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# PRESSRELEASE

## Connected mobility services at the crossroads now, which route to take?

**Yesterday, the European Council for Motor Trades and Repairs (CECRA) organized - together with AFCAR, an alliance of several European associations representing automotive industry and mobility services operators as well as motorist consumers - a policy event in presence of representatives of the European Commission and the European Parliament, to discuss access to vehicles, their data and driver interaction functions**

The automotive sector and digital services around the car are undergoing profound transformation. Access to vehicles, their data and driver interaction functions is crucial and will trigger new digital business models, services and greater benefits for consumers.

Therefore it was certainly useful to try to answer the question on how will the markets for connected and automated driving be subject to innovation and competition, and with which data access models.

At political level, MEP Wim van de Camp said '*we should try to solve the issue of access to data before the elections next year*'. His answer is important as he is the rapporteur on the TRAN Report on "Autonomous Driving" which will be discussed and hopefully adopted tomorrow and which should contain a recommendation to adopt a coherent regulatory framework ensuring fair, secure, technology neutral access to in-vehicle data.

The European Commission, represented by Eddy Hartog, Head of Unit Smart Mobility and Living DG Connect confirmed that the data issue will be part of the recommendation tp be adopted by the EC at the beginning of next year as mentioned in the 3rd Mobility Package adopted earlier this year. Access to in-vehicle data is an issue on which the various stakeholders have different views but the aim is to find a solution and the discussion of today is therefore useful.

Particularly interesting explanation of the economical impact of car data access regimes was delivered by Bertin Martens from the Joint Research Center, research arm of the EC which issued recently a very interesting study.

Dr Christian Knobloch presented the outcome of his own study on telematics systems available for third parties in comparison with vehicle manufacturers' telematics systems and what it implies for the digital aftermarket. The conclusion is that the extended vehicle system (off-board solution) as implemented by some manufacturers can't offer a solution to third parties as it doesn't allow real time access, access to customers nor access to vehicle resources. On the contrary, in-vehicle on-board solutions exist : some manufacturers have developed their own open and interoperable platform for third parties, others discussed the possibility to create a consortium for such an open on-board platform while one brand has already submitted first drafts for a real standardized world wide open telematics platform. The study shows also that some brands have started to use standardized access, such as Apple Car Play for their own Repair/Maintenance Apps or to build their future remote services systems on Google Android with in-depth access to in-vehicle data.

Leader for innovation Stéphane Derville from the company Mobivia was representing CECRA in the panel discussion. He highlighted the five fundamentals necessary for his company to continue developing innovative services to the customers : freedom of operation, fair competition, safety and security, user interest first and clear set of rules with a robust (new) European regulation.

Other panelists representing motorist consumers, garage equipment/aftermarket services and technical inspections went in the same direction. CECRA's Director General made the following remark at the end of the event "All stakeholders including startup in the mobility sector need this access to the in-vehicle data, functions and resources. That's why CECRA participated to the 1st edition of EU Startup Prize, a prize created by the European Commission and the European Parliament on the initiative of MEP Karima Delli and aiming at giving an award to the five best startup in the mobility".

It is also why CECRA is a member of MaaS alliance whose vision paper on data was published also yesterday and which contains the following clear statement: "*Nowadays, the possibility to deliver an efficient vehicle (car-/bike-/scooter etc.) sharing service, as well as to integrate vehicle sharing operations in a single MaaS platform is highly reliant on access to dynamic2 vehicle data. Data, resources and functions must be fully accessible to all actors of the MaaS ecosystem at the same technical conditions, and most particularly to the vehicle sharing operators and the MaaS providers*".