NAMA NEWS MARCH 2019

Dear Colleagues,

NAMA 50th anniversary commemorative book

This year is NAMA's 50-year anniversary, and to mark this special occasion, we are putting together a commemorative book. The book will be looking at the history and future of motor auctions and will be an opportunity for NAMA members to include their own copy and photos from their auction sites. **We have put together a list of questions for you to answer and the final deadline for all copy/images is Friday 5 April.** See below for more details.

NAMA Grading Appraiser Courses

We have dates available at Stephenson College for our Appraiser Courses. If you would like to book a space, please contact Susan Munslow on 01788 538 304.

PR and monthly newsletter

We would like to include more of our members 'good news stories' in the monthly newsletter, as well as sending regular press releases to trade contacts on key areas affecting your business. We would be particularly interested in reports from your business that might include record sales week's, sales with interesting vehicles or vendors, employee achievements, charity events or anything you would like to share with your fellow NAMA members or the wider automotive industry. Please email any stories you want included in the newsletter by the 20th of each month to our press officer rupal.rawal@rmif.co.uk

NAMA Convention and AGM 2019

The 2019 AGM is to be held at Pine Cliffs Resort, Algarve, Portugal on 17 and 18 May. Invites have now been sent. To book your places please contact us.

Finally, if would like to be involved in the initiatives above or have any further queries, please let us know on 01788 538336 or email louise.wallis@rmif.co.uk.

Louise Wallis
Head of NAMA

NAMA 50th ANNIVERSARY COMMEMORATIVE BOOK

This year is NAMA's 50-year anniversary, and to mark this special occasion, we are putting together a commemorative book.

The book will be looking at the history and future of motor auctions and will be an opportunity for NAMA members to include their own copy and photos from their auction sites.

We are planning to have the book ready and printed in time for the AGM in May. It will also be available as a PDF version for members to feature on their websites. The hard copies will be sent to members', stakeholders and industry press.

We would like to include photos and history from your site and have prepared a list of questions below for you to answer in as much detail as possible:

- What year was your auction first founded?
- Where was the first site built?
- Has it always just been motor vehicles? Or did you auction off other things as well?
- What was the first car sold through your auction?
- Any famous cars or customers?
- Most interesting car to come into auction?
- Most memorable moment
- What are the biggest challenges you have faced since you first started?
- How involved are you with the local community?
- What are the biggest changes you have seen from when you first started till now? I.e. Customers, vehicles.
- Any interesting facts about the founder, owner or employees in the business

In addition to this, could you please send through any photos for inclusion. These can be of your site when it was being built, an auction taking place, the first car sold – the older the photo the better!

The final deadline for all entries is Friday 5 April 2019.

Please contact our Press Officer Rupal Rawal if you have any questions – rupal.rawal@rmif.co.uk

SUCCESSFUL PENDRAGON APPEAL ON MULTI-USER VEHICLES

It is extremely positive to see that Pendragon has won their appeal on multi-user vehicles, following their conviction of unfair commercial practice after advertising an ex-rental car as having one registered keeper.

The conviction was overturned by the court due to the fact that the vehicles value was not affected by its previous business use. Whilst it is positive to see clarity regarding multi-user vehicles, this does not set a precedent.

We will be working with our legal advisors TLT into the full implications of this decision, and will keep you updated with developments.

DRIVE MY CAREER WELCOMES BCA

BCA is the first NAMA member to sign up to the Drive me Career imitative which was launched by the NFDA last year.

Drive My Career is a unique, industry-first initiative launched to help automotive employers connect with young people looking to start their professional careers.

It is a web-based platform which promotes the exciting career opportunities available in the automotive industry, attracts young people and redirects them to retailers' online career portals.

DMC targets young people that have the potential to become your future employees. It drives them to the website where they enter their postcode and see all the dealer groups that operate in their local area. By clicking on the logo of any of the dealerships appearing on the dealer-finder map, they will be redirected to the career page of the selected dealer group. There, they will be able to apply for the preferred vacancy.

Additionally, Drive My Career uses different tools to promote you as an employer of choice. They advertise a number of junior 'featured jobs' on our website plus the 'success stories' of the best employees who already work for you. We also create blog posts, videos, monthly opportunity emails and more: all with the aim to raise awareness of the careers you offer and direct the right audience to them.

Visit www.drivemycareer.co.uk and follow them on social media to discover what they do and how they can help you.

