

Newsletter Summer 2026

Dear members, partners, and friends of FIGIEFA,

As we approach the summer break, we would like to take this opportunity to look back at another busy and productive period for FIGIEFA and the Independent Automotive Aftermarket. Over the past few months, our sector has remained at the centre of important discussions on Europe's industrial competitiveness, vehicle data access, repairability, sustainability, and the future of mobility. In Brussels and across Europe, FIGIEFA has continued to engage with policymakers, industry partners and stakeholders to ensure that the interests of independent operators are heard and reflected in the evolving regulatory landscape.

This edition brings together the key highlights of our recent advocacy work, technical activities, events and partnerships, including the launch of the 'We Drive EU' campaign and several important developments affecting the future of our industry. As always, we remain committed to promoting fair competition, consumer choice, innovation and the Right to Repair. We hope you find these updates useful and informative, and we wish you a relaxing and well-deserved summer. We look forward to reconnecting with many of you after the holidays and continuing our work together to keep Europe moving.

Felicity and Álvaro

[Table of contents:](#)

- Highlights
- FIGIEFA's Activities & Automotive News

- Focus: Access to Data & Technical Information
- Focus: Competition & Competitiveness
- Focus: Environment
- Other FIGIEFA News
 - Team activities
 - Members activities

HIGHLIGHTS



Launch event of #WeDriveEU Campaign

On 9 June 2026, the *Automotive Coalition for Europe*, of which FIGIEFA is a proud member, officially launched its “**We Drive EU**” awareness campaign in Brussels, bringing together EU policymakers, industry leaders and stakeholders to highlight the strategic importance of the Automotive Aftermarket for Europe’s

industrial future. The event underlined the sector's contribution to competitiveness, resilience, sustainability and affordable mobility across the European Union.

Speakers included policymakers from the European Commission and European Parliament, and representatives from the Aftermarket value chain, such as Parts Holding Europe (PHE) on behalf of independent part distributors, Mobivia on behalf of repairers, Insurance Europe on behalf of Users, AIRC on behalf of the body repair workshops, MAHLE on behalf of parts suppliers and ADPA on behalf of data publishers.

Participants stressed that the Automotive Aftermarket is a major economic force, supporting 3.2 million jobs and over 900 000 businesses, while ensuring the maintenance, repair and upgrade of more than 285 million vehicles across Europe. Discussions focused on key policy priorities, including preserving competition through the Motor Vehicle Block Exemption Regulation (MVBER), safeguarding the Right to Repair, ensuring fair access to vehicle data and repair information, promoting interoperability for software-defined vehicles, and addressing new hindrances to repair such as gigacasting and the use of figurative trademark protection.

The event also highlighted the sector's role in advancing sustainability through repair, reuse and remanufacturing, strengthening Europe's resilience during crises, supporting local economies through a vast network of SMEs and workshops, and maintaining affordable mobility for consumers.

Through the **#WeDriveEU** campaign, the Automotive Coalition for Europe calls on EU institutions to adopt a full vehicle lifecycle approach and ensure that the Automotive Aftermarket is fully integrated into future EU industrial and automotive policymaking.

[Read more about the event](#)



Welcoming the Irish Presidency: Competitiveness, Simplification and the Single Market in Focus

On 1 July 2026, Ireland assumed the Presidency of the Council of the European Union, setting out an ambitious programme centred on **competitiveness, values and security**, under the guiding principle of **“Strength with Unity.”**

Of particular relevance to FIGIEFA members is the Presidency's strong emphasis on strengthening the Single Market and reducing unnecessary regulatory burdens. Through the **One Europe, One Market Roadmap**, Ireland aims to remove barriers to cross-border trade, improve enforcement, accelerate digital transformation and promote a level playing field for businesses across the EU.

The Presidency has also identified **regulatory simplification** as a key priority. Across several Council formations, Ireland intends to advance work on the Commission's omnibus simplification packages and is aiming to reach agreements with the European Parliament on the **Automotive Omnibus**, **Digital Omnibus** and **Environmental Omnibus** packages before the end of 2026. The Presidency has stressed that this agenda is about **better regulation rather than deregulation**, seeking smarter and more streamlined rules for businesses.

