pressing concern to the government than using it to enable the electric car industry, Nissan's Whitfield said.

"There is excess capacity, but Eskom's issues have to be addressed or we'll have much bigger problems," he added. | Bloomberg

NEWS