



FIGIEFA BÜLTENİ

MART 2019



FIGIEFA'nın açılımı nedir?

“Araç Parçaları İthalatçıları, İhracatçıları ve Toptancıları Uluslararası Federasyonu” anlamına gelen ve Fransızca olan “Fédération Internationale des Grossistes, Importateurs & Exportateurs en Fournitures Automobiles” tanımının kısaltmasıdır.

FIGIEFA nasıl bir kuruluş?

Avrupa’da yerleşik Otomotiv Satış Sonrası Pazarını temsil eden derneklerin çatı oluşumudur. 1956 ‘da kurulmuş bir çeşit dernekler federasyonudur. 22 ülkeden 25 derneği ve Uluslararası Satın Alma gruplarını temsil eder, merkezi Brüksel/ Belçika’da bulunmaktadır.

FIGIEFA'nın ana hedefi nedir?

Araç yedek parça, servis ve onarım için piyasadaki serbest ticaret ve etkili rekabeti korumayı amaçlamaktadır.

Ana görüşü; Avrupa’da kanun ve düzenlemelere karar veren politikaların (ve politikacıların), otomotiv endüstrisinin bir parçası olan ve 500.000’den fazla şirketin Avrupa çapında 4,3 milyondan fazla kişiyi istihdam eden ve 284 milyon araç sahibine hizmet sunan “Bağımsız Otomotiv Satış Sonrası Pazar” için araç üretici konumundaki OEM’lerle eşit düzeyde bir pazar alanı sağlaması gerektiğidir.

Avrupa yasal çerçevesi bir aracın tüm yaşam döngüsünü desteklemeli, yani taşıtın ömrü boyunca ilk edinme ve sonraki hareketliliği süresince servis ve parça ihtiyacının bağımsız karşılanması konusunu güvence altına alması gerekmektedir.

Bu bakış açısıyla, teknik bilgiye tam erişim, yedek parça tedarik etme ve tedarik etme özgürlüğü, teşhis araçları ve test ekipmanı, tüm piyasa işletmecilerinin mesleklerini icra edebilmeleri ve rekabetçi ürün ve hizmetlerini, otomobil tüketicilerinin yararına sunabilmeleri için çok önemlidir. Sadece bu bile, sürücülerin araçlarının nerede onarılacağına ve tamir edileceğine karar verme haklarını sağlar. Bu tür haklar, araç üreticilerinin, bağımsız operatörler için, aracın servis edilmesi için gerekli tüm yazılım, araç ve onarım bilgilerinin etkin ve uygun bir şekilde kullanılabilir olmasını gerektirmektedir.

FIGIEFA faaliyetleri nelerdir?

Avrupa, Avrupa Ekonomik İşler Komisyonu ve Birleşmiş Milletler’in Otomotiv Satış Sonrasına ilişkin mevzuat projelerinin izlemek.

Otomotiv yedek parça tedarik etmek ve/veya satın almak isteyen ve teknik bilgiye erişim sahibi olmak isteyen tüm piyasa operatörlerinin özgürlüğü üzerinde etkisi olan bu kurumlar nezdinde (Avrupa Parlamentosu, Birleşmiş Milletler) lobi yapmak.



Otomotiv satış sonrası pazarında etkin rekabetin önemi, motorlu araç tüketicilerin yararı ve bağımsız parça dağıtımının oynadığı kilit rol konusunda karar vericileri bilinçlendirmek.

Araç teknolojisindeki yeni gelişmeleri ve araçların “yedeklenebilirliği” üzerindeki etkilerini ve araç yedek parça, servis ve onarım pazarını takip etmek.

Bu hedefleri dünya çapında tanıtmak ve otomotiv endüstrisi ve satış sonrası standartlar ve düzenlemeler alanında düzenleyici bir uyumun savunulması için Avrupa dışındaki satış sonrası birlikleri ile ortaklaşa işbirliği yapmak.

FIGIEFA'nın faaliyetleri bizi neden ilgilendiriyor?

İşimizi yaparken uymamız gereken yasa ve tebliğlerin yasa yapıcılar nezdinde aleyhimize çıkmamasını ve/veya “Serbest Ticaret Adil Rekabet” ortamı için lehimize çıkmasını sağlamaya çalışır. Bu nedenle işimizle birebir alakalıdır.

FIGIEFA Yönetim Kurulu kimlerden oluşmakta?

