

# Newsletter September 2025

**Dear members, partners, and friends of FIGIEFA and the Independent Aftermarket,**

**After the summer break, the political year resumed very intensively in September here in Brussels, as you have seen from our multiple communications.**

**We look forward to meeting many of you during the Autumn in different trade shows, conferences and in our online General Assembly to discuss in more detail the latest trends and news coming out of the EU capital, but for now, here is a short summary of the most relevant things that happened in the last couple of months.**

## Table of contents:

- Highlights
- FIGIEFA's Activities & Automotive News
  - Focus: Access to Data
  - Focus: Competition & Competitiveness
  - Focus: Environment
- Other FIGIEFA News
  - Team activities
  - Members activities

## HIGHLIGHTS



**Save The Date of the FIGIEFA Conference 2026!**

We are pleased to share with you the confirmed dates for our next FIGIEFA Conference, which will take place, as informed at the end of the last one, in the Autumn of 2026. We will host our sector's family event on November 3 and 4, in Brussels, with the same configuration as last time: General Assembly on the afternoon of November 3, followed by our welcome cocktail dinner, and the plenary session of the Conference will take place throughout the morning of November 4.

All the details about the venue, exact timings, logistics and registration process will be sent to you in the coming months. In the meantime, we kindly invite you to reserve the dates in your calendars and inform your delegations so that we

can even outnumber the 2024 edition and have again an impactful event showcasing the strength of our sector to EU policymakers and stakeholders.



### **Big success for FIGIEFA's co-hosted event in the European Parliament on the Danish Presidency of the Council**

On 17 July, FIGIEFA partnered with The Parliament magazine to co-host a breakfast session in the European Parliament. With top-level EU policymakers and stakeholders in attendance, the discussion centred on the key priorities for Denmark as it assumes the rotating Presidency of the Council of the EU.

The event highlighted Denmark's focus of strengthening EU's security, boosting competitiveness, and accelerating the green and digital transitions. Key insights were shared by speakers including Danish MEP Niels Fuglsang (S&D), Mathias Bach Kirkegaard (Environment Attaché of the Permanent Representation of

Denmark), Transport Attaché from the Permanent Representation of Cyprus, as well as several other MEPs attending.

FIGIEFA President Mads Engberg highlighted the crucial role of the independent automotive aftermarket in supporting the Danish Presidency's priorities by:

- **Promoting industrial competitiveness:** the aftermarket contributes to Europe's economic resilience, innovation, and fair competition.
- **Enabling digital access & innovation:** fair access to vehicle data and functions is essential for independent operators to remain competitive and innovative.
- **Supporting Europe's green transition:** independent distributors and wholesalers keep vehicles on the road longer, promoting circularity and sustainable mobility.
- **Ensuring affordability:** FIGIEFA highlighted that green and digital transitions must remain accessible to citizens and businesses.

FIGIEFA underlined its commitment to working with the Danish Presidency and European Parliament to ensure the development of a circular, competitive and resilient automotive industry.

[Find out more](#)

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### **Ursula von der Leyen Announces ‘New Small, Affordable Cars Initiative’ in State of the Union Address**

On 10 September, European Commission President Ursula von der Leyen delivered her annual **State of the Union address** to the European Parliament in Strasbourg, outlining the Commission’s priorities for the coming months and years.

Among the many topics addressed, President von der Leyen placed a strong emphasis on the importance of Europe’s automotive sector, describing it as “the pillar of our economy and industry” and highlighting the millions of jobs it supports.

In this context, she announced the launch of a “**new small, affordable cars initiative**”, designed to make European-made vehicles more accessible. Although no specific details or timelines have yet been revealed, the focus is expected to be on electric vehicles (EVs). Von der Leyen emphasised that Europe should have its own “e-car” – environmental, economic, and European.



Von der Leyen also warned that Europe cannot allow competitors to dominate the market and underlined the need to remain a leader in the global mobility transition, stressing “the future of cars – and the cars of the future – must be made here in Europe.”

FIGIEFA welcomes this initiative but emphasizes that this new category of vehicles must be subject to the same conditions for access to parts, tools, and technical information for independent operators as those applied to other vehicle categories.

## FOCUS: ACCESS TO DATA



## **Joint ISP Statement on the Data Act Implementation**

Together with the other nine associations that comprise the so-called Independent Service Providers (ISP) group, FIGIEFA welcomed the application of the Data Act on the 12th of September and acknowledged the publication of the sector-specific Guidance Document for the automotive industry.

