

Press Release

Brussels, 17 May 2022

The Council approves the Data Governance Act (DGA)

After the acceptance by the European Parliament, the Council has today approved a new law to promote the availability of data and build thereby a trustworthy environment to facilitate their use of research and the creation of innovative new services and products. The new rules will apply 15 months after the entry into force of the Regulation.

CECRA very much welcomes the principles and underlying objectives of the Data Act, particularly with regard to the regulation of B2C and B2B data sharing. We fully endorse the principle of the data sovereignty of Users of connected products, including their right to assign access to the data generated through the use of their products to 3rd party service providers of their choice.

While the general principles and provisions of the Data Act are very welcome, we see a real need for specific legislation for the Automotive sector, to translate the principles and provisions of the Data Act into concrete, legal and technical measures for the automotive sector.

After five years of extensive evidence-gathering, data collection and discussions with all stakeholders, the European Commission newly publicly committed in February 2022 to updating type approval regulation, making it fit for the digital age and for the green transition. This would include regulation of access to in-vehicle data, as a sector specific complementary legislation to the Data Act. The objective of promoting innovation in the automotive and mobility sector.

CECRA has always been open to discuss with all relevant stakeholders solutions with the aim to reinforce consumers rights, the separation of duties and to enhance competition in the market for automotive and mobility services.

¹The European Commission (EC) has over five years undertaken extensive evidence-gathering and data collection on the barriers to a level playing field for 'Access to in-vehicle data and resources' in the automotive aftermarket and mobility sector. It has engaged with all stakeholders, launched numerous public consultations and studies (e.g. [JRC Study](#)), and established a dedicated Working Group, which, over a six-month period, looked into what the market needs for innovation, effective competition, and consumer choice to be ensured in the context of an increasingly digitalised automotive sector. In 2018 AFCAR was also requested by the European Commission to participate in a Proof of Concept (PoC) to assess vehicle manufacturers' Extended Vehicle (ExVe) model against the needs of the wider automotive servicing sector as regards the access to in-vehicle data and resources.

This fact-finding effort culminated in 2021 in a study on Policy Options, commissioned by DG GROW from TRL. This Study confirmed previous findings about the barriers to in-vehicle data and resources resulting in access for the whole ecosystem being limited. TRL confirmed that this access problem is rooted in vehicle manufacturers' closed telematics systems, which significantly impede third-party operators from competing in digital products and services.

For more information

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