

Press Release

Brussels, 24 January 2023

The Independent Service Providers urge the European Commission to end the delay on access to in-vehicle data legislation

A vast majority of the automotive and mobility services ecosystem together with consumers urge the European Commission to urgently propose an effective sector-specific legislation on access to in-vehicle data

The Independent Service Providers (ISPs) grouping have written to President von der Leyen and the relevant College of Commissioners to put an end to the repeated delays in proposing legislation on access to in-vehicle data, functions and resources. Doing so would unleash the untapped potential to create real competition in Europe's data-driven automotive and mobility markets.

The ISP Group commented:

“The Commission committed to bringing forward access to in-vehicle data legislation in December 2020 by the end of 2021. We're now in 2023 and the proposal has been delayed yet again. Despite six years of painstaking Commission evidence-gathering and previous strategic policy plans, the vast majority of the sector are left in limbo and investment decisions are delayed in the face of substantial market barriers that benefit just one segment of a potentially huge market.

We urge the Commission President to get this process back on track. This legislation is vital to unblock the automotive and mobility services sector market. Almost every European uses some form of mobility every day and they should be able to enjoy the benefits of data-driven innovation, choice and affordability in the automotive and mobility ecosystem. Today they can't. The Commission must rectify this.”

The Commission has a rich history of market-enabling legislation from telecoms to aviation, rail and energy. The recent series of legislative measures part of the European Data Strategy addresses significant market distortions that will enable a more vibrant and competitive European Internet economy that is not captive to a few dominant players. Yet, it seems completely anomalous that, despite all the evidence gathered over the last six years, the European automotive and mobility ecosystem continues to face all the same market barriers and distortions that the EU itself has addressed in the wider EU Data Strategy series of regulations for the Internet economy, including the increasing dependency on the technology platforms of the hyperscalers.

The undersigned associations urge the Commission to get the regulatory process for a sector-specific regulation on 'access to in-vehicle data & resources' back on track immediately so that there is time for the co-legislators to scrutinise and adopt the text before the end of the Parliamentary term in May 2024.

Background

The Independent Service Providers (ISPs) grouping represents a wide range of operators in the European automotive aftermarket and mobility service providers who are investing in the development of digitalised services and data-driven innovation. However, the **ISPs are currently hampered by the restricted access to data** that stems from the privileged access by-design system built into the car that confers a dominant position and competitive advantage to the vehicle manufacturers. This deprives the European mobility consumer and business user of greater choice through innovation and affordable mobility and aftermarket services. This, in turn, **jeopardises European competitiveness and other political objectives, such as greater access to safer, smarter and more sustainable mobility services.**

Digital services in vehicles and everyday mobility are rich in potential and can actively support and accelerate **the whole EU Sustainable and Smart Mobility agenda.** However, they are developing more slowly than they should in Europe because up until now, **vehicle manufacturers have privileged control of the data generated by the vehicles they sell – but do not own – to the detriment of the vehicle owner.** This advantage is compounded by the **increasing dependency on the technology platforms of the hyperscalers.** Such platforms are regulated by the [EU Data Strategy series of regulations for the mainstream Internet economy](#), but not in the vehicle, despite their rapidly growing role in this sector in partnership with vehicle manufacturers.



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 multi-brand products and services to operators of the automotive aftermarket. Press contact: Pierre Thibaudat – Director General – pierre.thibaudat@adpa.eu – tel: +32 2 761 95 18.



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. Press contact: Thomas Aukamm – Managing Director – aukamm@zkf.de – tel: +49 6031 79479-0.



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. Press contact: Bernard Lycke – Director General – Bernard.Lycke@cecra.eu – tel: +32 2 771 96 56.



CLEPA – the European Association of Automotive Suppliers, represents over 3,000 companies supplying state-of-the-art components and innovative technologies for safe, smart, and sustainable mobility. CLEPA brings together over 120 global suppliers of car parts, systems, and modules and more than 20 national trade associations and European sector associations. CLEPA is the voice of the EU automotive supplier industry linking the sector to policy makers. The automotive sector accounts for 30% of R&D in the EU, making it the number one investor. European automotive suppliers invest over 30 billion euros yearly in research and development. Automotive suppliers register over 9,000 new patents each year. Automotive suppliers in Europe generate 1.7 million direct jobs. Press contact: Clara Guillén – c.guillen@clepa.be – tel: +32 2 743 91 39.



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 and legislative and standardisation requirements and thus be competitive in the garage and test equipment supply, service and calibration industry. Press contact: Jordi Brunet – Secretary General sg@egea-association.eu – tel: +32 499 39 04 59.



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. Press contact: Dr Zoi Sagia - Mobility and Transport Manager z.sagia@etrma.org – tel: + 32 2 218 49 40.



FIA Region I Founded in 1904, the Fédération Internationale de l'Automobile (FIA) brings together leading national motoring organisations from 146 countries worldwide and is the governing body for world motor sport. The FIA Region I office, based in Brussels, is a consumer body comprising 100 Mobility Clubs that represent over 36 million members from across Europe, the Middle East and Africa. Press contact Diogo Pinto – dpinto@fia.com – tel: +32 2 282 08 12.



FIGIEFA is the international federation of independent automotive aftermarket distributors. Its members represent independent distributors and wholesalers of automotive replacement parts and components and their associated repair chains. The 44,000 companies represented employ over 350,000 people in Europe in their 64,000 outlets, spread across Europe. Many of these companies are SMEs. FIGIEFA's aim is to maintain free and effective competition in the market for vehicle replacement parts, servicing and repair. Press contact: Alvaro de la Cruz alvaro.delacruz@figief.eu – tel: +32 276 19 516.



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. Press contact: Richard MacKillican Spokesperson – MacKillican@insuranceeurope.eu – tel: +32 2 896 48 22.



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

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CECRA, established in 1983, is the European federation bringing together national professional associations, which represent the interests of motor trade and repair businesses and European Dealer Councils. CECRA represents on a European scale 336,720 motor trade and repair businesses. Together they employ 2.9 million people.

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