

Newsletter December 2025

Dear members, partners, and friends of FIGIEFA,

As everyone wraps up the year and prepares to spend time with our families, friends and loved ones, the political and regulatory environment affecting the Automotive Aftermarket sector continues to evolve rapidly. The past month has been marked by renewed momentum at the EU level, with the European Commission unveiling new initiatives aimed at strengthening the industry's competitiveness and applying legislative simplification.

At the same time, key files such as the Data Act, Type Approval, and End-of-Life Vehicles are being implemented, under the possibility of revision, or advancing toward decisive stages. In this context, FIGIEFA has remained fully engaged in providing an opportunity for the voice of independent distributors and the wider Aftermarket to be heard, understood, and taken into account.

In this final newsletter of the year, we share the latest updates on our liaising with Members and on our policy work, recent institutional developments, and the next steps that will guide our collective efforts in the months to come.

On behalf of the entire FIGIEFA team, we wish you all a great holiday and a marvellous 2026!

Felicity and Álvaro

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HIGHLIGHTS

The screenshot shows the website 'The Parliament' with a navigation bar including 'EU INSTITUTIONS', 'MEMBER STATES', 'FOREIGN & SECURITY POLICY', 'ECONOMICS', 'TECHNOLOGY', 'ENERGY & ENVIRONMENT', and 'MORE'. Below the navigation bar are links for 'News analysis', 'Feature', 'Q+A', 'Opinion', and 'Newsletter'.

The main article is titled 'Why Aftermarket provisions need to be included in Europe's Automotive Package'. The author is Alvaro de la Cruz, Head of Communication at FIGIEFA. The article text states: 'While the European Commission's Automotive Package opens the door to tech neutrality and affordable Electric Vehicles, FIGIEFA welcomes progress yet warns that including the aftermarket is crucial to keep mobility accessible'.

Below the article is a large image of a hand pointing at a futuristic car interface. A small caption below the image reads: 'With the package now including more flexibility on CO2 standards and a broader range of vehicle technologies beyond 2025, FIGIEFA welcomes the Commission's openness to technology neutrality'.

On the right side, there is a 'RELATED ARTICLES' section with three items:

- 'Op-ed: What's missing from the debate on Russian frozen assets' by Ana Luengo and Jamaica Asensio (17 Dec)
- 'Why farmers need solutions now' by Olivier de Melis (17 Dec)
- 'Trump's foreign policy seeks to undermine the EU – and strengthen Europe's nationalists' by Peter Schweizer (16 Dec)

At the bottom left, there is a 'FIGIEFA' logo and a 'Three decades of EU insight' banner.

European Commission Publishes Automotive Omnibus

The Automotive Package, unveiled on 16 December during the Strasbourg plenary session, has been long-awaited amid a year of intense debate on the future of Europe's automotive sector.

[FIGIEFA published its reaction in the EU political magazine 'The Parliament'](#), welcoming its publication **as a combination of a more pragmatic approach to decarbonisation, whilst maintaining the climate neutrality goals.**

FIGIEFA called upon the co-legislators to improve the Automotive Package by including provisions for the automotive aftermarket. Only this will ensure that Europe's future automotive framework supports competitive markets, sustainable mobility, and access to long-lasting, repairable and affordable vehicles for businesses and consumers.

[Read more about the Automotive Package](#)



FIGIEFA Represented the Independent Automotive Aftermarket during the 2025 Digital SME Summit in Brussels