Several files of direct interest to the automotive aftermarket will be high on the agenda, including the **Industrial Accelerator Act (IAA)**, the **Clean Corporate Vehicles initiative**, and discussions on connected, automated and digital vehicle technologies. Work on circular economy policies, industrial resilience and skills development will also continue.

FIGIEFA welcomes the Presidency's focus on competitiveness, simplification, better enforcement and a stronger Single Market, and looks forward to engaging with Irish officials and EU policymakers on the issues that matter most to the independent automotive aftermarket.



New Remote Service Provider Community launched in Brussels

A new **Remote Service Provider Community** has officially been launched in Brussels, bringing together leading companies that provide remote diagnostics, software programming, coding, calibration and technical support services to workshops across Europe.

The Community aims to raise awareness of the growing role remote services play in enabling workshops to repair and maintain today's increasingly connected, electrified and software-defined vehicles. Founding members include **Clever Diagnostix, Core Diagnostics, DAF Conseil, Grup Eina, Jifeline, Repairify and Saint-Gobain**.

Remote Service Providers support workshops by giving them on-demand access to specialist expertise for activities such as ADAS calibration, software updates, remote diagnostics, troubleshooting and parts coding. These services help workshops of all sizes maintain the technical capabilities required to

service modern vehicles safely, efficiently and in accordance with manufacturer requirements.

The Community will also provide a platform for members to exchange expertise and engage with European policymakers on issues affecting the sector. Among its priorities are promoting fair access to repair and maintenance information, diagnostic tools, software functions and vehicle systems, as well as addressing challenges such as unequal access conditions and fragmented requirements across the market.

FIGIEFA will provide secretariat support, regulatory expertise and strategic guidance, helping the Community establish a strong voice within the European automotive aftermarket and policy landscape.

[More information and contact here](#)

FOCUS: ACCESS TO DATA & TECHNICAL INFORMATION



FIGIEFA attends industry workshop on the implementation of updated Vehicle Type Approval rules

On 23 and 24 June, FIGIEFA participated in a stakeholder workshop, hosted by MAHLE and coordinated by the European Commission, to discuss implementation of the new Delegated Act amending Type Approval Regulation. Participants included representatives of FIGIEFA, European aftermarket associations, vehicle manufacturers and suppliers.

Discussions focused on identifying practical implementation challenges and establishing the new OBD Forum, which will serve as a platform for addressing issues related to cybersecure diagnostic data access. Participants highlighted the need for further clarification regarding the information vehicle manufacturers must provide free of charge to tool manufacturers for cybersecurity integration. There is some ambiguity around this information as opposed to the diagnostic information packages used for tool development, which may be subject to fees. While there is no issue on most vehicles, more complex cybersecurity

architectures may require additional clarification.

It was agreed that the OBD Forum will operate as an independent workstream under the SERMI governance structure, where FIGIEFA is founding member. This membership will be expanded in the future to include tool manufacturers (EGEA) and CLEPA. A first meeting is expected in September, subject to the development of formal terms of reference.

The workshop also reviewed the extension of the SERMI scheme. Tool manufacturers confirmed that they are ready to integrate SERMI authentication into their products, while Certification Bodies are prepared to support the workshop registration and certification to be used for Secure Gateway access. The possibility for CABs to provide cross-border certification was also confirmed. This is expected to support the deployment of SERMI across the EU and particularly in Eastern Europe.

The meeting took place in a constructive and cooperative atmosphere. While a number of technical and governance questions remain open, participants reached broad agreement on the key principles and identified priorities for future work. Further discussions will take place in the coming months to support the smooth implementation of the Delegated Act and the launch of the OBD Forum.

FOCUS: COMPETITION & COMPETITIVENESS



European Commission evaluation confirms continued need for Automotive Aftermarket competition rules

The European Commission has published its evaluation of the **Motor Vehicle Block Exemption Regulation (MVBER)** and its Supplementary Guidelines, concluding that the sector-specific competition framework for the automotive aftermarket remains relevant and continues to play an important role in protecting competition.