For more information on how to join Drive My Career or if you have any questions about the initiative, please email info@drivemycareer.co.uk or call 01788 538303.

AUCTIONEERS REMAIN OPTIMISTIC ABOUT THE MARCH WHOLESALE MARKET

March was set to be another strong month for motor auctions, with over 80% of members expecting volumes to remain stable or increase.

Findings showed that a number of auction houses expected to see petrol car values remain strong, with only 10% of respondents expecting a decrease in prices. For diesel cars, almost 80% of auctions generally expected values to remain constant, and there was some indication that values would continue to increase for hybrid and battery electric vehicles as predicted in last month's survey.

Average age and mileage looked set to remain steady over March, although over 30% of respondents indicated that both could increase. More than half of respondents also expected first time conversion rates to increase.

When asked about vans and looking at the difference in values between Euro 6 and pre-Euro 6 vehicles, there was an indication that pre-Euro 6 vehicles would be impacted by clean air zones (CAZs) and an expectation this could impact their resale values. Results appeared to show that pre-Euro 6 vehicles were unlikely to lose value in the current market, perhaps because demand remained strong in areas not impacted by CAZs.

NAMA is optimistic that demand and prices in the used car market will remain stable and the first quarter of 2019 will mark another successful year for the auction sector.

To request a copy of the March NAMA Market Report, please contact rupal.rawal@rmif.co.uk.

NAMA PARLIAMENTARY ENGAGEMENT PROGRAMME

Last year NAMA launched a Parliamentary Engagement Programme where we arrange for local MPs to visit motor auctions.

The aim of the scheme is to encourage parliamentary engagement and raise awareness of the significant contribution that motor auctions make to the economy of the UK. It is also an opportunity for MPs to obtain a better understanding of how auction houses are operated, the significance of the site to the local area, and the employment and business opportunities available in the sector.

We are actively engaging with government on the following policy issues which could be discussed with your local MP at these site visits:

- **Interchange Fee Regulations**
  The removal of the 50p cap on transaction fees has resulted in a dramatic rise in the cost of taking payments. Also, earlier this year, the Government banned the right for businesses to apply surcharges and to not allow businesses to offset the additional cost. NAMA's findings suggest the combination of these changes will cost the motor auction industry almost £1.8 million a year.

- **Diesel**
  Current government policy on diesel and clean air is confusing. It is important that clear and consistent policies are outlined to give auction customers certainty when buying and selling vehicles.

- **Brexit**
  It is important for businesses including motor auctions, that the UK gets the best possible deal from the Brexit negotiations. Engagement with government is key to this and will help to ensure the sector remains buoyant.

If you are interested in hosting your local MP in 2019, please contact Louise Wallis on louise.wallis@rmif.co.uk

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UK NEW CAR MARKET STABLE IN FEBRUARY, AS EVS SHIFT UP A GEAR

The UK's new car market enjoyed marginal growth in February, up 1.4% following five straight months of decline. 81,969 new cars were registered on UK roads in the month (a year on year uplift of 1,164 units), traditionally one of the quietest of the year, ahead of the crucial March plate change.

Demand for alternatively fuelled vehicles continued to surge, up 34.0% and marking the 22nd consecutive month of growth for the segment as new and existing cutting-edge models attracted buyers into showrooms. Registrations of zero-emission electric cars enjoyed particular growth, more than doubling to 731 units, although they still accounted for less than 1% of the market (0.9%).

Meanwhile, in the four months since the October 2018 reform to the Plug-in Car Grant, the market for plug-in hybrid electric vehicles (PHEVs) has only grown by 1.7%, compared with 29.5% over the first 10 months of 2018. This suggests that removing the incentive for PHEVs is having an adverse effect.

BEST SELLERS

	FEBRUARY 2019			YEAR-TO-DATE	
1	Ford Fiesta	3,399	1	Ford Fiesta	8,798
2	Ford Focus	2,537	2	Ford Focus	6,934
3	Volkswagen Golf	2,410	3	Volkswagen Golf	6,340
4	Mercedes-Benz A-Class	2,059	4	Mercedes-Benz A-Class	5,827
5	Volkswagen Polo	1,512	5	Nissan Qashqai	5,719
6	Nissan Qashqai	1,449	6	Volkswagen Polo	4,475
7	Ford Kuga	1,402	7	Vauxhall Corsa	4,403
8	Vauxhall Corsa	1,306	8	Kia Sportage	4,259
9	Ford EcoSport	1,292	9	Ford Kuga	3,654
10	Volkswagen Tiguan	1,258	10	Mercedes-Benz C-Class	3,593

