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### Editorial

Dear Members, dear Colleagues, dear Readers,

What a year! From the welcoming of new Members to the success of our first conference in Brussels, from our Manifesto for the European elections to Automechanika, 2024 has been quite a ride. And this is just the tip of the iceberg, with all our quiet but important work and progresses on the MVBBER, SERMI, and the Type Approval Regulation, among others.

2025 will be even busier. With the new European Parliament and European Commission finally in place, there should be a boost for many legislative initiatives relevant to us. It will be our job to explain, relentlessly, how we contribute to the safety, the sustainability and the affordability of road mobility, and why our opinion matters.

Next to the ongoing discussions around our traditional mother legislations, the Motor Vehicle Block Exemption Regulation and the Type Approval Regulation, new policies and laws will have an increasing role in shaping our ecosystem: the battery regulation, the end-of-life vehicle framework, a legislation on access to in-vehicle technical data and functions, and many more... ADPA will continue to advocate for them to support the worldwide leadership of the European multi-brand aftermarket.

We wish you all the best for the end of 2024 and the beginning of 2025, and we are looking forward to continue to work with all of you, after we have fully recharged our batteries during this well-deserved break.

Sincerely yours,

Your ADPA Team.

# Focus: Environment

## Analysis and recommendations for the future of European Union's battery value chain



On the 17<sup>th</sup> of December, the International Council on Clean Transportation (ICCT) presented a [report](#) on the growing demand for batteries and whether current mining

and production capabilities were sufficient to meet it. European Union's policies aimed at mitigating climate change and reducing harmful air pollution are expected to significantly increase the region's demand for battery electric vehicle and plug-in hybrid vehicle batteries—and the materials used to produce them. This leads to questions on whether the supply chain can follow through with this growing demand.

According to ICCT, announced battery production capacities in the European Union could meet projected domestic demand, if a large share of announced projects can be realised. Also, while, in the near term, the scaling-up of battery mineral supply on a global level is projected to keep pace with growing demand and, in the long term, global mineral reserves are sufficient to meet battery demand, the European Union's domestic reserves can only partially meet the demand for certain minerals, leading to a general reliance on global material supply chains.

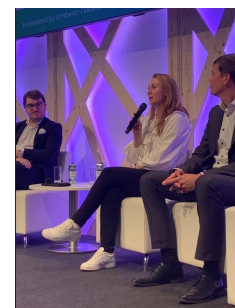
ICCT considers that reliable transport electrification policies, incentives for domestic supply chain activities, and trade agreements with resource-producing countries could help to build resilient supply chains. It also recommends to adopt policies reducing the average battery sizes of light-duty battery electric vehicles, implementing avoid-and-shift strategies, and ensuring efficient battery recycling, in order to help to reduce the demand for new mining.

ICCT's report also covers the situation in the USA, Indonesia and India, with adapted conclusions and recommendations.

## The importance of data exchange for a reliable Product Carbon Footprint

On the 10<sup>th</sup> of September, ADPA's Director General, Pierre Thibaudat, participated to a panel organised by the Forum on Automotive Aftermarket Sustainability (FAAS) at Automechanika on the importance of data sharing to establish a product carbon footprint.

With Louise Wohrne, Head of Sustainability at Meko and Chair of the FAAS, and Lars Spelter, from Mann+Hummel, he discussed how data sharing enhances transparency in tracking and reporting the Product Carbon Footprint across the supply chain, leading to more accurate and accountable sustainability practices. They also exchanged on how to enable informed decision-making by leveraging shared carbon footprint data to inform procurement, production, and design decisions, ultimately driving more sustainable choices in the automotive aftermarket. Finally, they underlined the importance of facilitating collaboration between suppliers, distributors, and stakeholders through data sharing, enabling collective efforts to identify hotspots and reduce the overall carbon footprint of products.