Her biri kendi ülkesindeki Satış Sonrası Derneğin Yönetim Kurulu Başkanı veya Üyesi olan 8 üyeden oluşmaktadır. Yönetim Kurulu 3 yıl için Olağan Genel Kurulda 50 delegenin oyu ile seçilir. En son seçimli Genel Kurul 24 Mayıs 2018 'de yapılmıştır.

| Adı SOYADI | ÜLKESİ - DERNEĞİ | Görevi |
|----------------------------|-------------------------|----------------------|
| Hartmut RÖHL | (DE - GVA) | Başkan |
| Christer LILJENBERG | (SE - SBF) | Başkan Yardımcısı |
| Wendy WILLIAMSON | (UK - IAAF) | Sayman |
| Serdar ASLAN | (TK - OSS) | Yönetim Kurulu Üyesi |
| Cor BALTUS | (NL - RAI) | Yönetim Kurulu Üyesi |
| Walter BIRNER | (AT - VFT) | Yönetim Kurulu Üyesi |
| Joaquim CANDEIAS | (PT - ACAP) | Yönetim Kurulu Üyesi |
| Mathieu SEGURAN | (FR - FEDA) | Yönetim Kurulu Üyesi |

Daha detay bilgilere www.figiefa.eu adresimizden ulaşabilirsiniz.

Otomotiv'in Dijital Dönüşümü ve Mevcut Veri Modellerinin Ekonomik Etkisi

Avrupa'da sürücüleri ve yol devriyelerini temsil eden FIA, (FIA- Uluslararası Otomobil Federasyonu) "Otomotiv'in Dijital Dönüşümü ve Mevcut Veri Modellerinin Ekonomik Etkisi" üzerine bir çalışma yayınladı. Çalışmada, araç üreticileri tarafından desteklenen mevcut kapalı veri erişim modellerinin uzun vadeli ekonomik sonuçları değerlendiriliyor.

Çalışma aynı zamanda, araç üreticilerinin teknik, ekonomik ve rekabet hukuku açısından teşvik ettiği genişletilmiş aracın (ExVe) olası eksiklikleri hakkında, OSS Derneği'nin de üyesi olduğu uluslararası Otomotiv satış sonrası derneklerinin federasyonu FIGIEFA'nın endişeleri ile aynı paralelde.

Rekabet hukuku perspektifinin yanı sıra ekonomik açıdan da konunun değerlendirildiği rapora göre, araç üreticilerinin arka plan veri erişim modelleri, 2030 yılına kadar sürücülere ve otomotiv satış sonrasındaki firmalara toplam 65 milyar Euro gibi büyük bir maliyet yükü oluşturacak.

FIA tarafından yayınlanan Otomotivin dijital dönüşümü

ve mevcut veri erişim modellerinin ekonomik etkileri raporu, belirtilen modellerin bağımsız satış sonrası servis sağlayıcılarının üzerinde olumsuz etkilerinin olacağı ve araç üreticilerinin satış sonrası pazarla daha fazla bütünleşmesini sağlayacağını vurguluyor. Sonuç olarak araç üreticilerinin bu modellerle son tüketicilerle olan ilişkiler üzerinde daha güçlü bir kontrol sağlayacağı da belirtiliyor.

Bu durum, gelişen otomotiv sektöründe tüketici tercihini, rekabeti ve toplumsal faydaları azaltma etkisine neden olacak ayrıca maliyetleri kademeli olarak da artıracak. 2030 yılına kadar, Avrupa'daki bağımsız otomotiv satış sonrası operatörleri için 33 milyar Euro'luk zarara, sürücüler için ise 32 milyar Euro ek maliyete neden olacak.

FIGIEFA'nın CEO'su Sylvia Gotzen konuyu şu sözlerle vurguladı:

"KOBİ'lere ve tüketicilere bu ölçüde zarar vermek kabul edilemez. Araç içi verilere, fonksiyonlara ve kullanıcılara güvenli, doğrudan, gerçek zamanlı, iki yönlü bir erişim sağlamak ve bunların sağlanması için tüm olası yasal önlemleri almak tüketicilere fayda sağlamanın yanı sıra dijital hizmetlerde rekabet ve yenilikçilik sağlar."





Araç üreticilerinin araçlara imtiyazlı olarak erişime sahip olduğu ve üçüncü tarafların araç içi verilere yalnızca üreticilerin yönetimi altındaki dışa açık bir arka plan sunucusu üzerinden erişebildiği tescilli veri erişim modellerinin hayata geçmesinin tüketicilerde oluşturacağı endişe, geçen yılın sonlarında bağımsız işletmelerin ve Avrupa Komisyonu'nun gündemi olmuştur.

Bu çalışma, Avrupa'da Araç Tamir Özgürlüğü İttifakı olan AFCAR tarafından, Kasım 2018'de yayımlanan "OEM'lerin 3. Parti Telematik Genel Analizi" konulu pratik saha test çalışmasını tamamlamakta. Somut örneklerle "Genişletilmiş Araç" modelinin yol açtığı sayısız teknik ve ticari kısıtlamaya da işaret etmekte. Öte yandan, çalışma bazı araç üreticilerinin sadece seçili üçüncü taraflara açık olan tescilli telematik platformu geliştirdiklerini de gösteriyor.

Avrupa'daki tüm bu gelişmeleri üyesi olduğu FIGIEFA üzerinden takip eden ve Türkiye otomotiv satış sonrası pazarı ile paylaşan Otomotiv Satış Sonrası Ürün ve Hizmetleri Derneği 2000 yılında FIGIEFA'ya üye olmuştur. Aynı zamanda OSS Yönetim Kurulu Üyesi Sn. Serdar ASLAN FIGIEFA Yönetim Kurulu'nda yer almaktadır.

