

New EU Data Framework can drive a wave of innovation in the European automotive and mobility services eco-system

European Independent Service Providers welcome a very positive dialogue with Commissioner Breton

PRESS RELEASE

Brussels, 23 June 2022 - Companies representing 4.5 million jobs in the automotive sector across Europe have welcomed a very positive exchange with the European Commission on ensuring innovation in the automotive and mobility sector as European regulators set the rules that will define the industry for at least a decade to come.

The Independent Service Providers (ISPs) group¹ welcome a very positive exchange with Commissioner Thierry Breton on how the Data Act and forthcoming sector-specific regulation can create the space for rapid vehicle-generated data innovation in the European automotive and mobility eco-system.

The ISPs welcomed this approach and the positive enabling framework created by the Data Act. The group agreed with the Commissioner on the pressing need for the Commission proposal of a Data Act to be adopted as soon as possible by the European Parliament and Council and the sector-specific automotive regulation on access to in-vehicle data & resources to be adopted prior to the European elections in May 2024.

Each of the ISPs shared use cases with the Commissioner from their part of the eco-system leading to a vibrant discussion about the driving role automotive and mobility services innovation can play in Europe's digital and sustainable transition over the next ten years and beyond, including in a rapidly evolving electric vehicle (EV) world.

The ISPs re-affirmed their strong intent to support the work of the Commission, European Parliament and Council to ensure the timely adoption of the Data Act and "gold-standard" sector-specific legislation, likely to be the first of its kind globally. The ISPs urge as well the Commission to publish the sector specific proposal by the end of this year to allow the ordinary legislative procedure to proceed in due time.

Thomas Møller Thomsen President of FIA Region I, speaking on behalf of the ISPs stated:

"The vision of Europe leading in innovation in automotive and mobility services – driven by fair access to in-vehicle-generated data - articulated by Commissioner Breton is very welcome. These services will transform everyday driving and mobility solutions for Europe's consumers, businesses and cities."

Khaled Shahbo, representing Leaseurope, added:

"The European automotive and mobility services sector is primed to unleash a wave of innovation that will bring the numerous benefits of smart mobility to the everyday movement of people, goods and services and, critically, to our cities. A robust framework that guarantees fair, direct and real-time access to in-vehicle-generated data will truly enable us to hit the accelerator".

Peter van der Galiën, Vice-President of ADPA, explained:

"The future of repair and maintenance is closely linked to digital systems and dynamic data. Increased capabilities of captors and sensors linked to telematics make remote and predictive operations more and more common, which could improve the experience of the European consumers – at the condition that these consumers can benefit from truly competitive services. A swift and ambitious EU legislation is the way forward."

Jean Charles Herrenschmidt, President of CECRA, remarked:

“The future importance of an efficient and innovative service economy requires a perfect and transparent collaboration between all the actors of mobility around a unique and shared data.”

Thierry Coton representing EGEA stated :

“Current stationary diagnostic tools will shift as applications into the vehicle, allowing remote diagnostics. This is a huge advantage in terms of vehicle health predictability, as a basis for a more effective repair process.”

Chris Delaney, representing ETRMA added:

“Advancement in technology and the evolution of consumer preferences and buying behaviours are sparking new opportunities for the tire industry and more broadly for the mobility sector. Ensuring access to in-vehicle generated data is crucial to enabling the collective industry to innovate and deliver smarter, safer, and more sustainable mobility solutions.”

Nicolas Jeanmart, representing Insurance Europe, remarked:

“A regulatory initiative guaranteeing direct access to in-vehicle generated data would enable insurers to launch new products aimed at reducing emissions and improving road safety, as well as new, innovative services, such as theft notification and stolen vehicle recovery. It would also make it easier for insurers to understand new risks, such as those related to increasingly autonomous cars.”

Bastian Müller, representing FIGIEFA concluded:

“The opportunity for Europe is vast. With unfettered and secure access to vehicle-generated data & resources, there is so much value the businesses we represent can create in the automotive and mobility ecosystem. The fact that the Commission has opted to make this the first area for sector-specific regulation under the Data Act reflects the pressing need to get the right legislation in place as rapidly as possible.”