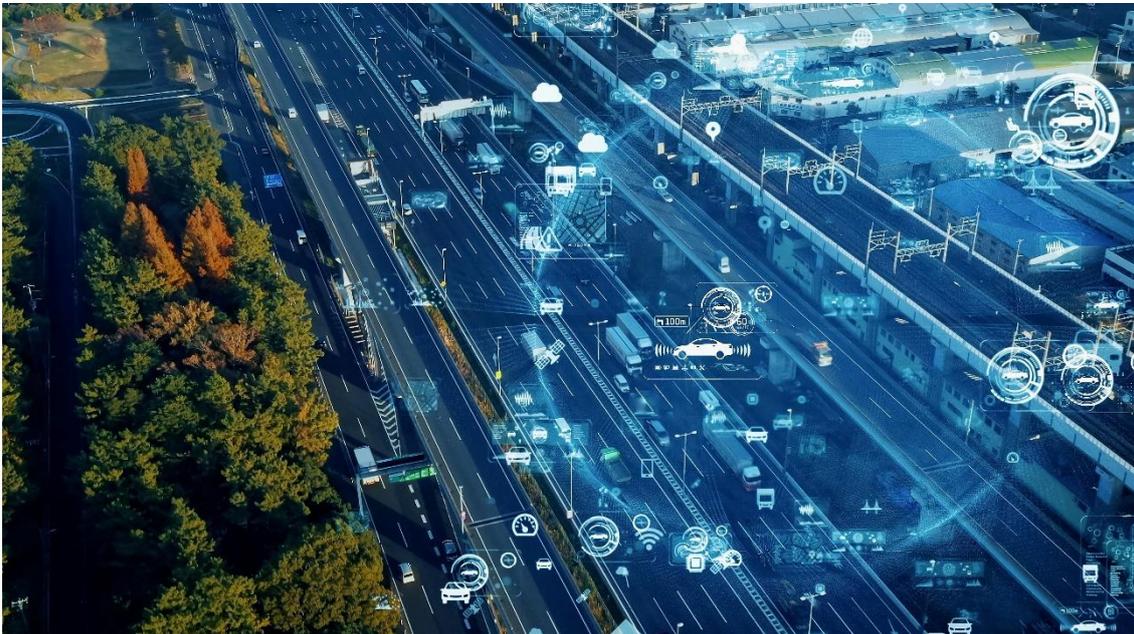
On December 4, our Chief Executive, Sylvia Gotzen, participated in a panel of high-ranking representatives from the EU Commission, the European Parliament and associations on the topic of the 'Data Act and the Aftermarket: Ensuring Competition and Access for SMEs.' This panel took place during one of the most important events in the Digital field, organised by DigitalSMEs with 400 participants in Brussels.

Sylvia Gotzen was part of the panel to emphasise how the Data Act is an important step toward levelling the playing field and enabling data access

across sectors for companies of all sizes. On the other hand, she pointed out that after only 3 months in force, independent operators are currently testing the scope of data and conditions which are put in place by vehicle manufacturers.

Sylvia reiterated FIGIEFA's firm support for the objectives of the Data Act and our call on the European Commission, the European Parliament, and the Council of the EU to uphold the regulation, resisting increasing pressure to undermine its core provisions.

FOCUS: ACCESS TO DATA



Digital Omnibus: FIGIEFA's Initial Assessment from an Aftermarket Perspective

Since the publication of the Digital Omnibus on 19 November, FIGIEFA has

been analysing its potential implications for the Automotive Aftermarket.

This new instrument of an 'Omnibus' has the capacity to tap into any piece of existing legislation to make changes. The Digital Omnibus proposal from the Commission does include changes to the Data Act, which had JUST entered into application mid-September, under the label of "simplification".

However, FIGIEFA has identified **important concerns regarding possible changes, which affect the substance of the Data Act**. In particular, there are **new definitions of "data holder" and "access"** which both risk altering the scope of data to be shared in practice. If "access" were to mean only viewing data, as proposed, through vehicle-manufacturer-controlled interfaces, without the ability to extract or process it, this would undermine the core objectives of the Data Act.

There are also concerns about the expanded grounds for refusing data sharing based on "high risks" of trade-secret leakage to third countries. While the protection of sensitive information is essential, this provision must not become a loophole allowing dominant players to restrict legitimate aftermarket access.

To maintain the integrity of the Data Act is crucial, even more as the Automotive Aftermarket has not obtained sector-specific data access legislation. The Data Act is now the centrepiece.

FIGIEFA therefore supports simplification, but not dilution. We will work together with the European Parliament and Council to ensure that the Digital Omnibus preserves the fundamental principles of the Data Act, including user control, fair data sharing with third parties, interoperability, and non-discrimination, for a competitive and innovative Aftermarket that keeps Europe's vehicle fleet moving.