Sürücüsüz (Otonom) Araç ile Avrupa Taşımacılığında Araç Kullanım Raporu (2018/2089 INI)

Avrupa Parlamentosu genel kurulunda "Sürücüsüz (Otonom) Araç ile Avrupa taşımacılığında araç kullanım (2018/2089 INI)" isimli kendi inisiyatif raporu yayınlandı.

Daha önce ilgili yazılarla bilgilendirmemiz üzerine; Avrupa Parlamentosu, ilgili komisyonların "Otonom (sürücüsüz) hareketliliğe giden yolda: Geleceğin hareketliliği için bir AB stratejisi " mesajını yanıtlar nitelikteki, kendi inisiyatif kararını 15 Ocak 2019 tarihinde kabul ettiğini bildirmek isteriz.

Geçen Mayıs ayında yayınlanan üçüncü mobilite paketinin bir parçası olarak bağlantılı ve otonom sürüş bildirimlerinin ardından, AK'nin araç içi verilere erişim konusunda yol gösterici ilkelerden, yol haritasından veya somut eylemlerden bahsetmediği için hayal kırıklığına uğramıştık.

Bununla birlikte, aynı iletişimde AK, bu yılın ilk aylarında beklediğimiz 2018'in sonuna kadar "5G, siber güvenlik ve veri paylaşım platformları" hakkında bir öneri yayınlamayı vaat etti.

Bu yeni öneri, 'Üst Düzey İlkelerimiz ve Gerekliklerimizi' içine dahil etmek için ve dolayısıyla sürücüyü güvenli ve güvenli bir şekilde etkileşimde bulunmak için bir fırsat olabilir. (Kritik araç içi üretilen verilere doğrudan gerçek zamanlı erişim, araçla ve fonksiyonlarıyla çift yönlü iletişim; gelecekteki yasama faaliyetlerinin tüm bağımsız hizmet sağlayıcılar için araç içi verilere ve kaynaklara ayırıcı olmayan bir erişim sağlayacağından emin olmak için)

Araç içi veriler üzerinde sağlam bir düzenleyici sistem uygulamaya koyma çağrısında bulunan Avrupa Komisyonu kararı, bir sonraki tavsiyesinde bizim bazı ilkelerimiz / şartlarımızın dahil edilmesi için Avrupa Komisyonuna baskı yapılmasında yardımcı olabilir.

Kararın içeriği:

Daha önce de belirtildiği gibi, karar metni, araç verilerine erişmek için iki önemli nokta içermektedir:

8. Madde

“Bazı üçüncü taraf kuruluşlar için araç içi verilere adil, güvenli, gerçek zamanlı ve teknoloji açısından tarafsız erişim sağlamak için yasal eylemleri keşfetme ihtiyacı teyit edilmiştir. Bu tür bir erişimin, son kullanıcıların ve üçüncü tarafların dijitalleşmeden faydalanmalarını sağlaması ve araç içi verilerin depolanması konusunda bir seviye piyasa oyun alanı ve güvenliği teşvik etmesi gerektiği görüşüne varılmıştır.”

15. Madde

“Güvenli araç içi ve rota verilerinin, tek bir Avrupa ulaşım alanında hem özerk hem de bağlantılı sürüşün gerçekleştirilmesi ve son kullanıcılar için rekabetçi hizmetler için temel yapı taşları olduğuna dikkat çekilmiştir. Dolayısıyla, komisyona, bu tür verilerin kullanımına yönelik engellerin kaldırılmasını ve bu

bağlamda sağlam bir düzenleyici sistemin 1 Ocak 2020’den önce uygulanmasını ve üye devletlerde aynı veri kalitesini ve erişilebilirliğini sağlamasını garanti altına almıştır”.

Bununla birlikte, metinde aşağıda özetlediğimiz taşımacılık sektörü ile ilgili diğer konulara da değinmiştir:

Karayolu Taşımacılığı

Karar, komisyon ve üye devletleri AB’nin UNECE ve Viyana Konvansiyonu çerçevesinde otonom araçların uluslararası teknik uyumunda öncü bir rol üstlenmesi için işbirliği yapmalarını istemektedir.

Kararda ayrıca üye devletlere otonom ve özerk araçların kullanımını kolaylaştıracak güvenli, yüksek kaliteli yol altyapısı sağlama çağrısında bulunmaktadır.

Hava Taşımacılığı

Karar, komisyonu otonom uçak için ayrıntılı kuralları gecikmeksizin sunmaya çağırılmaktadır.





European Parliament

Deniz ve İç Sularda Taşıma

Kararda ayrıca komisyon, otonom gemilerin alımını uyumlu hale getirmek ve teşvik etmek için hem iç hem de deniz navigasyonları ve ortak

standartlar için otomasyon seviyelerini belirlemeye ve tanımlamaya çağırıyor.