## New FAAS working group on sustainability reporting

The FAAS, of which ADPA is a member, is establishing a new working group on sustainability reporting. It should focus on sustainability reporting requirements and sustainability strategy setting, through a deep dive into the requirements, data and information exchange required by recent European legislations (the Corporate Sustainability Reporting Directive and the Corporate Sustainability Due Diligence Directive). Finally, it should deliver implementing guidelines to support knowledge exchange and provide references to companies.

# Focus: Environment

## End-of-Life Vehicle Regulation

On the 17<sup>th</sup> of December, Ministers for Environment of the different EU member states, using a [note prepared by the Hungarian Presidency](#) of the Council of the European Union, held a [policy debate](#) on the [proposed regulation](#) on circularity requirements for vehicle design and on the management of end-of-life vehicles. The regulation aims to enhance sustainability and circularity in the automotive sector, by ensuring that the design of new vehicles makes it easier to recycle and re-use their parts and components.

Discussions showed that important progress has been made on several topics at technical level, including the scope of the regulation, related obligations of producers and authorities, as well as final provisions on review and necessary amendments to relating legislation.

During the policy debate, ministers expressed broad support to the addition of article 192(1) TFEU (protection of the environment) as a legal basis besides article 114 TFEU (functioning of the internal market), and to extending certain obligations to heavy-duty vehicles and motorcycles.

Ministers also held an important debate on the target for minimum recycled content for plastics. A number of member states could support the 25% rate, as proposed by the Commission, while others requested a significantly lower rate and warned that it could for instance lead to market distortions in case of shortage of recycled material. The Council will continue discussions in order to find an acceptable compromise on this matter.

Ministers discussed a possible target for a minimum recycled content for steel. A significant number of member states indicated that a feasibility study, to be conducted by the Commission, would first be needed to better evaluate the implications of setting this target.

Lastly, ministers exchanged views on the vehicles parts and components to be removed before shredding.

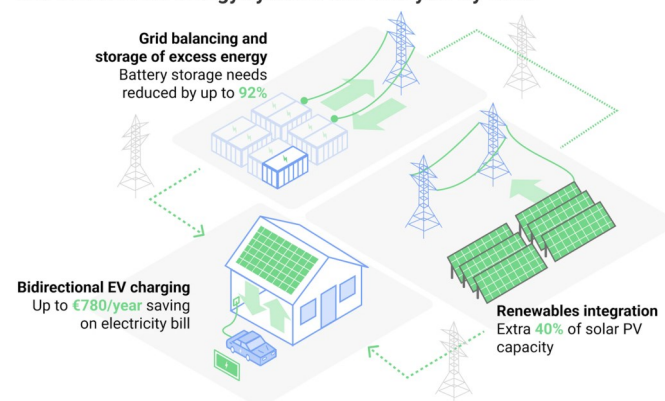
## Study on the potential economic benefits of 'vehicles to grid' technology

On the 30<sup>th</sup> of October, Transport & Environment released a [study](#) by Fraunhofer on how bidirectional charging could transform EVs into virtual power plants, delivering substantial economic benefits.

The study found out that by 2040, widespread adoption of bidirectional charging could reduce annual energy system costs across the European Union, by 8,6%, amounting to more than €22 billion in savings per year. It also estimates that electric vehicles could contribute up to 9% of Europe's annual power supply, becoming the fourth largest power supplier, and that the need for stationary battery storage could be cut by up 92% in 2040. Finally, bidirectional charging could extend the battery lifetime of electric vehicles by up to 9% compared to standard charging practices, and drivers of electric vehicles could save between 4 and 52% on annual electricity bills, depending on various factors.

However, not all electric vehicles are vehicle-to-grid capable, and there are important interoperability challenges posing a significant barrier to widespread adoption. It therefore recommends to ensure interoperability between all electric vehicles and chargers by mandating bidirectional capability as a standard at EU level.