February	Total	Diesel	Petrol	AFV	Private	Fleet	Business
2019	81,969	24,284	53,164	4,521	36,799	43,977	1,193
2018	80,805	28,322	49,109	3,374	35,265	44,573	967
% change	1.4%	-14.3%	8.3%	34.0%	4.3%	-1.3%	23.4%
Mkt share '19		29.6%	64.9%	5.5%	44.9%	53.7%	1.5%
Mkt share '18		35.0%	60.8%	4.2%	43.6%	55.2%	1.2%

Year-to-date	Total	Diesel	Petrol	AFV	Private	Fleet	Business
2019	242,982	71,107	156,340	15,535	108,502	130,404	4,076
2018	244,420	87,035	145,292	12,093	104,640	134,184	5,596
% change	-0.6%	-18.3%	7.6%	28.5%	3.7%	-2.8%	-27.2%
Mkt share '19		29.3%	64.3%	6.4%	44.7%	53.7%	1.7%
Mkt share '18		35.6%	59.4%	4.9%	42.8%	54.9%	2.3%

Image source: SMMT

BREXIT UPDATE

The Prime Minister has twice failed to convince MPs that her deal is an acceptable outcome from the Brexit negotiations. Left with no choice, the Government wrote to the European Union to ask for an extension to the Article 50 period. The EU agreed to extend until 22 May, on the condition that Parliament approves the withdrawal agreement by 29 March. Otherwise, the extension will last only until April 11, at which point the UK will leave without a deal – unless the Government comes up with a new plan.

The European Union has made clear that the deal is not up for further negotiation, so it is now up to MPs to find a way through the protracted Brexit process. Theresa May has suggested that there are three options ahead of us – her Brexit, a slow Brexit, or no Brexit at all.

MPs challenged May by taking control of Parliamentary business to hold a series of 'indicative votes' on different Brexit outcomes including Article 50 revocation, a customs union, and a no deal exit. However, in keeping with the ongoing deadlock which has brought us to this point, none of the eight options received a majority among MPs.

In a final roll of the dice, the Government has brought back the withdrawal agreement to be voted on by MPs on March 29, amid a backdrop of demonstrations and protests on Parliament Square.

Motivated by a fear of Brexit being cancelled, as well as Theresa May's promise to step down if the withdrawal agreement is approved, many former critics of the deal have abandoned their lines and declared their support. However, it may be too little too late as it remains unclear whether the PM has the support she needs.

If the withdrawal agreement is rejected, the Government will have run out of road. If the Government wishes to extend Article 50 again, the EU will want to be satisfied that Britain can find a way through the deadlock. Theresa May will have until April 11 to present a plan for a way forward – this could involve a referendum, a general election or an attempt to edit the deal.

SUMMARY OF FCA WORK ON MOTOR FINANCE

This month, the Financial Conduct Authority (FCA) released its final findings from its work on the motor finance market. Their findings are based on a study of consumer credit data, commission structures and a mystery shopper survey of 122 motor retailers.

The report is primarily concerned with commission structures (increasing and reducing DiC in particular). The FCA's view is that there is a significant conflict of interest associated with these structures and that they break the link between consumer credit risk and interest rates.

The mystery shopper exercise also found that regulated activities such as pre-contract information disclosure may not be conducted early enough in the buying process, and where that information was disclosed, it was not always complete or clear. FCA has however acknowledged that “the sample size was small and biased towards independent retailers offering PCP or other forms of Hire Purchase”, and that the findings cannot be extrapolated to the wider market.

The report found no evidence of unfair business practices but nonetheless issued a reminder to regulated firms on the kinds of activities they should continue to avoid, such as offering incentives to enter a contract immediately, or securing a higher interest rate than requested where this does not benefit the customer.

FCA intends to consult on ways to intervene on commissions, suggesting that they could ban DiC or similar structures, as well as limiting broker’s ability to adjust interest rates.

Commission Arrangements

There are two correlations which support the FCA’s position, which are:

1) A correlation between broker earnings and interest cost under DiC

The four primary structures considered by the FCA are increasing DiC, reducing DiC, scaled and flat fee commission plans. The data used by FCA “involved a sample of around 1,000 motor finance agreements from 20 lenders representing about 60% of the market. These covered January 2017 to July 2018 and represented a range of customers with different credit risk profiles.”