While supporting genuine efforts to streamline compliance, we want to express caution against calls of some stakeholders to recast the Data Act as voluntary or weaken core obligations under the auspices of reducing administrative burdens, notably through the upcoming Digital Omnibus.

**Simplification must not mean deregulation!**

[Read the full statement here](#)

**FOCUS: COMPETITION & COMPETITIVENESS**



## European replacement parts authorisation scheme under threat

We want to inform you of a serious regulatory development that could impact the independent aftermarket.

The issue was triggered by a seemingly inconspicuous draft amendment to the Type Approval Regulation (2018/858), proposed by the EU Commission to address challenges in replacing traction batteries (“REESS”) in electric vehicles. While the issue is technically valid, the chosen legal approach is based on “our” Articles 55 & 56, which were designed in 2007 (!) as a “petit type-approval” for independent parts producers in the event that the EC would define certain parts as particularly “safety- and emissions-critical” requiring an EU-wide authorisation scheme. FIGIEFA had been intensely involved in it at the time.

What happened now is that the text proposal significantly altered the initial purpose of Articles 55/56 in a manner that it would become the masterplan for a completely new authorisation scheme:

### Key concerns:



- The proposed text would apply not only to EV traction batteries but to **any part** that could be added in the future to that authorisation scheme (e.g., ADAS, Euro 7 components).
- Only **vehicle manufacturers** could apply for part approvals (and not any longer parts producers).
- Installation would be restricted to **vehicle-manufacturer (!)-authorised workshops**, creating barriers for independent operators.
- Approval would be limited to the **original vehicle's type approval authority**, reducing flexibility and competition.

FIGIEFA has raised these serious concerns with the Commission, noting that these changes are distorting the initial intent of the existing legislation and risk distorting competition across the aftermarket.



## FIGIEFA Priorities for the EU's Consumer Agenda 2025-2030

Building upon the 2020 strategy, the European Commission has announced a new Consumer Agenda for 2025-2030 to address the challenges faced by consumers and business within the EU. The upcoming Agenda will aim to strengthen consumer protection, establish a level-playing field for businesses, and promote a fair green and digital transition.

In this context, the automotive aftermarket plays a key role in EU consumer policy by enabling the affordable, safe and sustainable repair and maintenance of vehicles. These services extend vehicle lifecycles, offer cost-effective choices and support the circular economy. However, while previous EU initiatives have addressed the issue of recyclability, the repairability of products such as vehicles remains a critical gap.

To inform the development of the Consumer Agenda, the Commission launched a public consultation to gather feedback from stakeholders. FIGIEFA submitted a contribution focusing on repairability and highlighted the following recommendations:

- **Revise the Right to Repair Directive** to introduce a horizontal requirement ensuring that all industrial consumers goods, including vehicles, are repairable.
- **Introduce a sector-specific repairability by design requirement** for vehicles and components (including EVs and traction batteries) under sector-specific rules such as the Type-Approval framework.
- **Assess the impacts of new vehicle production techniques** which threaten the repairability of vehicles and could come at the expense of consumer rights and sustainability.

FIGIEFA ultimately called upon the Commission to explicitly include the automotive sector in the new Consumer Agenda as a means of safeguarding

consumer rights by ensuring affordable and accessible repair options for vehicles across the EU.

The adoption of the Agenda is planned for the fourth quarter of 2025.

[FIGIEFA's full reply can be found here](#)



### **Revision of the EU's Roadworthiness Package: FIGIEFA Shares its Feedback**

Earlier this year, the European Commission published a proposal to update the EU's Roadworthiness Package. This revision establishes new rules aiming to ensure safer roads, reduce air pollution, and adapt to the emergence of electric and software-defined vehicles. It includes revisions to three directives:

- Periodic technical inspection (PTI) of vehicles
- Vehicle registration documents
- Roadside inspections (RSI) of commercial vehicles

As part of the legislative process, the Commission invited feedback on its proposal. FIGIEFA has submitted its contribution, focusing on the technical and practical aspects most relevant to the automotive aftermarket.

FIGIEFA refrained from taking a position on politically sensitive issues such as test frequency, vehicle categories, and the scope of elements to be tested. The following recommendations were put forward by FIGIEFA:

- **Harmonise the definition of “vehicle data”** including dynamic and state-of-health parameters relevant for PTI (e.g. EV batteries, ADAS) to reflect the complexity of modern, connected vehicles.
- **Guarantee access to all technical information needed to prepare vehicles for PTI**, in line with Regulation (EU) 2018/858, including a parallel update of Annex X;
- **Clarify the notion of “obvious tampering”** to enable consistent enforcement across Member States.
- **Exempt minor repairs from the obligation to record odometer readings** and promote linking digital service books to the MOVE Hub to streamline compliance.