Demiryolu Taşımacılığı

Çözüm, ortak protokoller önermekte ve otonom tren ve hafif raylı sistemler sağlayan standartlar oluşturulmaktadır.

Araştırma ve Eğitim İhtiyaçları

Kararda hem komisyon hem de üye devletler, hem araç üretiminde hem de eğitimde geri dönüşüm yoluyla profesyonel kullanımda yeni becerilere ihtiyaç duyulduğuna göre istihdam taleplerindeki değişikliklerle ilgili sorunları haritalamak ve ele almak için girişimler öngörülmüyor.

AB'de Tasarım Korumanın İşleyişine İlişkin Komisyon Çevrimiçi Değerlendirme Anketi

Avrupa komisyonu, Temmuz 2018'de AB'nin tasarım koruma konusundaki işleyişine ilişkin kapsamlı bir değerlendirme başlattı. Bu değerlendirme, hem birlik hem de ulusal düzeyde, her ikisini de kapsayan Avrupa Birliği'nde tasarım koruma sisteminin genel işleyişinin derinlemesine bir değerlendirmesini sağlama amacını taşıyor. Özellikle bu değerlendirme, yedek parçalara uygulanacak kuralların AB düzeyinde uyumlaştırılmamasının sonuçlarını değerlendirecektir.

06 - 07 Mart 2019

FIGIEFA Genel Kurul Sunumları



OSS bilgi bankasından, üyelerimiz kullanıcı adı ve şifresi ile giriş yaparak sunumların tamamına Türkçe ve İngilizce olarak ulaşabilirler. <http://www.oss.org.tr/bilgi-bankasi>

FIGIEFA E-Bülteni Mart 2019



FIGIEFA'nın sektördeki güncel gelişmeleri içeren Mart Ayı e-bültenine ilerleyen sayfalarda ulaşabilirsiniz.

A green, stylized graphic element resembling a car's roofline, positioned above the main logo text.

FIGIEFA
Automotive Aftermarket Distributors

NEWSLETTER

March 2019

Newsletter – March 2019

The European Commission unveils its working programme for the automotive sector in 2019

On the 12th of February, the European Commission's Directorate General for Internal Market, Enterprise, SMEs and Entrepreneurship presented to the Motor Vehicles Working Group (MVWG) its priorities for the automotive sector in 2019.

Its main focus is on the implementation of major pieces of legislation (type-approval and safety), its European Battery Alliance, the work carried out at global vehicle standardisation forum of the United Nations (UNECE), and on issues around the connected, automated and autonomous vehicles.

The main priority will be the full implementation of the Type-Approval Regulation, through a number of implementing and delegated acts, most of them expected to be adopted in the fourth quarter of 2019. In particular, the European Commission presented the next legislative steps and the implementation process regarding the insertion of the Repair and Maintenance Information (RMI) standards developed at the European standardisation body CEN. Also the EU Forum on Access to Secure Vehicle Information (SERMI) scheme (including tentative planning on RMI and SERMI) was announced to be enshrined in greater details into the new Type-Approval legislation. The SERMI scheme is proposed as a direct new text into the legislation (not just as a reference to the scheme). The plan is also to review the provisions on access to On-Board Diagnostics (OBD) and RMI to take into account the development of wireless connectivity.

The intention is to present the first draft on RMI standards and SERMI, at the next MVWG on the 10th of April 2019, followed by European Commission Inter-service Consultation and adoption process by end of 2019. As a longer term work, the European Commission feels that some aspects on RMI need to be improved, particularly the principle of "non-discrimination per independent operator" (which includes now the original equipment manufacturer as benchmark) and the data which should be channelled through the OBD port.

The implementation of the Regulation on General Safety of Vehicles will require specific actions for the General Safety Regulation, the Pedestrian Safety Regulation and the Hydrogen Safety Regulation. Moreover, a list of 17

measures is still to be implemented through either UNECE or EU legislation. Five of these measures will be developed directly at EU level and are expected in the coming two years.

The European Commission also intends to develop further its European Battery Alliance. This alliance aims in particular at providing solutions for low and zero emission mobility, considering the ambitious environmental goals set at international and European levels and the increasing number of local and national bans or restrictions for internal combustion engines, as well as the electrification plans announced by many major European vehicle manufacturers. The objectives are to establish a complete, competitive and sustainable EU battery value chain, to decrease dependencies from Asian suppliers, and to capture part of the world market in terms of growth, jobs and innovation. The action plan covers the supply of raw materials, the support to emerging EU projects, the enhancement of EU research and innovation and the upskilling of the workforce.

At UNECE, the European Commission will mainly focus on automated and autonomous driving, including cyber security issues, active and passive safety, especially in the light of most recent technology development (such as autonomous driving and fuel cells), as well as emissions (such as CO₂ and noise).