Changes to RMI Legislation: FIGIEFA Welcomes Proposal in Consultation Feedback, but Calls for Remaining Gaps to be Addressed

Following the European Court of Justice ruling regarding the implementation of security gateways, FIGIEFA, in collaboration with AFCAR, has been engaged with the European Commission and other key stakeholders, including car and parts manufacturers' associations ACEA and CLEPA, to **establish fair access to vehicle data via the OBD port** while maintaining robust cybersecurity measures. Consequently, these discussions have led the Commission to draft new legislation on the revision of Access to Technical Information & Diagnostic Data and to the recent public consultation.

FIGIEFA has responded to this consultation and welcomed the proposal as a step in the right direction. It balances independent aftermarket access with vehicle cybersecurity needs. FIGIEFA strongly supports several important improvements, including expanded access to repair and maintenance information, such as battery repair and ADAS calibration, and new rules for parts coding, software updates and use of multi-brand diagnostic tools.

At the same time, FIGIEFA put forward targeted suggestions to clarify implementation. Given that the revision will increase the Aftermarket's dependence on vehicle manufacturers (due to the technical control mechanisms), an amendment was proposed to ensure that independent parts producers and tool manufacturers have timely access to technical information, diagnostic tools, and manufacturer servers to develop, test, and supply parts.

FIGIEFA also highlighted **growing concerns around parts coding**, as Aftermarket parts manufacturers still lack access to the coding processes needed to develop fully interoperable replacement parts. Without further action, more parts risk becoming available only as vehicle manufacturer-branded components, reducing competition and increasing repair costs.

FIGIEFA called on the Commission to address this in the current delegated act and also proposed rules on the re-use of parts, allowing them to be decoupled from their original vehicle to support repair and circularity. Finally, FIGIEFA stressed that **close compliance monitoring and consistent enforcement will be essential** to ensure that the new rules deliver real and workable access in practice.

FIGIEFA remains committed to constructive dialogue with the European Commission to support the effective and fair implementation of the updated framework, and also thanks its Members for submitting their own feedback to this consultation.

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

FOCUS: COMPETITION & COMPETITIVENESS



“Think Small First” Charter

“There is no Europe without its SMEs.”

Small and medium sized enterprises drive our economy, sustain our communities, carry forward a legacy of skills and innovation. The European Union accounts for 26,17 million companies: 44,358 are large companies and 26,13 million are small and medium-sized enterprises (SMEs). SMEs provide 65% of employment and deliver 54% of added value.

SMEs have specific characteristics: the owner-managers work side by side with their employees, providing quality products and services to their customers. In addition, the entrepreneurs manage the company, coach the staff, keep up with new business developments and legislation, implement those in the company and take care of administrative tasks. They are workers, mentors, strategists, innovators, and administrators — all in one.

To ensure these specific characteristics of SMEs are considered in all stages of policy development, the Small Business Act in 2008 already set out the “Think Small First” principle. This principle is rooted in the understanding that “one size does not fit all”. The SME Test was put in place to assess the potential impact of new legislation on small businesses. However, its application remains uneven.

Signing this “Think Small First” Charter, I support / commit to:

- ✓ Draft policies impacting business from the perspective of SMEs. This means that policies should be designed from the outset to be as practically applicable as possible for the smallest enterprises.
- ✓ Assess the – direct and indirect – impact on small companies from the start and throughout the entire legislative process, instead of designing rules for large companies and either exempt SMEs or adjust later.
- ✓ Include SME friendly provisions in legislation, such as the ‘once only principle’, longer transition periods, ‘advise first – sanction later’ approach, along with mitigating and implementation support measures.

This leads to legislation which is proportionate, practical and tailored to the specific characteristics of micro companies. This lighter touch approach to rules will also enable the growth of companies.