The evaluation assessed the effectiveness of the rules between 2021 and 2025 and examined whether they remain fit for purpose in a rapidly changing automotive sector. According to the Commission, the MVBER and its Supplementary Guidelines have helped **provide legal certainty, supported consistent enforcement across the EU, and safeguarded competition** in key areas of the automotive aftermarket.

Importantly for FIGIEFA members, the Commission recognises that **independent operators continue to face significant challenges in accessing essential inputs** needed to compete effectively. These include

access to spare parts, technical information, diagnostic tools and vehicle-generated data. The evaluation highlights that the growing digitalisation and electrification of vehicles are creating new risks of market foreclosure for independent repairers and spare parts suppliers.

The report further notes that modern vehicle repair increasingly depends on access to digital functions, diagnostic data and parts coding systems, areas where vehicle manufacturers often maintain a structural advantage. As vehicles become more connected and software-driven, ensuring fair access to these resources is becoming increasingly important for preserving competition, innovation and consumer choice in the aftermarket.

A key finding of the evaluation is that **continued and effective enforcement of competition law remains essential**. The Commission stresses the importance of ensuring that digitalisation and electrification do not become tools for restricting independent market access and limiting consumer choice. It also acknowledges the need for sector-specific guidance alongside broader legislation such as the Data Act and Type-Approval framework.

FIGIEFA welcomes the publication as an important milestone and a solid basis for the next stage of discussions. The findings reflect many of the concerns raised by independent aftermarket stakeholders throughout the evaluation process and support the case for maintaining dedicated competition rules for the automotive sector. FIGIEFA will continue engaging with the European Commission and other policymakers to advocate for the extension and modernisation of the current framework, ensuring that competition, innovation and consumer choice remain at the heart of Europe's automotive aftermarket.

[Read FIGIEFA's assesment](#)



Euro 7 Brake Emissions: FIGIEFA continues advocacy for a workable Aftermarket framework

Over recent months, FIGIEFA has been actively involved in discussions at both UNECE and EU level to address the implementation of Euro 7 brake particle emission requirements and their impact on the independent aftermarket.

As part of this work, FIGIEFA submitted responses to two consultations, highlighting shortcomings in the current framework for replacement brake and friction component manufacturers. In particular, FIGIEFA stressed the need for access to essential vehicle manufacturer information required to develop and validate compliant aftermarket parts.

To strengthen the industry's position, FIGIEFA worked closely with CLEPA, FEMFM and leading brake component manufacturers, including TMD Friction, ZF, DRiV, MAT Foundry Group and Bosch, to develop a common approach and coordinate advocacy efforts.