### V2G can save EU energy systems €22 bn a year by 2040





# Focus: Security

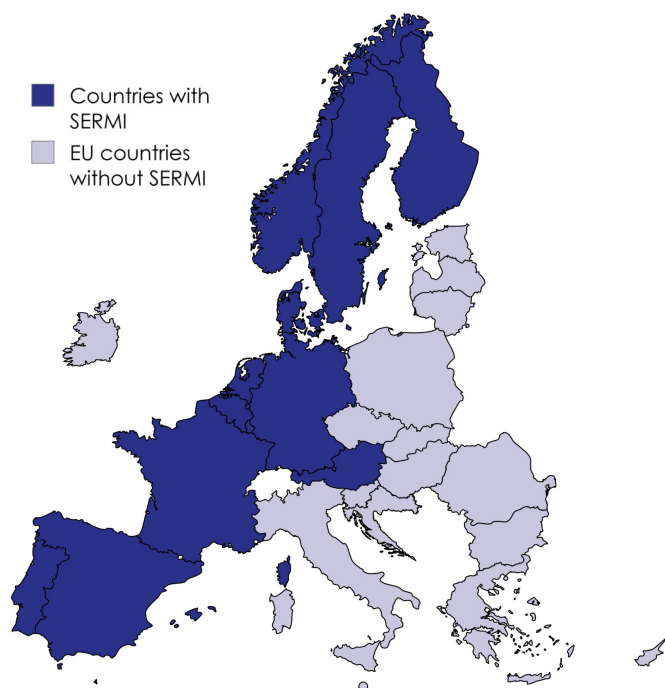
## Deployment of SERMI across European countries

After lengthy delays and seven months without an extension following the large one of April 2024, the SERMI scheme is being deployed in an increasing number of countries. It has been implemented in France from November 2024, and will be in Italy from February 2025. There is still no date announced yet for Poland, which was initially scheduled in June 2024.

Following successive waves, it was already operational in Austria, Belgium, Denmark, Finland, Germany, Luxembourg, the Netherlands, Portugal, Spain and Sweden. Outside the European Union, Norway also implemented it.

In all these countries (including Italy), it is possible to begin the application process to get a SERMI certificate through the Conformity Assessment Bodies [listed on the SERMI website](#).

Ultimately, all countries of the European Union have to be covered by SERMI, and some external countries (potentially Turkey and United Kingdom) might as well, on a voluntary basis.



## New list of sanctioned interpretations for SERMI

On the 8<sup>th</sup> of October, the [SERMI Association](#) has released the [eighth version of its list of sanctioned interpretations](#), a document meant at helping with a uniform and consistent implementation by the different stakeholders of the SERMI scheme mandated by European legislation. This last update of the list aims at providing a number of clarifications, in particular regarding the working method for onboarding public authorities.



## Interview on cybersecurity being misused to not comply with EU legislations

**WSJ PRO** **CYBERSECURITY** On the 24<sup>th</sup> of October, the Wall Street Journal Europe published an [article](#) by Catherine Stupp on how vehicle manufacturers try to use cybersecurity as a pretext to not share technical information with operators from the independent automotive aftermarket, even though European Union's legislation clearly mandates them to do so.

The article highlighted that several courts, following a ruling by the European Court of Justice from October 2023 in case [C296-22](#), have recently decided against vehicle manufacturers and dismissed their fallacious claims that cybersecurity principles should prevent them from fulfilling their obligations under Type Approval Regulation.

Pierre Thibaudat from ADPA, Lisa Foshee from the US independent aftermarket association AutoCare, and Marcus Sacré from the lawfirm Osborne Clarke, answered questions from the journalist and highlighted the risks of such practices, which unduly prevent the independent aftermarket from servicing vehicles, unnecessarily impair competition, and dangerously harm consumers' welfare.

# Focus: Data

## Progresses on access to in-vehicle data presented to Carmunication

On the 1<sup>st</sup> of October, Pierre Thibaudat, ADPA Director General, presented to the Members of Carmunication the latest political challenges for the data usage in the independent automotive repair market.

