

Brussels, 17/05/2018

[EC 3rd Mobility Package](#) outlines its vision on the deployment of advanced vehicle technology without including specifications on the accessibility of in-vehicle data

Today, the European Commission published its 3rd legislative Mobility Package. The package covers a wide range of topics, including connected and automated driving.

A broad coalition of 11 stakeholders – of which CECRA is part – welcomes the Commission's acknowledgement of the vehicle manufacturers' privileged position on 'access to car data and vehicle resources' and the issues it raises for fair and undistorted competition, in particular in the form of centralised 'extended vehicle data platform servers'.

However, the coalition has severe concerns as the package fails to set out a clear legislative pathway to guarantee a level playing field for all digital products and services 'around the car', which would ensure that consumers can truly decide who they share their car data with and for what specific services.

The Commission's proposals simply reiterate its statement published in its [GEAR 2030 Report](#), and falls significantly short of what is required to ensure competitive digital services and products for drivers.

Unless legislation is implemented on an interoperable, standardised, secure and safe digital in-vehicle telematics platform, then there is a serious threat to competition, innovation and consumer choice for mobility services and digital products. The time to act is now, as the volume of connected vehicles on the road is rapidly increasing.

Bernard Lycke, Director General of CECRA, together with the other members of the coalition, calls upon the Commission to act upon its recommendation to “monitor the situation on access to in-vehicle data and resources” and to deliver – also in line with the Parliament's [Report on C-ITS](#) – a concrete programme leading to a legal framework enabling equal competition in digital services.

Moreover, the Commission can prove its commitment now by adopting a definition of Remote Diagnostics Support (currently under discussion as follow-up of the Repair and Maintenance Information provisions of the Vehicle Type-Approval Regulation) which should enable a remote, bi-directional and independent communication with the vehicle for service providers to access in-vehicle data.

Furthermore and until a legislative proposal is adopted, all service providers should have the right to non-discriminatory access to vehicle manufacturers' own systems of access to in-vehicle data and resources or to those in-vehicle data/resources systems offered already today to chosen third parties, which is currently not the case.

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