Regarding automation, the European Commission intends to set up a group of experts representing national authorities, industry and academia, in order to assess the safety of automated vehicles. Its goal will be to discuss what already exists, which are the merits/limits of the different methodologies, and to debate on the way forward, with focus on short term needs for a harmonised European approach. It will work in particular on a mathematical model formalising the duty of care, horizontal regulation, scenario-based approach, software audit & driving license, tool-chain for HIL tests, proactive safety analysis performed at early stage, tests & audit, and finally on OEMs certification plus technical tests. The Commission will also finalise guidelines to ensure a harmonised approach for exemption procedure for the EU approval of automated vehicles, as some technologies used in connected and automated vehicles are not foreseen yet at EU level but still subject to national approval.





EU institutions

EU Commission Consultation on Design Protection in the EU now open until 15th of April 2019

Within the European Union, several countries have guaranteed the freedom of repair for “must-match” visible spare parts (glass, lighting and body parts) through a Repair Clause included in their national design legislations. A number of other EU countries still allow the design protection to be extended to aftermarket parts. As there are no design alternatives for “must match” visible spare parts (e.g. a wing for Ford does not fit into a BMW), this situation enables vehicle manufacturers to gain the legal and de facto monopoly over these parts.

These divergent legal design protection regimes penalise European independent automotive aftermarket operators, as their business activities are legal in countries with a Repairs Clause but are under threat, or even sanctioned in countries without a Repairs Clause. This patchwork of conflicting national laws is creating major legal uncertainties for businesses and slows down investment and narrows down the choice of motorists who need to have their vehicles serviced with spare parts subject to competitive prices.

In order to assess the functioning of the Design Directive, the European Commission launched a consultation in order to provide an in-depth assessment of the overall functioning of the design protection system in the EU. It also assesses the consequences of the fact that the rules applicable to spare parts have not been harmonised. For independent operators, it is an important opportunity to inform the European Commission on the detrimental effects of the disparate legal situation failing to create a fair level-playing for competition and consumer choice.

Considering the importance of this legislation for our sector, FIGIEFA and the European Campaign for the Freedom of the Automotive Parts and Repair Market (ECAR), of which FIGIEFA is a member and which is dedicated to the matter, have submitted contributions to the consultation, underlining in particular the need for harmonisation of rules at European level.

[Re-discover the work of ECAR](#)

[Participate to the consultation](#)

The future of the Aftermarket Block Exemption Regulation under scrutiny

The European Commission launched the process of reviewing the existing Motor Vehicles Block Exemption Regulation (MV-BER), a major piece of legislation impacting and safeguarding competition in the automotive aftermarket. The Evaluation process will stretch over the next two years, but this first consultation was held on the Commission’s intended Evaluation Roadmap.

The MV-BER and the Guidelines provided in practice protect against a number of distortions. Both currently serve as an important framework which allows, for example, original equipment parts producers to supply independent parts distributors and the independent and authorised aftermarket. Also, parts suppliers’ right to brand their original equipment products with their own logo (dual branding) and the definition of ‘original and matching quality parts’ has an important effect in the market, helping to demonstrate the true origin and quality of parts to consumers and their competitive choices. The Supplementary Guidelines include important provisions e.g. on access to technical information or the ‘misuse of warranties’ (i.e. the prohibition of general statements by vehicle manufacturers that consumers would generally lose their vehicle warranty if their car was serviced in the independent aftermarket).

The BER is due to expire in May 2023. The European Commission will decide whether to continue, amend or delete the legislation as it is. To this end, it will proceed to an evaluation of the effectiveness, efficiency, relevance, coherence and EU added value of the legislation, as well as conducting an in-depth economic analysis.

The BER has been a major tool to safeguard the competitiveness of independent operators in the automotive aftermarket. Therefore, FIGIEFA will support its continuation and modernisation, taking into account new technology and market developments which might impact competition.

[Rediscover the MV-BER](#)

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DIRECT ACCESS



DRIVING PROGRESS



EU institutions

European Parliament urges the Commission to put in place a robust regulatory system on access to in-vehicle data before January 2020

On the 15th of January, the European Parliament adopted its own initiative report on "Autonomous Driving in European Transport", to respond to the Commission Communication "On the road to automated mobility: An EU strategy for mobility of the future".

FIGIEFA welcomes that the Parliament's Own-Initiative Report - led by the Dutch MEP Wim Van de Camp (EPP) - seized once more the opportunity to stress the need to establish a robust regulatory system on the use of in-vehicle data, and to do so before January 2020. This is also

in line with the Parliament's Report on C-ITS of 13th of March 2018, which called on the Commission to publish a legislative proposal on access to in-vehicle data and resources by the end of this year.

FIGIEFA therefore calls on the Commission to act upon its recommendation - as part of the Third Mobility Package published last May - to include guidance into the planned recommendation on "5G, cyber security and data governance framework" and to deliver - also in line with the Parliament's Report on C-ITS - a concrete work programme leading to a legal framework enabling equal competition in digital services.

[Access the full report](#)

1st European Transport Cyber Security Conference

On the 23rd of January, the European Union Agency for Network and Information Security (ENISA) organised in Lisbon the first Conference on Transport Cyber Security, with the support of the European Commission (DG MOVE), as part of a wider set of measures of the EU to address the issue of cyber security.

