

Newsletter May 2026

Dear members, partners, and friends of FIGIEFA,

Spring is here, and with it, the EU legislative calendar is entering a very intense phase, Aftermarket events take place every other week, and Global geopolitical tensions affect us and every industry deeply.

In this issue, we will make a brief recap of the most significant things that took place in the last couple of months, including our first 2026 General Assembly, a couple of weeks ago in Poland, where most of us could meet for the first time this year, and during which we had the opportunity to welcome many new faces, say farewell to some others, and go through the most relevant policy files we are currently working on.

We hope to see you all at the end of the summer at Automechanika Frankfurt, or, at the latest, at our FIGIEFA Conference 2026 (Nov 3 & 4; remember to book your tickets and accommodation now!).

Felicity and Álvaro

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HIGHLIGHTS



FIGIEFA Brings Members Together for a Successful General Assembly in Warsaw

Bringing the Independent Automotive Aftermarket community together in person is always a highlight, and this year's FIGIEFA General Assembly in Warsaw was no exception.

Over two days, members reconnected, explored the city, and discussed the future of the sector. The programme opened with a guided tour of Warsaw, followed by a gala dinner at the iconic Hotel Bristol. The evening featured speeches by **FIGIEFA President Mads Engberg** and **Tomasz Bebenz, President of FIGIEFA's Polish member, Stowarzyszenie Dystrybutorów i Producentów Części Motoryzacyjnych (SDCM)**, who co-hosted the event.

We were also honoured by the participation and speeches of two **Polish Members of the European Parliament, Elżbieta Łukacijewska (EPP Group) and Kosma Złotowski (ECR Group)**, who reaffirmed their support for the Automotive Aftermarket at the EU level and underlined its strategic importance.

The following day, the General Assembly delivered a strong and well-balanced

programme, combining updates on key policy developments, exchanges on business perspectives, and discussions on FIGIEFA's priorities for the months ahead. The session also included contributions from a **representative of the Polish Ministry of Infrastructure**, as well as an exchange with **MEP Złotowski**.

A warm thank you to all FIGIEFA Members who were able to join us and to the SDCM team for their excellent organisation and particular hospitality, which made this year's General Assembly a great success!



Welcome to Our New Policy Director!

In March, we were delighted to welcome **Friedrich Trosse** as FIGIEFA's new Head of Policy.

Friedrich holds a Master's degree in Law from Maastricht University and brings with him extensive experience in EU policymaking in Brussels. His background includes roles at the European Parliament as well as within several European industry associations. He has a strong understanding of the key issues shaping the Automotive Aftermarket sector, along with deep expertise in the EU legislative landscape.

Fluent in German, English, Italian, French, and Dutch, Friedrich combines legal knowledge with a truly European and multicultural perspective.

His arrival further strengthens FIGIEFA's policy work in Brussels, and we are pleased to have him on board.

FOCUS: ACCESS TO DATA



March 2026

FIGIEFA Input Simplification - Digital Package and Omnibus

Digital simplification: FIGIEFA defends the Aftermarket's right to data access

FIGIEFA has shared its views as part of a consultation on how EU digital rules could be simplified, including changes currently being discussed under the **Digital Omnibus**. The aim of this exercise is to make rules easier to apply and reduce unnecessary red tape for businesses.

FIGIEFA supports this objective: clearer and simpler rules will help companies, especially smaller ones, to invest, innovate and grow. **However, simplification should not weaken the rules that allow markets to work.** In its contribution, FIGIEFA therefore highlights the importance of keeping existing data access rules clear, usable, and reliable.

For the Independent Automotive Aftermarket, **access to vehicle-generated data is essential** to offer everyday services such as diagnostics, maintenance, repair planning, fleet management, and new digital mobility services. Today, existing EU rules, established under the **Data Act**, are one of the few tools that give independent service providers a real legal basis to access this data.