This proposal will now be considered by the Council of the EU and European Parliament under the Ordinary legislative procedure.

[Read our full reply to the European Commission's consultation](#)

**FOCUS: ENVIROMENT**



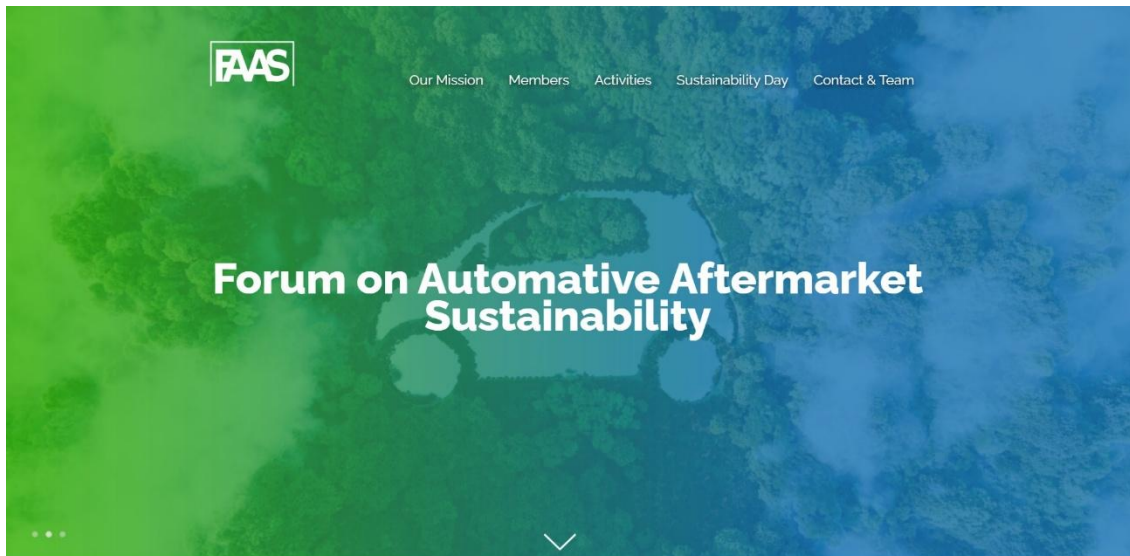
### **European Parliament Approves End-of-Life Vehicles Regulation with positive amendments for the IAM**

The European Parliament did not miss the crucial opportunity to secure a fair, circular, and competitive automotive sector. FIGIEFA strongly celebrates the adoption of the proposal with the amendments made by the Joint Committee Report, strengthening design requirements, clarifying aftermarket operators' rights, and ensuring fair competition.

We now urge the Council and Commission to support these amendments too during the trilogue negotiations!

[Read more about the plenary vote](#)





## FAAS Working Group 4 Publishes Best Sustainable Practices

The Forum on Automotive Aftermarket Sustainability members have pooled their insights to compile 35 Best Sustainable Practices that are already helping them decarbonise their logistics processes.

This is a **significant deliverable** from **Working Group 4**, which is dedicated to the optimisation of Supply Chain Logistics. The pamphlet outlines the best sustainable practices for logistics aimed at reducing emissions in the automotive aftermarket supply chain. Developed in collaboration with industry leaders, the guide offers practical strategies across four key business processes, focusing on areas such as deliberate sourcing, sustainable packaging, and transportation optimisation.

Come **discover more at this year's FAAS Sustainability Day** in Prague on the 27th of November: <https://sustainabilityday.faasforum.eu/>

[Download the full document](#)



## OTHER FIGIEFA NEWS



**FIGIEFA will be present at Equip Auto Paris**

With a dedicated space at FEDA's booth (our French member association), and with our Chief Executive, Sylvia Gotzen, taking the floor on the main stage of the exhibition Forum to discuss European trends and regulatory issues, we look forward to meeting all IAM players in the French market and await you to come see us!

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### **New SAA Study Shows Environmental Impact in Extending Vehicle Life**

Our member Swiss association, the SAA, has recently commissioned a study with one goal: to raise awareness that driving a vehicle for a longer time is sustainable and to 'Quantify the environmental footprint of driving'.

Don't miss it!

[Download the study here](#)