The data suggests that broker earnings from DiC commission structures are correlated with customer interest payments.

This hypothesis is strengthened because of the absence of this trend when studying scaled and flat structures. This suggests that other factors, such as consumer credit rating, are influencing interest rates for products sold under these structures.

FCA also noted the differences between the average and highest commission plans were significantly higher under DiC (around £2,000) compared to flat fee (around £700).

“DiC models appear to break the link between credit risk and interest rate”

2) Where a correlation between consumer credit score and interest rates was expected, this was not the case for products sold under DiC.

FCA’s expectation is that low credit risk consumers should receive lower interest rates to reflect their reliability, whilst high credit risk consumers pay higher interest rates. This relationship appeared to exist when flat fee structures were used, and to some degree when scaled plans were used.

When studying trends between commission structure, consumer credit risk and interest rates, the above correlation was not identified when increasing and reducing DiC was used. This again indicates that commission structure, rather than credit rating, is the more influential factor in determining the interest rate a customer is assigned for their product.

Next Steps – Broker Commission

FCA estimates that in total, the total cost to consumers of commission models which allow brokers to set interest rates is around £300m per annum. A key quote to summarize then FCA's position is: "it is not clear to us why brokers should have such wide discretion to set or adjust interest rates, to earn more commission, and we are concerned that lenders are not doing enough to monitor and reduce the risk of harm."

FCA notes that whilst brokers are the ones to set interest rates, it is also the responsibility of lenders to ensure that brokers acting on their behalf are adhering to CONC and other regulations when making sales. Many lenders may be inclined to believe that FCA will do this kind of monitoring for them, when this is not the case.

The paper states that they have already begun exploring the idea of intervening in the commission side of the market, with a scope to potentially;

- Ban DiC or similar structures outright.
- Update CONC to limit broker discretion in setting interest rates.

Sufficient, Timely and Transparent Information

This aspect of the report is informed by the mystery shopper exercise – for reference, the sample of 122 motor retailers is broken down as follows;

- 37 franchised dealers - 60 independents
- 14 car supermarkets - 11 online motor retailers

Commission

Commissions are also implicated in this section of the report – one component of the mystery shopper exercise was to note how many brokers disclosed the fact that they receive commission for selling finance products, as is required by the Consumer Credit

Sourcebook (CONC). FCA found that only a small number of firms in the exercise complied with commission disclosure rules;

- 1 of 37 franchised dealers - 4 of 60 independent retailers.
- 2 of 14 car supermarkets - 4 of 11 online brokers.

FCA said that where commission disclosures were made, they were often not prominent or clear enough to reasonably be noticed by a customer. FCA reminds brokers that CONC requires them to disclose the existence or amount of commission if knowledge of it could affect the broker's impartiality in recommending a product or have a material impact on the customer's transactional decision.

Pre-Contract Disclosure

The mystery shopper exercise found that most brokers appeared to make sufficient efforts to establish ownership/usership preferences, budget and change cycles.

In terms of pre-contract explanations, FCA begins by reminding lenders that it is their responsibility, as the creditor, to ensure that explanations are in line with the Consumer Credit Act 1974 (even if they delegate the sale of credit to a broker).

FCA found, in general, that;

- Key features of ownership and end of contract payments for PCP were usually clear and transparent. However, only 31% of brokers explained that customers do not own the vehicle until the final payments have been made and that goods can be repossessed by a court order in the event of a default.

28% of brokers in their sample explained the total amount payable, the principal consequences arising from a failure to make payments under the agreement, and the effect of withdrawing from the agreement

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WILL PCP SURVIVE HMRC'S LATEST VAT CHANGE?

HMRC have announced a policy change in the VAT treatment of PCP vehicle sales which is likely to have a major impact on the future of the market. Whilst the way in which dealers invoice finance companies won't alter, the impact on customers is significant and dealers will inevitably need to change the way in which deals are sold and explained.

What is the change?

In simple terms, the supply of a car by a finance company to a customer will be treated as a supply of services rather than a supply of goods in most cases. PCP will become indistinguishable from Personal Contract Hire (PCH).

Why has this changed?

