



Press release

Broad coalition of automotive aftermarket operators and mobility-service providers gives powerful message to EU Institutions on the need for a robust legal framework to maintain consumer choice in the digital era

Brussels - 9 May 2017 - 'Creating a robust regulatory technical framework for an interoperable, standardised, secure and safe digital in-vehicle telematics platform to make the European Digital Economy for the automotive aftermarket and mobility services a reality': this was the strong call from a broad stakeholder coalition to the European Institutions during a Policy Lunch, held in Brussels on 3 May. Only in this way can fair competition, innovation and entrepreneurship, and freedom of consumer choice be safeguarded, so that competitive business models can evolve to provide the benefits around the 'connected car' and the development of the digital economy.

The stakeholder coalition embraces the European associations representing vehicle dealers, authorised and independent workshops, periodic testing centres, independent publishers of technical information, manufacturers of garage test equipment, independent wholesalers of automotive replacement parts, the rental and leasing industry as well as the mobility clubs.

During the event, chaired by Ismail Ertug MEP, the stakeholder coalition demonstrated the importance of direct access to the vehicle, its data and resources to enable innovative and competitive digital products and services.

Today, competition starts in the vehicle with direct access to 'full and fresh' data. The quality of the data dictates the quality of the service. In the automotive aftermarket, operators and mobility-services providers need real-time access to today's connected vehicle and its data. Currently, this data only goes via 'closed' telematics systems to the servers of the respective vehicle manufacturers, from where all other service providers are offered access to a reduced quality of data. This makes it impossible for all these other service providers to compete fairly and equally.

In this context, the key-note contribution of Joanna Szychowska, DG Grow Head of Automotive & Mobility Industries Unit, explained that the GEAR 2030 process is indeed now much broader than the previous CARS 2020 exercise, taking downstream value chains into account. Ms Szychowska assured participants that keeping the connected-mobility market as open and competitive as possible is a goal for the European Commission.

Nigel Goodall of Enterprise Holdings explained that the 'connected customer' of today requires smart, customised mobility services. For the rental and leasing industry, this means the capacity to offer flexible services on demand (e.g. a status check and hand-over of vehicles as part of short-term hire car clubs) and remote communication with the vehicle. For this, a direct, real-time connection to the vehicle is essential to allow smart fleet-management and digital mobility solutions.

Bernfried Coldewey from Germany's ADAC Automobile Club gave a live demonstration of how an Open Telematics Platform could operate if direct access to the vehicle, its data and resources is ensured. The dashboard display of the car would show the choice of applications *freely chosen by the consumer* and displayed in their car. At present, the consumer has only a 'monopolistic choice' of applications i.e. chosen by the vehicle manufacturer. In the event of a breakdown, a safe remote connection from ADAC with the vehicle would be able to detect the fault – and in some cases even remedy remotely – to allow the driver to continue his journey. Each data-transmission asks for authorisation, granting the user full control of their

data. Bernfried Coldewey concluded that this service would not be possible with the vehicle manufacturers' so-called 'Extended Vehicle', currently proposed by the vehicle manufacturers as the solution for third-party data access.

The Open Interoperable Telematics Platform would, of course, be as secure, if not more so, than the current system that exchanges data with the vehicle manufacturers' servers. Markus Bartsch of TÜVIT presented the robust and proven security case for third-party access to standardised and interoperable platforms, to clearly support this important point.

Professor Michael Matoni from the Technical University of Cologne presented the first results of a study on the effects of the 'Extended Vehicle' on the automotive aftermarket between now and 2030. For the current 1.9 million workshop-employees, between 566.000 and 833.000 could lose their job in the many SMEs that provide valuable customer services, especially in rural areas.

Speakers stressed that safe and secure technical solutions clearly exist to provide an interoperable in-vehicle telematics platform, but that EU legislation is needed to ensure that new innovative and competitive data-based business models can develop to deliver consumer choice and innovation in the digital era.

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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. Contact: Laurence Eeckhout – EU Affairs Manager - Laurence.eeckhout@adpa.eu – tel : +32. 2 761 95 16



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 main aim is to maintain a favourable European regulatory framework for the enterprises of motor trade and repair businesses it represents. Contact: Bernard Lycke – Director General – Bernard.lycke@cecra.eu – tel: +32 2 771 96 56.



CITA – the international association of public and private sector organisations actively practicing compulsory inspection of in-service motor vehicles and their trailers, or with responsibility for authorising and supervising inspection organisations.
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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 supporting 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, legislative and standardisation requirements and thus be competitive in the garage and test equipment supply, service and calibration industry." Contact: Eléonore van Haute – Secretary General – Eleonore.vanhaute@egea-association.eu – tel: +32 2 761 95 15.



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. Contact: Laurianne Krid – Policy Director – lkrid@fia.com – tel: +32 2 282 08 18.



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. Contact: Sylvia Gotzen – Chief Executive– Sylvia.gotzen@figiefa.eu – tel: +32 2 761 95 10.



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. Contact: Richard Knubben - Director – r.knubben@leaseurope.com – tel: +32 2 778 05 68.



AFCAR - Alliance for the Freedom of Car Repair in the EU. Created in 1997, AFCAR is an alliance of the independent European associations with the aim is to promote fair competition in the market for vehicle servicing and repair. Members of AFCAR are: ADPA (European Independent Data Publishers Association), CECRA (European Council for Motor Trades and Repair), EGEA (European Garage Equipment Association), FIA (Fédération Internationale de l'Automobile), FIGIEFA (International Federation of Automotive Aftermarket Distributors), Leaseurope (European Rental and Leasing Industry) and UEIL (the Union of the European Lubricants Industry).