He explained that the revised Motor Vehicle Block Exemption Regulation from 2023 introduced for the first time vehicle-generated data in the list of essential items that vehicle manufacturers should make available to independent operators, including data publishers and publishers of vehicle-generated data. He also explained how the Data Act secured the right of users to access and share with third parties data of their connected product, introduced requirements on product design to facilitate real-time access to data in their original quality,

and included FRAND and fairness tests to protect market operators against the most powerful ones.



Pierre Thibaudat also presented ADPA and AFCAR's efforts to get a dedicated legislation for the automotive sector which would give remote access

not only to data, but also to functions and resources, establish a dynamic minimum standardised dataset, ensure transparency on available data, provide a framework for secure access preserving cybersecurity and data privacy, and allocate clear rights and duties to all stakeholders.

## Publication of FAQs on the Data Act

On the 6<sup>th</sup> of September, the European Commission published [Frequently Asked Questions](#) about the Data Act, which will become applicable on the 12<sup>th</sup> of September 2025.

The Data Act aims at enabling a fair distribution of the value of data by establishing clear and fair rules for accessing and using data within the European data economy, a necessity heightened by the growing prevalence of the Internet of Things. Thanks to this regulation, connected products will have to be designed and manufactured in a way that empowers users

(businesses or consumers) to easily and securely access, use and share the generated data.

The Data Act is a cross-sectoral piece of legislation (i.e. it lays out principles and guidelines that apply to all sectors). It does not modify existing data access obligations, however any forthcoming legislation should align with its principles. As such, it is one of the pillars (next to the Motor Vehicle Block Exemption Regulation and the Type Approval Regulation) for an automotive-specific legislation on access to in-vehicle technical data and functions, that ADPA is advocating for.

## Data privacy and vehicles

On the 19<sup>th</sup> of November, FIA organised an event on vehicle data rights together with Privacy4Cars, a tech firm resolving privacy issues in vehicles. The event gathered industry and policy stakeholders to discuss the state of vehicle data access and privacy practices in Europe.

Speakers discussed how cars increasingly collect enormous amounts of data from users, such as home

addresses, navigation history, call logs and text messages, and even driving behaviour. Ronan McDonagh, Technical Specialist at the Alliance for the Freedom of Car Repair, of which ADPA is a member, also explained how access to vehicle data can enhance innovative solutions such as predictive maintenance, remote diagnostics, and tyre performance monitoring.





# Focus: ADPA

## ADPA's progresses showcased at Automechanika

At the occasion of Automechanika, ADPA presented the regulatory progresses obtained over the last two years in terms of access to technical information. Thanks to its advocacy work and the close cooperation with its partners, in particular from [AFCAR](#), the Alliance for the Freedom of Car Repair, significant progresses have been made to ensure that the independent aftermarket can access technical information and keep up with the pace of technological change. While progresses remain to be done to counter new artificial technical and commercial barriers to competition, such as the abusive use of SERMI and of proprietary telematics systems, it should now be easier to service electric and connected vehicles, in particular thanks to the revised Motor Vehicle Block Exemption Regulation and the Data Act.



Matthew Wright, ADPA Board Member, presented some preliminary findings of a study on the impact of the affordability of repair and maintenance on the safety and sustainability of road mobility. According to these results, the dramatic figures in terms of accidentology and pollution and the increasing prices, driven up by powerful market players, are endangering the efforts of policy-makers to keep road mobility safe, sustainable and affordable. The final report will be released early 2025.



Eduard Fernandez, Executive Director at [CITA](#) (the association of inspection centres), Frank Schlehuber, from the [Forum on Automotive Aftermarket Sustainability](#) and CLEPA (association of parts producers), and Nicolas Jeanmart, from [Insurance Europe](#), in a panel moderated by Monica Monaco from PubAffairs Brussels, discussed further in details the

## Success for the first conference of ADPA in Brussels

On the 10<sup>th</sup> of December, ADPA hosted its first conference in Brussels, "[Keeping EU moving](#)", on the importance of affordable repair and maintenance for the safety and the sustainability of road mobility.

crucial role of affordable repair and maintenance to preserve the safety and the environmental performance of vehicles over their lifetime.