A typical customer considering a car purchase will often be unable to pay the full amount in cash. Most will be looking for some form of finance and PCP has been a highly successful means by which dealers assist customers to obtain that finance. Although dealers go to great lengths to explain the full financial impact of a PCP deal, most customers are interested in two things: what deposit is required and what are the monthly payments? It is those two factors which determine immediate affordability in the eyes of the consumer.

The balloon payment required to finally own the car in 2, 3 or 4 years in the future; it may be a sum which the customer knows they will not be able to pay; and importantly there is no requirement to pay that final instalment. A customer is perfectly entitled to hand back the car at the end of the PCP term. The option to purchase at the end of a PCP agreement is often irrelevant to the customer.

In commercial terms, there is no difference between a PCP and PCH deal. In the eyes of the consumer, both require an initial upfront deposit, monthly payments for an agreed term and the return of the car at the end of that term.

Mercedes-Benz Financial Services were the first to publicly recognise this and persuaded the European Court of Justice in 2017 that their existing PCP product, Agility, was equivalent for VAT purposes to a long-term hire agreement. It has taken 2 years for HMRC to react, but they now expect the industry to change its procedures within 3 months.

What is the Impact?

HMRC have explained the technical details in Revenue & Customs Brief 1/2019.

https://www.gov.uk/government/publications/revenue-and-customs-brief-1-2019-change-to-the-vat-treatment-of-personal-contract-purchases/revenue-and-customs-brief-1-2019-change-to-the-vat-treatment-of-personal-contract-purchases

Under current rules where PCP is regarded as a supply of goods, VAT is due on the full sales price at the initial handover of the car. In future, however, HMRC's position is that if the final instalment is approximate to the vehicle's open market value, then PCP will be regarded as a supply of services. As with PCH, this means that VAT will only be due on the amounts the customer actually pays to the finance company and only at the time of those payments.

Furthermore, interest currently charged on PCP deals will no longer be recognised as anything other than part of the payment for the hire of the car and will therefore attract VAT. This differs from the current position where the interest charge is VAT exempt.

The new arrangements are advantageous in two respects – VAT is deferred until the date of customer payments and is only due to the extent of those payments. For customers who hand back their car at the end of the deal, this results in a significant reduction in the VAT cost.

However, there are two factors which means that the VAT burden to the sector is likely to increase overall. Firstly, interest on PCP deals ceases to qualify for VAT exemption. Secondly, there is one critical aspect overlooked by HMRC in their announcement. Under current rules when PCP cars are returned to a finance company, they are eligible for sale using the margin scheme. However, cars returned after a lease are 'qualifying cars' and VAT is due on their full selling price. This change will be significant to the used car market within a couple of years. Dealers and customers alike will need to adapt to the idea that most used cars will be liable to VAT.

Example

It is useful to compare the same deal pre and post-change to help visualise the impact. Table 1 shows the VAT treatment under existing PCP rules of a car which is sold new on PCP for £12,192 with an agreed final payment after 3 years of £6,606. In this example, the dealer buys the car at that residual value from the finance company and resells it for £7,000. If the customer makes the final payment the total amount paid is £14,135.96 with £1,943.96 attributed to VAT exempt interest charges.

Table 1 – A PCP deal under current rules

Transaction	**Net Price**	**VAT**	**Gross Price**	**Date VAT Due**
Initial sale	£10,160	£2,032	£12,192	Date of handover
Deposit	-	Included in above	£2,000	Date of payment if pre-handover
36 monthly instalments	-	-	36 x £153.91	
Balancing Payment	-	-	£6,606	
Totals on original		£2,032	£14,135.96	

deal				
Sale of used car post PCP		£65.67	£7000	VAT due on margin on date of sale of used car
Total VAT Charge		£2097.67		

The second table shows the same deal, with the same payment profile, but with very a very different VAT outcome.

Table 2 – A PCP deal under new rules

Transaction	**Net Price**	**VAT**	**Gross Price**	**Date VAT Due**
Initial sale price	-	-	£12,192	Not considered a sale by finance company
Deposit	£1,667.67	£333.33	£2,000	Date of payment if pre-handover
36 monthly instalments	36 x £128.26	36 x £25.65	36 x £153.91	
Balancing Payment	-	-	-	Customer returns car
Totals on original deal	£6,284.03	£1,256.73	£7540.76	
Sale of used car post PCP	£5833.33	£1,166.67	£7000	VAT due on margin on date of sale of used car
Total VAT Charge		£2,423.40		

The Future

Adapting to this change will be a significant challenge to the sector. Dealers may not notice an immediate difference as they will continue to sell cars to finance companies and will be required to account for VAT on that sale.