Cyber attacks targeting transport could have serious consequences, ultimately result in the loss of lives, and harm the economy. Transport systems should be able to deter attacks and show resilience if they occur, while cyber security shall also guarantee safety.

Participants underlined that the Directive on Security of Network and Information Systems (NIS Directive) lays a solid foundation to enhance cyber security and resilience in the transport sector. However, where appropriate, specific rules may be needed in certain transport modes.

In particular, non-regulatory actions are and should be pursued to address cyber threats already today: Information exchange, capabilities building, awareness raising and development of cyber skills. In practice, the exchange of information and best practices, notably by including or continue to include cyber security as a regular agenda item for discussion in the meetings of the Land Transport Security Expert Group (LANDSEC), will be stimulated. In the meantime, the Commission's DG MOVE will also support the development of a cyber security "toolkit" providing relevant and appropriate knowledge of good cyber security practices for transport staff. Last but not least, as transport is global and interconnected, a close cooperation with international partners and relevant international organisations should continue and be encouraged.

[Get more from the conference](#)

European Economic and Social Committee (EESC) in favour of a more ambitious EU strategy for retail in the 21st century

The Plenary of the EESC has approved on the 12th of December quasi unanimously (172 in favour, 3 against and 2 abstentions) the opinion of rapporteur Ronny Lannoo and co-rapporteur Gerardo Larghi on the Commission's communication on "A European retail sector fit for the 21st century".

According to the EESC, the Communication focuses too

much on "price" as the most interesting element for consumers and the right of establishment should be addressed in accordance with the subsidiarity principle. Furthermore, the EESC points out that full liberalisation does not ensure the necessary balance between large companies, small businesses and family businesses. Finally, it calls on the authorities at all levels to engage in close co-operation with all the stakeholders in view of drawing up a specific action plan on the future of European retail in the 21st century.

[Read the full opinion](#)



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EU institutions

Towards a European Labour Authority handling with cross-border mobility of employees

On the 14th of February, the Romanian Presidency of the Council and the European Parliament reached a provisional agreement on a Regulation establishing a European Labour Authority (ELA). The aim of this new body is to support member states in implementing EU legal acts in the areas of labour mobility across the Union and social security coordination. It will also provide information to employees and employers on complex aspects of cross-border labour mobility.

The agreement will now be submitted to the member states' representatives in the Council of the EU for endorsement. The formal vote in both the Council and the European Parliament will follow at a later stage.

When adopted, the regulation will provide for the following main activities of the new body:

- facilitating access to information on rights and obligations in cases of cross-border mobility for employees, employers and national administrations;
- supporting coordination between member states in cross-border enforcement of relevant Union law, including facilitating concerted and joint inspections;
- supporting cooperation between member states in tackling undeclared work;
- supporting member states authorities in resolving cross-border disputes.

[Access the legislative documents](#)

Study on the inclusion of eCall in the periodic roadworthiness testing of motor vehicles



On the 7th of February, the European Commission released a study on the inclusion of eCall in the periodic roadworthiness testing of motor vehicles.

The eCall is the emergency call system mandatory for new passenger cars and light commercial vehicles in the European Union since 2018, with the aim of reducing the rescue time in case of a crash. eCall automatically sends emergency services data on the position and direction of the vehicle in case of an accident.

Vehicles degrade over time or may be subject to tampering, therefore the institutions felt that it is advisable to analyse the suitability of incorporating the assessment of the proper functioning of eCall systems all along the life of the vehicle.

The aim of this study is to assess whether it is cost-effective to include eCall within the frame of the periodical inspection scheme of the European Union and, in the case of a positive answer, to recommend which is the most efficient procedure.

The opinion of stakeholders has been considered by means of a survey and a workshop organised in Brussels on June 8th, 2018. The views of Member States and Observers were requested in the Roadworthiness Committee of the Directorate General for Mobility and Transport on the 20th of September 2018.

This study analyses the legal framework, the technical definition of eCall, the possibilities of breakdowns and the options of inspections. The cost and benefit analysis used the results of the above and was used for the final policy recommendation.

Because of the lack of data, the cost and benefit analysis includes neither the benefit of the reduction of false alarms - wrong calls to the emergency services - nor the costs of tampering. Benefit - cost ratio must be higher if those concepts would be included.

[Read the study](#)



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FIGIEFA's participation to UN preparatory work for automotive cyber security regulation



Over the last few years, the Geneva UNECE World Forum for Harmonisation of Vehicle Regulations (WP.29) became an increasingly influential forum for the deployment of connected and automated mobility, with a strong focus on the subsequent worldwide standardisation. In particular, the Working Party on Automated/ Autonomous and Connected Vehicles (GRVA) and its dedicated Task Force on Cyber Security will set standards with a global influence, in Europe but also in other regions of the world. The European Commission is expected to implement directly large parts of decisions made at UNECE. Therefore, FIGIEFA felt it was of the upmost importance to follow-up more closely and even to fully participate to the meetings and working groups where the independent automotive aftermarket needs to be best promoted.