In its introductory speech, ADPA President Michael Pedersen reminded participants the crucial rôle of the independent automotive aftermarket in general, and of data publishers in particular, for the continuous roadworthiness of vehicles. He

called for the new European Parliament and European Commission to accompany this essential contribution to European Union's policies in terms of road safety and sustainability with the right legislative framework, ensuring and improving competition and innovation to the benefits of consumers, businesses and society at large.



Mark Nicklas, Head of the Mobility Unit in the Directorate-General for Internal Market, Industry, Entrepreneurship and SMEs at the European Commission, concluded the conference by presenting the various initiatives that the European Commission is currently pursuing, particularly in terms of sustainability and digitalisation, and how they could contribute to ensure the competitiveness of the European automotive aftermarket.

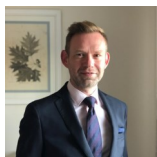


### New Board elected for three years

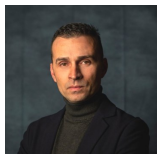
At the occasion of a General Assembly on the 11<sup>th</sup> of December, ADPA Members have elected the members of the Board of the association, who will be in charge of its daily operations for the next three years. Representative of the diversity of the publishers of technical information used for the servicing of vehicles and the maintaining of their safety and of their environmental performance, over their lifetime, in a reliable and affordable way, the Board includes:



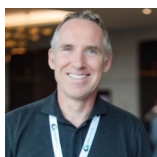
- [Michael Pedersen](#), Managing Director at Hella Gutmann Solutions A/S, as President;



- [Matthew Wright](#), Director OEM Relations & Information Insight at ALLDATA Europe GmbH, as Vice-President;



- [Patrick Lo Pinto](#), Chief Executive Officer at Tekné Consulting srl, as Treasurer;



- [Dennis de Buck](#), Executive Vice President Technical Data Products at TecAlliance GmbH, as Board Member;



- [Michael Krampe](#), Global Sales Director -Key Accounts Accounts- at InfoPro Digital Automotive SAS, as Board Member.

Michael Pedersen, ADPA President, commented: “I feel humbled twice. First, because ADPA Members have entrusted us with the conducting of our vibrant association for the next three years. By doing so, they confirmed our assessment and shared our vision on how the independent automotive aftermarket can contribute to the safety, sustainability and affordability of road mobility if not hinged by undue monopolies put in place by powerful market players. Second, because succeeding to Ralf Pelkmann, who has successfully accompanied

and directed ADPA during near a decade is not an easy task. He has been instrumental in enabling our still young association to grow and to become a leading voice of the automotive aftermarket. He leaves us a sound and strong legacy upon which we can build to protect ever further our companies and our customers, and we are deeply grateful for this precious contribution over the last years.”

Matthew Wright, ADPA Vice-President, added: “This is the beginning of a new cycle for ADPA. With the new European Commission and the new European Parliament, the momentum is right to push for better legislation enabling consumers to choose the workshop of their choice to get their vehicles serviced. This imperative social need will remain a reality only if legislation ensures that these workshops and the value chain providing them with relevant inputs can access the increasingly complex and diverse technical information and data which are needed to service increasingly sophisticated vehicles and vehicles’ components.”

### Two more members join ADPA

ADPA has recently welcomed two new members, showcasing the dynamism of the association and the relevance of its work for publishers of technical information and, more generally, for the independent automotive aftermarket as a whole.

 RAI, the Dutch association, has become **AFTERMARKET** the second national trade association to join ADPA. AutoDAP, a publisher also based in the Netherlands, was approved to become a member as of the 1<sup>st</sup> of  January 2025.

ADPA will now count 17 members: 12 publishers, 2 trade associations, and 3 supporters.

# Focus: Business

## ADPA's input to the future of EU competition law



On the 31<sup>st</sup> of October, ADPA submitted its [input](#) to the European Commission's public consultation on its [draft Guidelines on exclusionary abuses of dominance](#).