For the future, much depends on how the finance companies react. The revised treatment does not apply if the final payments are set at a level which is demonstrably below market value, so revised payment profiles could preserve the status quo. If not, new car deals may migrate to pure PCH and the used car market could shift towards VATable ‘qualifying’ cars.

Source: MHA MacIntyre Hudson

TRANSITION FROM WLTP TO RDE

The new WLTP testing regime was introduced for all new car types in September 2017 and all new cars in September 2018. This year, Real Driving Emissions (RDE) will be introduced for all new cars. This change may affect a few brands with late approvals of WLTP standards.

From 1 September 2019, all new cars will need to be RDE Step 1 compliant. These cars will be classed as Euro 6d-temp. WLTP compliant cars are unlikely to face any particular issues as RDE Step 1 has always been the second phase in the gradual transition from the old testing system to the new WLTP regime.

From 1 September 2019, all commercial vehicles will need to be WLTP compliant. As a result, there could be a number of forced registrations before the deadline unless they are subject to derogation.

By January 2021, all new vehicles will have to be RDE Step 2 and fully Euro 6D compliant. This will remove the diesel surcharge on first registration of Vehicle Excise Duty (VED).

If you require further guidance on the issue, please contact the member helpline at 01788 538303.

NAMA MEMBERS IN THE NEWS

BCA grows apprenticeship and graduate recruitment schemes to meet future business needs

BCA continues to develop its apprenticeship scheme and national graduate recruitment and training programme to create a pool of talent to become future leaders within the business. BCA is committed to building effectiveness and efficiency across the business through training and development.

BCA now offers apprenticeships leading to 35 qualifications, ranging from NVQ level 2 to level 7, with training programmes for operations and departmental management, project management and Lean Improvement practitioners launched last year.

Apprentice numbers at BCA increased significantly to 150 during 2018, with a combination of new recruits undertaking level 2 business and administration qualifications and existing employees studying for their level 7 Master's degree.

Full Press Release: https://bit.ly/2FiWXOh

New senior roles for Wiseman and Harris at Aston Barclay

Aston Barclay has announced two senior appointments to head up its new digital solutions business which is based in the group's new mega auction centre in Wakefield.

Daren Wiseman is Aston Barclay's new digital strategy director responsible for driving the group's digital strategy and delivering market-leading solutions for its customers.

Suzanne Harris joins him as product and commercial manager for digital solutions to drive the new product development process and implement the group's Cascade range of digital products.

Full Press Release: https://bit.ly/2Ub9AEf

City Auction Group announces new board appointments

City Auction Group has strengthened its senior management team with the appointment of three new directors, a new chairman and chief executive.

Helena O'Neil has been appointed the new group finance director; David Scott is now the group sales director; and Lynn Girvan has been appointed as the corporate fleet director.

In addition, Raymond Hill, who was formerly chief executive, is now chairman of the Group, while Michael Tomalin takes up the reins as chief executive, following 10 years as managing director.

All the new board appointments have been made from existing senior managers at City Auction Group, each of whom have made a significant contribution to its significant growth over the last 24 months.

Full Press Release: https://bit.ly/2CH0qW8

BCA holds first sale for ULEZ compliant vehicles

BCA has staged its first auction sale specifically for Ultra-Low Emission Zone (ULEZ) compliant electric vehicles (EVs) and plug-in hybrids (PHEVs).

Only Euro 6 compliant or electric/hybrid commercial vehicles, which can enter the ULEZ without charge, were entered into the sale at BCA Blackbushe on March 12.

It offered and sold a range of different commercial vehicles, including SWB, MWB and LWB panel vans, Lutons, tippers, flatbeds and car-derived models - with competitive bidding across the board, according to BCA.

The world's first ULEZ launches in London, on April 8, and will operate 24 hours a day and 365 days a year.

Full Press Release: https://bit.ly/2uunx1W

2019 DATES FOR YOUR DIARY

NAMA AGM 2019

17 - 18 May Pine Cliffs Resort, Algarve, Portugal

NAMA National Executive

Tuesday 2 April	201 Great Portland Street
Tuesday 9 July	

NAMA Grading Working Group	Stephenson College, Coalville
Thursday 11 April	