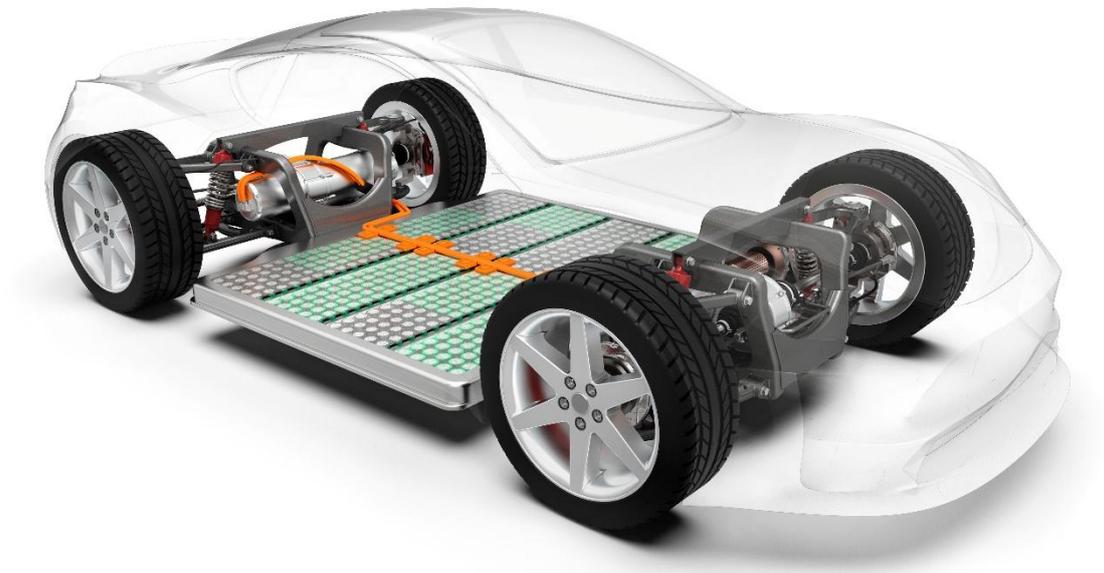
In this way, we provide a pathway for companies to develop and grow, and we guarantee that legislation is compatible with the reality of 99,8% of businesses in Europe.

FIGIEFA Signs New SME United Charter: “Think Small First”

FIGIEFA attended on December 10 SME United's 'Vision 2040' Conference and signed the organisation's new charter which highlights that there is no Europe without SMEs. SMEs drive our economy, sustain our communities, and carry forward a legacy of skills and innovation. With 26.1 million SMEs and craftspeople shaping our surroundings, their ability to thrive will determine the kind of Europe we build for the next generations. In times of geopolitical instability, demographic shifts, and the green and digital transitions, SMEs remain at the heart of Europe's resilience and sustainable growth.

FIGIEFA, as a proud member of SME United, calls on the European Union to recognise this strength and put SMEs' long-standing expertise at the heart of its future strategy.

[Visit and sing the charter here](#)



FIGIEFA Defends Key Aftermarket Parts Authorisation Scheme at European Commission Motor Vehicle Working Group

Following our concerns raised in our previous newsletter regarding the Commission's proposed authorisation framework for the replacement of traction batteries (REESS) in electric vehicles, **FIGIEFA has contributed prominently to discussions at EU level**. Most recently, FIGIEFA represented our independent parts distributors at a Commission expert group, the Motor Vehicle Working Group (MVWG), during a meeting on 3 December, where it defended the interests of Aftermarket players.

At the meeting, the European Commission presented a revised draft of the Delegated Act on REESS. FIGIEFA welcomed a number of improvements compared to the initial proposal.

However, our core concern remains unchanged: the legal approach still places **vehicle manufacturers** in an exclusive position to apply for the authorisation of non-original REESS, **sidelining independent Aftermarket parts producers**.

FIGIEFA proposed a constructive solution that would preserve Aftermarket manufacturers as applicants, while allowing for a time-limited test phase

Several Member States expressed support for FIGIEFA's concerns and FIGIEFA and its Members will continue to engage with the Commission and Member States to work towards a solution that ensures legal clarity and fair market access for all operators.

FOCUS: ENVIROMENT



End-of-Life Vehicles Regulation: The European Parliament and Council strike a provisional agreement

After several months of intense trilogue negotiations, the European Parliament and Council of Ministers struck a provisional agreement on the End-of-Life Vehicles (ELV) Regulation on 12th December. This marks a major step towards a circular economy for the European automotive sector.

Certain provisions of the original Commission proposal were particularly relevant for the independent aftermarket, especially **the access to technical repair and maintenance information for independent operators, the so-called 'irreparability criteria' (both for technical and economic reasons), the definition of remanufacturing, etc.** However, as the final trilogue text is not yet available, FIGIEFA cannot confirm whether these elements will be addressed. We will provide more detailed updates to Members as soon as the outcome is clarified.