ADPA warmly welcomed the new draft guidelines on exclusionary abuses, which correctly highlight growing concerns about the concentration of market power in various sectors, especially in the context of the digital transformation of the European economy. It provided some background information on the automotive aftermarket and the role of ADPA members, and a closer look at new challenges and the role of Article 102 of the Treaty on the Functioning of the European Union, and some comments on the draft guidelines on exclusionary abuses.

ADPA recommended to use more legal presumptions and to reduce evidentiary burdens. It also showcased the issues with access to in-vehicle generated technical data, and the refusal to supply it or access restrictions unduly imposed by powerful market players. Finally, ADPA alerted on the current enforcement processes under Article 102, which are often lengthy and complex, leading to diminished deterrence against dominant firms engaging in anti-competitive practices.

## Study on challenges and opportunities for the independent automotive aftermarket

On the 24<sup>th</sup> of October, FIGIEFA (the association of parts distributors) and Roland Berger released a [study](#) on the automotive aftermarket, its challenges and its opportunities. Based on a survey conducted among parts distributors, it also includes recommendations on why the sector needs to be rebranded in a way that recognises its vital place in the automotive industry as an active contributor to Europe's competitiveness and the European economy as a whole.

## Draghi report and recommendations for the automotive sector

On the 9<sup>th</sup> of September, the European Commission published a report commissioned to Mario Draghi on [the future of European competitiveness](#). This report looks at the challenges faced by companies in the European Union. It addresses horizontal issues (innovation, skills, investment, competition, policy-making) as well as ten sectors, including the automotive.

Draghi's report analyses how the sector is undergoing the biggest structural transformation in over a century and how, in a fast-moving context of shifting demand and value chain reconfiguration, the position of the European Union already shows signs of eroding competitiveness.

To face these challenges, it recommends several measures, in particular to ensure regulatory coherence, predictability and appropriate timing and consultation for upcoming regulation, to encourage standardisation, and to ensure that a coherent digital policy for the automotive sector is in place, encompassing the data ecosystem and AI development needs. It also includes considerations on bridging skills gaps and addressing reskilling needs, on supporting projects in the most innovative areas, such as affordable European electric vehicles, software-defined vehicle and autonomous driving solutions of the future, and the circularity value chain, and on expanding the network of recharging and refuelling infrastructure.

Its findings should contribute to the European Commission's work on a new plan for Europe's sustainable prosperity and competitiveness, in particular to the development of a new Clean Industrial Deal for competitive industries and quality jobs.





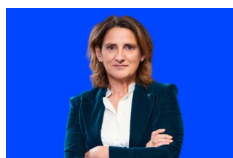
# Focus: European Union

## New European Commission in place

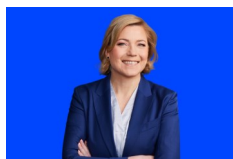
On the 27<sup>th</sup> of November, Members of the European Parliament approved the composition of the European Commission for the next five years. 370 voted for, 282 against, 36 abstained. Of particular relevance for the independent automotive aftermarket are:



- [Ursula von der Leyen](#) (Germany), President;



- [Teresa Ribera](#) (Spain), Executive Vice President for [Clean, Just and Competitive Transition](#);



- [Henna Virkkunen](#) (Finland), Executive Vice President for [Tech Sovereignty, Security and Democracy](#);



- [Stéphane Séjourné](#) (France), Executive Vice President for [Prosperity and Industrial Strategy](#);



- [Roxana Mînzatu](#) (Romania), Executive Vice President for [Social Rights and Skills, Quality Jobs and Preparedness](#);



- [Maroš Šefčovič](#) (Slovakia), Commissioner for [Trade and Economic Security](#);



- [Valdis Dombrovskis](#) (Latvia), Commissioner for [Economy and Productivity; Implementation and Simplification](#);



- [Wopke Hoekstra](#) (Netherlands), Commissioner for [Climate, Net Zero and Clean Growth](#);



- [Jessica Roswall](#) (Sweden), Commissioner for [Environment, Water Resilience and a Competitive Circular Economy](#);



- [Dan Jørgensen](#) (Denmark), Commissioner for [Energy and Housing](#);



- [Ekaterina Zaharieva](#) (Bulgaria), Commissioner for [Startups, Research and Innovation](#);



- [Michael McGrath](#) (Ireland), Commissioner for [Democracy, Justice, the Rule of Law and Consumer Protection](#);



- [Apostolos Tzitzikostas](#) (Greece), Commissioner for [Sustainable Transport and Tourism](#).