¹ The businesses represented by the ISPs core group employ over 4.5m people in more than 500,000 companies, predominantly SMEs. It accounts for more €225 Billion revenue in aftermarket parts & labour, while around 48% of all new European vehicles are purchased annually by Leasing & Rental fleets.

The associations

The automotive services and mobility market is very significant, currently accounting for over 4.5 million jobs in over 500.000 companies, many of them SMEs. It is an ecosystem in its own right and must be allowed to develop and flourish. Fostering such ecosystems and enabling the European services sector to grow, within a robust regulatory framework defining the rights and obligations of all market participants, is the only way of effectively competing with the hyperscalers.



ADPA, the European Independent Data Publishers Association aims to ensure fair access to automotive data and information and to provide competitive framework conditions for independent data publishers. This will allow the publishers to be able to design and provide competitive, innovative and multibrand products and services to operators of the automotive aftermarket.

www.adpa.eu



AIRC stands for Association Internationale des Réparateurs en Carrosserie. Formed in 1970, the AIRC is the global federation of leading national organisations in the area of vehicle repairs. These member organisations together represent more than 50,000 vehicle repair and vehicle builder companies in many countries.

www.airc-int.com



CECRA, the European Council for Motor Trades and Repairs, is the European Federation representing the interests of the motor trade and repair businesses and European Dealer Councils on behalf of vehicle dealers for specific makes. Its aim is to maintain a favourable European regulatory framework for the enterprises of motor trade and repair businesses it represents.

www.cecra.eu



EGEA, the European Garage and test Equipment Association represents both manufacturers and importers of tools and equipment for the repair, servicing and technical inspection of vehicles, as an integral part of the automotive industrial value chain. Its role is to ensure that its associations' members can provide the best equipment and service to the automotive aftermarket by striving to keep members up-to-date concerning new vehicle technologies and legislative and standardisation requirements and thus be competitive in the garage and test equipment supply, service and calibration industry.

www.egea-association.eu



ETRMA is the voice of tyre and rubber goods producers to various European institutions. ETRMA activities focus on the following key interdependent areas: representation, co-ordination, communication, promotion and technical liaison. The primary objective of ETRMA is to represent the regulatory and related interests of the European tyre and rubber manufacturers at both European and international levels. ETRMA is the sole interlocutor, specifically designated by the European tyre and rubber producers to carry out this critical task.

www.etrma.org



The Fédération Internationale de l'Automobile (**FIA**) Region I is a consumer body representing European Mobility Clubs and their 37 million members. The FIA represents the interests of these members as motorists, riders, pedestrians and passengers. FIA Region I is working to ensure safe, affordable, clean and efficient mobility for all.

www.fiaregion1.com



FIGIEFA is the international federation of independent automotive aftermarket distributors. Its members represent retailers and wholesalers of automotive replacement parts and components and their associated repair chains. FIGIEFA's aim is to maintain free and effective competition in the market for vehicle replacement parts, servicing and repair.

www.figiefa.eu



Insurance Europe is the European insurance and reinsurance federation. Through its 36 member bodies — the national insurance associations — it represents all types and sizes of insurance and reinsurance undertakings. Insurance Europe, which is based in Brussels, represents undertakings that account for around 95% of total European premium income. Insurance makes a major contribution to Europe's economic growth and development. European insurers pay out over €1 000bn annually — or €2.8bn a day — in claims, directly employ more than 920 000 people and invest over €10.6trn in the economy.

www.insuranceeurope.eu



Leaseurope -the European Federation of Leasing Company Associations- represents both the leasing and automotive rental industries in Europe. The scope of products covered by Leaseurope members' ranges from hire purchase and finance leases to operating leases of all asset categories (automotive, equipment and real estate). It also includes the short term rental of cars, vans and trucks.

www.leaseurope.org