Based on the current information available, key provisions of the agreement include:

- **Expanded Scope:** Applies to passenger cars, light commercial vehicles, heavy-duty vehicles, motorcycles, and special-purpose vehicles.
- **Circular Design & Recycled Content:** New vehicles must allow parts removal and include mandatory recycled plastic (15% within 6 years, 25% within 10 years, with at least 20% from closed-loop recycling). Future targets for steel, aluminium, and critical materials will follow.
- **ELV Status & Traceability:** Clear criteria define when a vehicle becomes an ELV, ensuring proper treatment and restricting illegal exports or resale.
- **Extended Producer Responsibility:** Producers are financially responsible for the full life cycle of vehicles, including take-back and treatment.
- **Export Ban:** Non-roadworthy vehicles cannot be exported, effective five years after entry into force.

The provisional agreement must now be formally endorsed by the Council and European Parliament. Once adopted, the regulation will apply two years after entry into force.

[Read the Council's press release here](#)



The FAAS Sustainability Day 2025: Another Great Success

The last week of November, FIGIEFA had the pleasure of attending the FAAS Sustainability Day in Prague, a truly inspiring gathering that brought together parts suppliers, distributors, and sustainability experts from across the Automotive Aftermarket.

The day featured a series of insightful presentations and discussions spanning a broad range of key topics — from sector trends and **battery recycling** to **reducing emissions in packaging and transport**, as well as advancing **circularity across the entire value chain**.

It was an opportunity to gain practical insights from industry leaders and sustainability experts on solutions that can help build a greener, more responsible automotive aftermarket. Beyond the sessions, engaging with passionate professionals and key stakeholders made the experience even more meaningful.

What began only a few years ago as a small but ambitious initiative has now evolved into a strong, united and forward-looking community. Seeing **FAAS grow into a network of more than 50 leading member companies** working collaboratively on transparency, harmonised PCF methodologies, more sustainable packaging and data standards is a powerful reminder of how far our sector has come.

As a founding member of FAAS, FIGIEFA is incredibly proud to be part of this journey and to witness this evolution. The collective commitment, the quality of discussions, and the willingness to work together on practical, scalable solutions reaffirm the crucial role FAAS plays in advancing sustainability across our value chain.

We look forward to the 2026 edition!

OTHER FIGIEFA NEWS



FIGIEFA at TRAXIO's 30th Anniversary Celebration

FIGIEFA was proud to be represented by our Chief Executive, Sylvia Gotzen, at TRAXIO's 30th anniversary event in Belgium. This milestone marks three decades of commitment to the automotive and broad mobility sector, and we were delighted to join our Belgian member association FMA, which is a member of Traxio, in celebrating their achievements and continued dedication to the industry.

Congratulations to FMA and TRAXIO on this remarkable journey—we look forward to shaping the future together!



FIGIEGA at the VIII RAI Aftermarker Meeting

On December 11, our Head of Communication, Álvaro de la Cruz, was invited to address the RAI Vereniging Aftermarket members once again in Den Bosch. The session, held just before the Dutch National Aftersales Conference, allowed him to summarise FIGIEFA's 2025 work and highlight the impact of European regulation in the 'Software-Defined Vehicle' era.

This event, which takes place every December, is a valuable opportunity for us at FIGIEFA to meet with independent distributors and wholesalers in the Netherlands, as well as other key players in the local IAM and key sectoral media. We thank them all for their hospitality and interest in our work.

We take the opportunity to congratulate and welcome Marco van der Aa as the new Aftermarket Chairman at RAI. Good luck to you and a big thank you to your predecessors.



Another Successful IAAF Conference and Annual Awards in Milton Keynes

One of our British member associations, IAAF, celebrated its annual big Aftermarket gathering on December 4th in Milton Keynes, England. Once again, their conference and awards gala dinner brought together hundreds of key actors in the national IAM, and FIGIEFA was, of course, represented by our Treasurer, Lawrence Bleasdale.

Congratulations to the entire IAAF team and hope to be with you again in the 2026 edition!

[Find out more about the event](#)