The new College of Commissioners took office on the 1st of December and should remain in place until the next European elections in 2029.

## Bulgaria and Romania fully included in the Schengen area

On the 12<sup>th</sup> of December, the Council, bringing together Member States, [decided to remove checks](#) on persons at the internal land borders with and between Bulgaria and Romania from the 1<sup>st</sup> of January 2025. Earlier this year already, checks on persons at internal air and sea borders had been lifted. The Schengen area will now cover 29 countries (25 of the 27 Member States of the European Union, as well as Iceland, Liechtenstein, Norway and Switzerland).

# Focus: International

## Political agreement between the EU and Mercosur

On the 6<sup>th</sup> of December, the European Commission and four countries from the Mercosur (Argentina, Brazil, Paraguay, Uruguay) reached a political agreement on their future trade partnership.

The goal of the new EU-Mercosur trade deal is in particular to increase bilateral trade and investment, by lowering tariff and non-tariff trade barriers, notably for small and medium sized enterprises. It also aims at creating more stable and predictable rules for trade and investment through better and stronger rules, notably in the area of intellectual property rights, competition and good regulatory practices.

After a final legal review by both sides, the text will be translated into all official EU languages and published. It will then be submitted to the European Parliament and the Council, bringing together Member States, for approval.

## Definitive EU duties on imported Chinese battery electric vehicles

The European Commission concluded on the 29<sup>th</sup> of October its anti-subsidy investigation by imposing [definitive countervailing duties](#) on imports of battery electric vehicles from China for a period of five years. Indeed, the investigation found that the value chain for such vehicles in China benefits from unfair subsidization which is causing threat of economic injury to EU producers.

Tesla will be assigned a duty of 7,8%, BYD 17,0%, Geely 18,8%, and SAIC 35,3%. Other producers will be assigned with a duty between 20,7 and 35,3%.

In parallel, the EU and China continue to work towards finding alternative solutions that would be effective in addressing the problems identified by the investigation. The European Commission also declared to be open to negotiating price undertakings with individual exporters.

## International meeting of representatives of the independent automotive aftermarket

On the 11<sup>th</sup> of September, at Automechanika, thirty associations representing the multi-brand vehicle aftermarket in Australia, Brazil, Canada, Colombia, India, South Africa, the USA, and from almost twenty European countries, as well as European associations representing their sectors at European Union's level, in particular ADPA, have gathered for the Right to Repair Global meeting (R2RG).

Over the years, the R2RG meeting has increasingly become a crucial platform for dialogue and collaboration among the associations representing the multi-brand automotive aftermarket worldwide. More than just a gathering, this forum actively shapes the future of the ecosystem. A central focus includes addressing common challenges, particularly those arising from unclear practices by vehicle manufacturers.

One of the most significant challenges across the world is the need to maintain unrestricted access to repair and maintenance information and technical information.



Indeed, with the advent of digitalisation and the emergence of software-defined vehicle, new concerns have arisen, such as access to in-vehicle

generated data, the vehicle's operational functions and resources and the lack of information for electric vehicles.

The participants [agreed](#) on the urgent need for a fair playing and robust legislative backing to address these challenges across various regions of the world. They also underlined that effective enforcement measures are essential to ensure that vehicle manufacturers adhere more closely to automotive regulations.





**automechanika**



# Moving mobility ahead

All dates and locations:  
[automechanika.com](http://automechanika.com)