FIGIEFA, has the consultative partner status within WP.29, and is now represented by Françoise Wierzbicka-Lahcen in this Forum. FIGIEFA is involved in the GRVA activities, especially (but not exclusively) on the following issues:

- Information to the driver (HMI);
- Cyber Security;
- Software (incl. Over-the-Air) updates;
- Data Storage System for Automated Driving (DSSAD).

[Learn more about UNECE](#)

FIGIEFA defends its members' interest on RMI and cyber security towards the European Commission

During the last meeting of the Motor Vehicles Working Group (MVWG) on the 12th of February (please see article on first page), the Commission raised several issues on Repair and Maintenance Information (RMI) and cybersecurity important for FIGIEFA Members and the entire independent aftermarket.

The Commission presented its intention to propose a first legal draft for the definition of Remote Diagnostics Support (RDS) (including a yet to be specified recital and requirements proposal) at the next MVWG meeting on the 10th of April 2019. Once the proposal would have been

agreed by the stakeholders, the Commission intended launching the drafting of a CEN standard on the technical requirements and use cases for RDS. However, the definition of RDS, as currently drafted, would allow the de facto implementation of vehicle manufacturers restricted data access models, the so-called Extended Vehicle (ExVe), into legislation. This would endanger competition in the automotive aftermarket, giving additional grip to vehicle manufacturers over independent operators. FIGIEFA raised its voice and invited the Commission to reconsider the current draft in order to balance it with independent operators' requirements for direct real-time access to time-critical in-vehicle data and functions.

The Commission also presented its intention to cross-reference the proposals on cyber security drafted by the global vehicle standardisation forum of the United Nations (UNECE – WP29), into EU legislation in the beginning of 2020. It explained that it intends to check the compatibility and legacy of these new cyber security requirements with existing EU RMI legislation. FIGIEFA also raised its voice over the proposed steps: whilst FIGIEFA agrees and fully supports the need to enhance protection against cybersecurity attacks, the actual draft UNECE documents propose the type-approval of vehicle manufacturers' individual proprietary cybersecurity management strategies (CMS) against any form of 'unauthorised use'. The documents fail however to mention any form of 'legitimate access' for repair purposes for independent operators. This could turn into a "handbook to completely close the vehicle in the name of cyber security". FIGIEFA stressed the need to include a 'legitimate use' clause into the UNECE documents and into the European RMI legislation, which would allow independent aftermarket operators to access the vehicle, its data, as well as RMI e.g. with authentication certificates (as e.g. defined in the SERMI scheme). The Commission itself had mentioned this necessity.

The Commission explained that further consultations of affected stakeholders and the MVWG members on these issues are planned. It acknowledged that there should be a compatibility of the cyber security with existing RMI legislation in the EU. The issue will most probably on the agenda of the next Motor Vehicle WG on the 10th of April 2019 in order to receive further comments/inputs. FIGIEFA will work, together with its partners from the AFCAR alliance, on proposals on how to "marry" cyber security requirements with our access to the vehicle, its data and resources.





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FIGIEFA involved in testing of Extended Vehicle ("Proof of Concept")

FIGIEFA and many other market operators have for some time criticised the vehicle manufacturers' concept of external backend servers for third party data access, "Extended Vehicle" (ExVe). It is considered by the automotive aftermarket as a major threat to competition, as it would result in preventing direct, real-time, bidirectional access to the vehicle, its functions, data and users, for independent operators, which are needed for truly undistorted competition. A practical field tests specific study showed the technical limits of Extended Vehicle (please see link hereunder).

Despite this evidence, the European Commission asked the European associations of vehicle manufacturers (ACEA), parts suppliers (CLEPA) and the AFCAR Aftermarket Alliance to run another 'proof of concept' of Extended Vehicle (ExVe) and Neutral Server (NS). It is supposed to be a "stress test" showing possibilities and limitations of ExVe/NS. AFCAR accepted the invitation to participate, but only under the condition that the tests would not only focus on the technical feasibility (i.e. what the OEMs are willing to offer), but on the ability to maintain undistorted and equal access for all operators.

Against this background, and together with the AFCAR stakeholders, FIGIEFA started to conduct concrete testing in real-time conditions of its 'Remote Diagnostic' use case. This use case aims at addressing an increasingly common fault with a direct environmental relevance: how blocked Exhaust Gas Recirculation (EGR) valves affect the vehicle drivability and environmental compliance. This use case

has a strong market relevance, with over 25,000 examples last year in Germany alone, and illustrating a real example of an innovative digital service from an independent service provider based on technically feasible requirements. The objective of the use case is to test how independent operators can receive relevant real time data related to the EGR valve, perform a remote diagnostic test routine, but also a remote temporary repair.

This use case requires several critical abilities: direct access to dynamic in-vehicle data; bi-directional communication and functional control with the vehicle and its systems; real time data analysis requiring embedded applications; communication with the driver through HMI functions and communication with the service provider's remote technician. As such, it should expose the impact on competition resulting from the restricted access to the vehicle and its data, together with the latency imposed by the ExVe/NS, among other practical limitations imposed by this system.

