

**DEPARTMENT OF TRADE, INDUSTRY AND COMPETITION****GENERAL NOTICE 1946 OF 2023****INTERNATIONAL TRADE ADMINISTRATION COMMISSION****CUSTOMS TARIFF APPLICATIONS****LIST 05/2023**

The International Trade Administration Commission (herein after referred to as ITAC or the Commission) has received the following application concerning the Customs Tariff. Any objection to or comment on this representation should be submitted to the Chief Commissioner, ITAC, Private Bag X753, Pretoria, 0001. Attention is drawn to the fact that the rate of duty mentioned in this application is that requested by the applicant and that the Commission may, depending on its findings, recommend a lower or higher rate of duty.

**CONFIDENTIAL INFORMATION**

*The submission of confidential information to the Commission in connection with customs tariff applications is governed by section 3 of the Tariff Investigations Regulations, which regulations can be found on ITAC's website at <http://www.itac.org.za/documents/R.397.pdf>.*

*These regulations require that if any information is considered to be confidential, then a non-confidential version of the information must be submitted, simultaneously with the confidential version. In submitting a non-confidential version the regulations are strictly applicable and require parties to indicate:*

- ❑ Each instance where confidential information has been omitted and the reasons for confidentiality;*
- ❑ A summary of the confidential information which permits other interested parties a reasonable understanding of the substance of the confidential information; and*
- ❑ In exceptional cases, where information is not susceptible to summary, reasons must be submitted to this effect.*

*This rule applies to all parties and to all correspondence with and submissions to the Commission, which unless clearly indicated to be confidential, will be made available to other interested parties.*

*The Commission will disregard any information indicated to be confidential that is not accompanied by a proper non-confidential summary or the aforementioned reasons.*

*If a party considers that any document of another party, on which that party is submitting representations, does not comply with the above rules and that such deficiency affects that party's ability to make meaningful representations, the details of the deficiency and the reasons why that party's rights are so affected must be submitted to the commission in writing forthwith (and at the latest 14 days prior to the date on which that party's submission is due).*

*Failure to do so timeously will seriously hamper the proper administration of the investigation, and such party will not be able to subsequently claim an inability to make meaningful representations on the basis of the failure of such other party to meet the requirements.*

**APPLICATION FOR THE CREATION OF A TEMPORARY REBATE PROVISION OF THE FULL CUSTOMS DUTY FOR THE IMPORTATION OF:**

*“Collision avoidance equipment for vehicles incorporating a visual detection sensor, classifiable under tariff subheading 8512.20”*

**APPLICANT:**

**DriveRisk (Pty) Ltd**

Cnr Pretoria Road and 81 Sarel Cilliers Rynfield

**BENONI**

1501

**ITAC reference 03/2023:** Enquires: Ms. Princess Matsepane, Ms. Ndivhudzannyi Mokou, Mr Tshepiso Sejamoholo Tel: 012 394 3699/3627 or 1605 or email [pmatsepane@itac.org.za](mailto:pmatsepane@itac.org.za), [nramphabana@itac.org.za](mailto:nramphabana@itac.org.za) and [tsejamoholo@itac.org.za](mailto:tsejamoholo@itac.org.za).

**THE APPLICANT STATED THE FOLLOWING, AMONGST OTHERS, AS REASONS FOR THE APPLICATION:**

1. According to the Road Traffic Management Corporation (“RTMC”), South Africa has one of the worst road accidents recorded in the world and road accidents cost our country over R300 billion a year in collision claims and downtime. Driver cameras are specifically designed to identify common human factors that lead to accidents;
2. There are currently no local manufacturers of the subject product or similar substitute products in the Southern African Customs Union (“SACU”) region. This means DriveRisk has no option but to import at a 15% *ad valorem* duty;
3. Given that there is no local producer, the duty has an unnecessary cost raising effect and DriveRisk is not able to offer these products at a competitive price; and
4. Should the application be approved, the duty relief will assist more fleet operators to adopt the technology, leading to safer drivers on our roads and assist the applicant in its growth plans, to preserve existing jobs and enable the creation of additional jobs.

**PUBLICATION PERIOD:**

Comments should be submitted within **four (4) weeks** of the date of this notice.