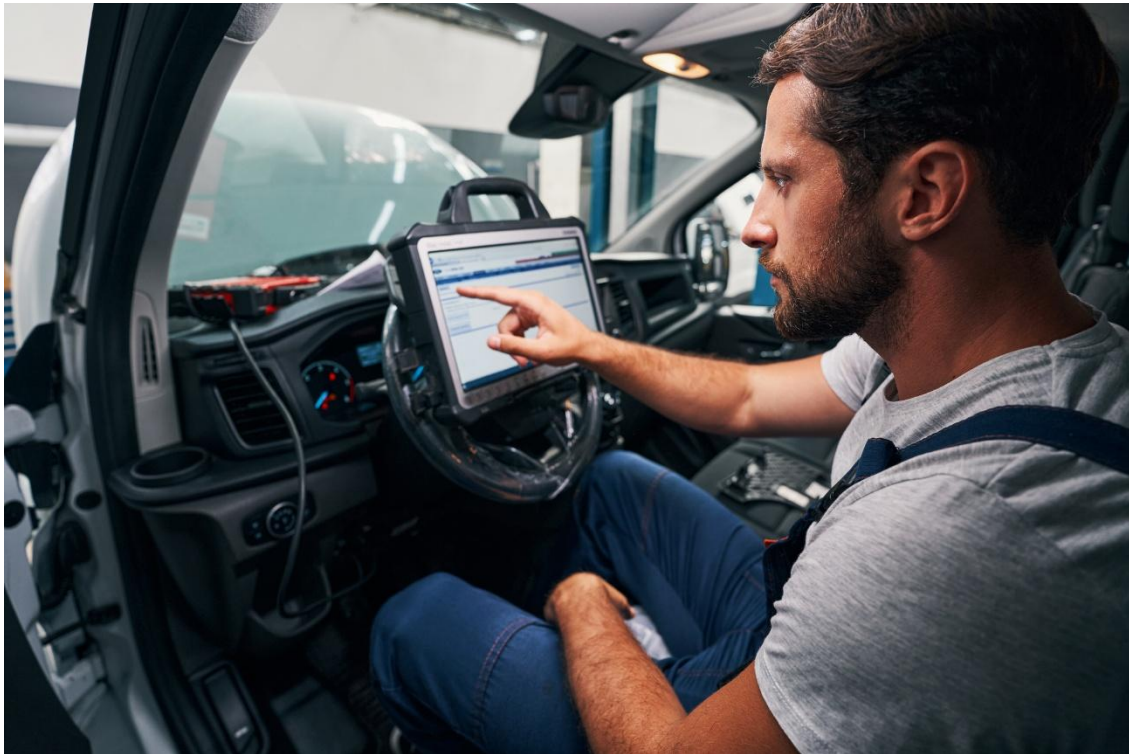
FIGIEFA therefore **warns against changes that could make data access more theoretical than practical.** In particular, a proposal which would redefine “access” in a way that limits the ability to retrieve or use data in practice would create uncertainty for businesses and make it harder to develop competitive services.

From a business point of view, companies need confidence that data access rules are stable, enforceable, and applied fairly. **Transparency around access conditions and pricing is also key** to ensuring that data can be used on reasonable terms and that competition is based on innovation rather than market power.

FIGIEFA therefore calls on policymakers to focus on making existing rules work better in practice, rather than reopening or weakening them. Maintaining workable data access rules is essential to support investment, innovation, and affordable mobility services across Europe.

[Read our full contribution](#)

FOCUS: COMPETITION & COMPETITIVENESS



FIGIEFA driving the 'Right to Repair': European Commission adopts important rules updating RMI legislation

Following two years of proactive engagement by FIGIEFA, together with other European sector associations from the parts and tool manufacturing industry, the data publishers and repairers, the European Commission adopted **updated vehicle access rules** under the Type-Approval framework, designed to keep pace with increasingly software-driven vehicles and their cybersecurity requirements, whilst at the same time enabling access to the vehicle and its data for independent operators. This is an important step in ensuring that independent repair and service providers can continue to operate and compete as vehicle technology evolves.

As vehicles rely more on software, data and digital functions, access to diagnostics and repair information has become **essential for day-to-day business** in the independent automotive aftermarket. The revised rules confirm that independent operators must be able to access key vehicle information on

fair and equal terms, while allowing manufacturers to apply proportionate security measures to protect vehicle systems.

What does this mean in practice?