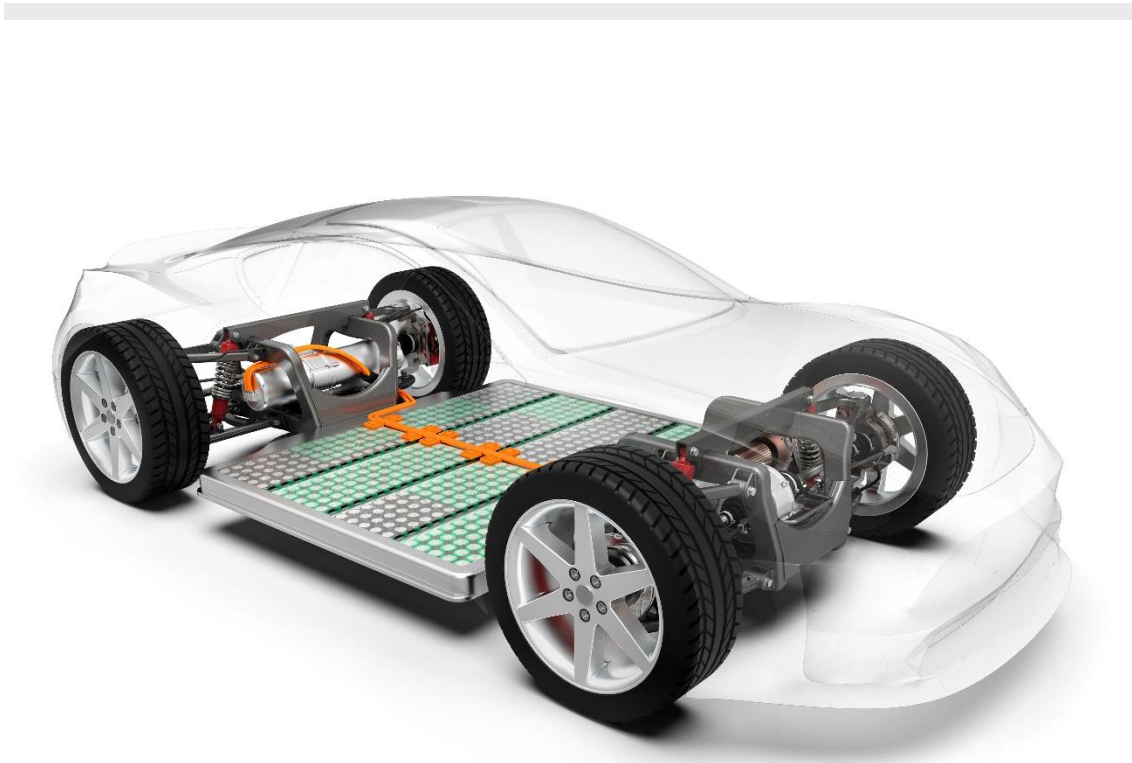
This cooperation has already delivered positive results. Through aligned industry engagement, stakeholders successfully raised concerns regarding

information sharing requirements, helping secure progress on this issue during discussions at UN level.

However, several important topics remain under discussion, including:

- Approval conditions for aftermarket brake components;
- Conformity of Production (CoP) testing requirements and associated burdens;
- The practical arrangements for information sharing between vehicle manufacturers and parts manufacturers.

FIGIEFA will continue working with industry partners and participating in relevant EU and UNECE meetings to ensure Euro 7 can be implemented in a way that supports competition, innovation and the availability of compliant aftermarket replacement parts.



REESS Developments: Positive progress on battery replacement market access

FIGIEFA continues to monitor developments relating to the approval of Rechargeable Energy Storage Systems (REESS) under the Type-Approval framework, an area of growing importance for battery replacement activities.

A recent update adopted within a European Commission Working Group addresses FIGIEFA's main concern about the Commission's original approach, which would have represented a fundamental shift affecting a key piece of existing Aftermarket legislation. Without FIGIEFA's intervention, the Commission's initial proposal would have effectively excluded Aftermarket parts manufacturers from the scope and placed vehicle manufacturers at the centre of the parts approval process for the replacement of traction batteries. This could have significantly restricted the role of Aftermarket operators and limited competition in the battery replacement market.

Thanks to the work carried out by FIGIEFA, the revised approach now confirms that REESS approvals will not be limited to vehicle manufacturers and may ultimately be obtained by any battery manufacturer. However, a two-year transition period will apply, during which only vehicle manufacturers will be able to apply for these approvals.

Other positive developments include confirmation that applications may be submitted to any Type-Approval Authority and that battery installation can be carried out by qualified workshops, provided the work is performed in accordance with manufacturer instructions.

While these developments represent important progress, broader questions around battery repairability and the role of independent operators remain unresolved. A public consultation on the revised framework is expected in the coming months, and FIGIEFA plans to participate actively, while also sharing its input with members to support further contributions.

Looking ahead, the European Commission's planned assessment of the wider Type-Approval framework could provide an opportunity to address issues with

battery reparability.

FOCUS: ENVIROMENT



New End-of-Life Vehicles Regulation finally adopted: A major achievement for Europe's Independent Automotive Aftermarket

FIGIEFA welcomes the European Parliament's adoption of its position on the new Regulation on circularity requirements for vehicle design and end-of-life vehicles (ELVs), a key milestone towards a more circular automotive economy.