The 'proof of concept' is supposed to be finalised in April 2019.



New, partially blocked and heavily blocked EGR valves

GlobalOne joins FIGIEFA

On the 7th of March, FIGIEFA Members unanimously approved the membership of GlobalOne, which will be a Partnership Member, together with fellow international trade groups Automotive Distribution International (ADI), Auto-Teile-Ring (ATR), GroupAuto, Nexus and Temot.

Shareholders of GlobalOne are mainly family-owned and managed companies. Thanks to nearly 100 parts suppliers amongst the most important ones, the company sells spare parts, tools, accessories and garage equipment and provides a complete range of services, systems and concepts and works closely with market-leading, independent warehouse distributors.

Headquartered in Frankfurt, GlobalOne has an international presence. Besides a strong focus on Europe, it is also active on the other side of the Atlantic Ocean, in the USA and in Brazil.

[Discover the company](#)

globalone
automotive



FIGIEFA

New Study: Vehicles manufacturers' external backend data access models risk major cost burden to consumers and independent stakeholders, reaching €65 billion in 2030

FIA Region I, the international association of motorists consumers and road patrols, released on the 21st of March a new study. It reveals and provides evidence that the "Extended Vehicle" (ExVe) with external backend servers, as promoted by vehicle manufacturers, would cause losses to independent stakeholders and consumers reaching €65 billion as early as 2030.

The new study "The automotive digital transformation and the economic impacts of existing data access models" assesses the long-term economic consequences of current closed data access models promoted by vehicle manufacturers. It stresses in particular that the negative impacts of such models on independent aftermarket service providers will allow for vehicle manufacturers to further integrate themselves into the aftermarket, and in turn offer them much stronger control over relations with the end consumers. This would have the effect of ultimately reducing consumer choice, competition and societal benefits of a thriving automotive sector. It would gradually increase costs and by 2030, it would result in €33 billion losses for European independent automotive aftermarket operators and in €32 billion additional costs for motorists.

This study well complements the practical field test study "General Analysis on OEMs 3rd party telematics" released in November 2018 by AFCAR, the Alliance for the Freedom of Car Repair in Europe. With concrete examples it pointed at numerous technical and commercial limitations induced by the "Extended Vehicle" model. On the other hand the study also showed that a number of vehicle manufacturers are developing proprietary open-telematics platform, accessible only to chosen third parties.

[Read the FIA economic study](#)

[Re-discover the AFCAR practical study](#)



ANCERA Congress and FIGIEFA General Assembly in June in Barcelona

FIGIEFA will hold its Annual General Assembly in conjunction with the Congress of its Spanish member association ANCERA in Barcelona, on the 12th and 13th of June. It includes presentations from FIGIEFA, such as the role and impact of European Union's legislation on daily business for automotive independent operators and the latest trends and challenges when it comes to maintaining access to the vehicle, its data, its functions and its driver.

The ANCERA Congress is the opportunity for over 200 business representatives to gain insight on latest market and technology developments impacting the Spanish automotive aftermarket.



ASOCIACIÓN NACIONAL DE COMERCIANTES DE EQUIPOS, RECAMBIOS, NEUMÁTICOS Y ACCESORIOS PARA AUTOMOCIÓN



Members & Partners



France – FEDA pro-actively involved in opening the market for visible spare parts in France

On the 5th of March, the French Prime Minister has announced the willingness of the government to increase competition for visible spare parts in the automotive aftermarket, in order to reduce costs for consumers. FEDA had been advocating for a long time to end the monopoly of vehicle manufacturers on visible spare parts and will participate to official discussions to implement this measure. [More here](#)



Portugal – Joaquim Candeias re-elected President of the ACAP Independent Aftermarket Division

Joaquim Candeias, a member of FIGIEFA's Board, will continue in the Presidency of DPAI/ACAP, after elections held at the beginning of the year. DPAI/ACAP is the association that represents the independent aftermarket in Portugal. DPAI's role is to ensure a free and effective competition in the market for vehicle replacement parts, servicing and repair, and a free consumer choice in auto care.



UK – SMMT calls upon decisive action needed to safeguard future of UK automotive

The lack of certainty on the regulatory and trade landscape in less than one week is extremely worrying, and automotive businesses in the UK need certainty now – it's vital that 'No Deal' is taken off the table and that progress is made towards a future relationship that safeguards frictionless trade and the hundreds of thousands of jobs. [More here](#)



USA – AutoCare and other automotive trade associations rejects US tariff on imported vehicles

AutoCare, the US counterpart of FIGIEFA, has joined forces with other US automotive trade associations to call upon President Trump to renounce tariffs imposed on imported vehicles and parts. They highlight the negative impact such measures would have on companies and consumers, and stress that new challenges are not coming from the competition of other regions, but from the technological shift induced by digitalisation. [More here](#)

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