- **Workshops** will increasingly need to register to access certain protected vehicle functions. While this adds new formal steps, it also enables broader repair capabilities, including work on electric vehicles, batteries, driver-assistance systems and software updates.
- **Diagnostic tool providers** become even more central, as diagnostic and software tools act as the main gateways to vehicle systems, creating opportunities for more advanced, value-added solutions.
- **Remote services and new business models** are formally recognised for the first time, supporting the growth of remote diagnostics and making it easier to reuse, refurbish and remanufacture parts.
- **Parts distributors** are expected to play a growing support role as demand rises for compliant tools, software, training and onboarding services.

With the rules now adopted by the Commission and moving to the final approval stage by the European Parliament and Council, the next challenge is ensuring they deliver **real access in practice**. FIGIEFA started to accompany the implementation of the new legislation and to support preparing its application in the market.



Euro 7 brake emission rules: FIGIEFA calls for urgent EU solutions for the Aftermarket

In recent months, FIGIEFA has been very active across various working groups at UNECE and EU level to ensure **an efficient implementation of the new Euro 7** rules, to protect aftermarket businesses and consumer choice.

By way of context, **Euro 7 introduces new limits on particulate matter (PM) emissions from vehicle brakes**. However, the current implementation risks creating serious practical problems for Aftermarket brake components as early as November 2027, when the rules start applying to new vehicle registrations.

Under the current framework, compliance is assessed at the level of the full brake system, based on vehicle-specific parameters that are not available to

independent parts manufacturers. **Without access to this essential technical information, it will not be possible to develop and approve Euro 7-compliant aftermarket brake parts in time.**

If no solution is put in place, the risk is clear: Aftermarket brake parts may become unavailable, with a big impact on the supply capacities for the actual demand. The consequences could be significant for businesses: there is currently a large market for replacement brake components on young vehicles (up to four years old), 43% of which is currently served by the Independent Aftermarket. This segment alone represents around €1.7 billion in the EU.

FIGIEFA is therefore calling for urgent EU-level action to make Euro 7 workable in practice. Clear rules are needed to ensure access to the technical information required for compliance, provide legal certainty for parts manufacturers, and preserve fair competition in the brake replacement market.

[Read our input to the Commission Public Consultation](#)

FOCUS: ENVIROMENT



Supporting Product Carbon Footprint Calculations Across the Aftermarket

As sustainability requirements continue to evolve, more companies in the independent automotive aftermarket are starting to measure the **carbon impact of their products**. While this marks an important step forward, many distributors face a common and practical challenge: **how to collect consistent, reliable Product Carbon Footprint (PCF) data from their suppliers**.

FAAS and Its Role

Within FIGIEFA's ecosystem, the **Future Automotive Aftermarket Supply (FAAS)** initiative serves as a collaborative platform where automotive aftermarket stakeholders jointly address future challenges around sustainability in this sector.

FAAS works through dedicated working groups, each focusing on a specific topic identified as strategically important for the sector.

Working Group 3: A Practical Approach to PCF

FAAS Working Group 3 was tasked with addressing one such key issue: the lack of a **clear, standardised and aftermarket-appropriate approach to Product Carbon Footprint calculations**.

Rather than creating a complex or resource-intensive methodology, the group focused on a very practical question raised by many companies: *How can we help suppliers understand what is needed for PCF calculations and collect data in a consistent and comparable way?*

A Step-by-Step PCF Template for Suppliers

To address this need, FAAS members developed a **PCF data collection template**, designed to guide users **step by step through the full PCF process**.

The template **does not calculate PCF values itself**. Instead, it:

- Makes the **PCF process more intuitive and transparent**

- Helps companies and suppliers **build a solid and credible approach from the ground up**
- Clarifies **what information is needed, and why**

Distributors are encouraged to **share this template with their suppliers** as a practical guide to standardised PCF calculations.

Greater alignment across the supply chain benefits everyone by strengthening **transparency, trust and data quality**, and by supporting the transition toward **more sustainable products** in the independent aftermarket.

Get Started

The PCF data collection template is available on the FAAS website and can be downloaded directly.

[Click here to find out more](#)

OTHER FIGIEFA NEWS



New Hungarian Member Association!

The Hungarian Mobility Association was registered by the Fővárosi Törvényszék (Budapest High Court) on the 12th March 2026, after a long creation and consultation period that started in the spring of 2024. Now that the Association has completed its creation process, it can officially begin its professional work to support the Hungarian IAM.

The founding members are:

- Autonet Import Magyarország Kft. (SAG)
- Inter Cars Hungária Kft.
- Láng Kereskedelmi Kft. (LKQ)
- Unix Autó Kft.

The registration essentially coincides with the establishment of the new parliament following the elections on the 12th April, so this provides a good opportunity for the newly formed Association to approach the new administration.

Welcome to the FIGIEFA family!



FIGIEFA Visit to AAG and GROUPAUTO International in Paris

FIGIEFA recently visited **Alliance Automotive Group (AAG)** and **GROUPAUTO International** in Paris, offering an excellent opportunity to see recent digital and technological innovations in parts distribution, explore technological innovation in multibrand automotive spare parts distribution, and reinforce dialogue on the role of GROUPAUTO as International Trade Group and FIGIEFA as their European political representation office in Brussels.

The visit started with a tour of the **AAG national warehouse in Saint-Fargeau-Ponthierry** and a presentation of the day-to-day operations of its large-scale distribution centre, showcasing the logistical performance in servicing the French and the European market, as well as showcasing state-of-the-art **robotic technology** used in warehouses. The programme continued with discussions at the **AAG offices in central Paris**, focusing on strategic priorities and market developments.

The visit concluded at the **GROUPAUTO International offices**, where FIGIEFA received an overview of GroupAuto's operation and the benefits it

delivers to its partners. Discussions also highlighted the importance of FIGIEFA's work in ensuring fair market conditions and effective representation of the independent aftermarket at European level.

Overall, this visit provided a valuable opportunity to connect operational realities with strategic and regulatory perspectives, reinforcing the importance of collaboration across the sector.



A Successful AutoTechnica 2026 in Brussels

AutoTechnica 2026 once again confirmed its role as a key meeting point for automotive aftermarket professionals in the Benelux and beyond. Held from 29 to 31 March at Brussels Expo, the event brought together the automotive aftermarket community in Brussels, welcoming workshops, distributors, manufacturers and service providers from across the sector.

FIGIEFA was pleased to be present and reconnect with our Belgian colleagues

from TRAXIO at their stand. We also joined an insightful session by FAAS, exploring how the Automotive Aftermarket can play a key role in driving sustainability and circularity. Congratulations to the organisers and all participants for another strong edition!



FIGIEFA engages in high-level dialogue with global industry leaders at the NEXUS Business Forum 2026

FIGIEFA Chief Executive Sylvia Gotzen represented the association at a high-level panel during the NEXUS Business Forum 2026 in Lausanne, joining global industry leaders for a forward-looking discussion on the future of the automotive aftermarket.

During the session, Sylvia Gotzen highlighted key developments shaping the European Aftermarket, with a particular focus on the evolving macropolitical landscape and its impact on the replacement parts sector. Her intervention underscored FIGIEFA's proactive role in contributing to policy debates and promoting a competitive Aftermarket in Europe.

The panel also addressed major global trends, including intensifying competition, EU regulatory developments, technological innovation, and the transition towards electrification, providing a comprehensive international perspective.

FIGIEFA's participation once again demonstrated its commitment to leading industry dialogue and ensuring strong representation of the independent parts trade on the global stage.



ADI Summit 2026 in Vienna, FIGIEFA was there too!

It was a great honour for FIGIEFA, through our Chief Executive, to present our most relevant work in Brussels to its 280 participants. The Hofburg Palace in Vienna was a beautiful and perfect venue to host so many enlightening keynotes and networking with IAM colleagues from across Europe, and it showed how independent distribution remains a sustaining pillar of Europe's mobility.

A big thank you and congratulations to our colleagues at Autodistribution International, and a quick reminder to all of their shareholders and partners: the Automotive sector is facing extremely important and rapid changes, and we need to stay as diligent, innovative and ready to adapt as we have always been. FIGIEFA will continue working at the EU and UN levels to secure the necessary level playing field for the [I](#)ndependent Aftermarket to compete in fair conditions!