Over the past year, FIGIEFA has actively engaged with EU policymakers to ensure that the Regulation supports not only environmental objectives but also the practical realities of the independent aftermarket. Through sustained advocacy, FIGIEFA worked to safeguard the interests of independent operators

to secure several important improvements in the draft Regulation.

As a result, the final text of the Regulation includes several key elements for the independent aftermarket:

- **Better vehicle design for repair and remanufacturing:** Future vehicles will increasingly need to facilitate the removal, replacement, reuse, refurbishment and remanufacturing of components. This will help independent operators develop more circular and cost-effective repair solutions.
- **Recognition of software-related barriers:** The Regulation acknowledges that practices such as parts pairing and other software restrictions should not undermine repairability, reuse and remanufacturing – a key concern consistently raised by FIGIEFA.
- **Greater legal certainty for recovered parts:** Components intended for reuse, refurbishment or remanufacturing will not automatically be considered waste. This creates more favourable conditions for investment in circular business models and expands opportunities for distributors and workshops.
- **Protection of the right to repair:** One of FIGIEFA's most important achievements is helping to avoid provisions that could have encouraged the premature scrapping of repairable vehicles. The Regulation now preserves the principle that vehicles which can be safely repaired should remain in service. This protects consumers' right to repair rather than replace and helps avoid the unnecessary loss of valuable vehicles and components. For independent workshops, this means continued opportunities to repair and maintain vehicles rather than seeing them removed from the market prematurely. For distributors, it helps sustain demand for replacement parts and supports a longer vehicle lifecycle.

These provisions are not only important from a sustainability perspective. They also create concrete business opportunities for independent operators by supporting longer vehicle lifecycles, increasing the availability of reused and remanufactured parts, and helping workshops offer affordable repair solutions

to motorists.

FIGIEFA will continue engaging with policymakers and stakeholders to ensure the Regulation's implementation provides the practical conditions needed for independent operators to contribute fully to Europe's circular transition, including access to vehicle data, technical information and vehicle functionalities.

[Read our full press release](#)



FIGIEFA joins industry call for a more practical approach to the Clean Corporate Vehicles proposal

FIGIEFA co-signed a joint statement along with other European associations urging EU policymakers to revise the proposed Clean Corporate Vehicles

Regulation and replace binding Member State targets for corporate fleets with a more effective incentive-based approach. The current Commission approach could result in Member States imposing direct EV quotas on large companies for new registrations of cars and vans, including for independent parts distributors' fleets.

While supporting the transition to zero-emission mobility, the statement warns that the current proposal could create unintended consequences for businesses, particularly SMEs, without addressing key barriers such as insufficient charging infrastructure, operational constraints and declining EV residual values.

The joint statement instead calls for:

- Greater investment in charging infrastructure and grid capacity
- Dedicated support measures for SMEs
- A stronger framework for the second-hand EV market
- Better access to technical information and battery health data
- Technology-neutral policies that reflect different business needs

FIGIEFA and its Members believe that Europe's fleet transition will be most successful if supported by practical incentives and enabling conditions rather than mandatory national uptake targets.

[Read the full statement here](#)



New FAAS publications on Sustainability and Circularity in the Aftermarket

FAAS recently published three new studies designed to help aftermarket businesses navigate evolving sustainability requirements and identify new opportunities across the sector.

- **Vehicle Repair versus Replacement Study**

Developed in collaboration with Politecnico di Torino, this study compares the environmental impact of repairing existing vehicles versus replacing them with new ones. The findings show that repair has only a limited impact on a vehicle's overall emissions profile, while vehicle production represents a significant share of lifetime carbon emissions. The study reinforces the important role of repair and vehicle life extension in supporting sustainable mobility.

Read the study here: [Vehicle Repair versus Replacement | FAAS Forum on](#)

[Automotive Aftermarket Sustainability](#)

- **PPWR Roles & Responsibilities Guide**

To support implementation of the Packaging and Packaging Waste Regulation (PPWR), FAAS has developed a practical visual guide explaining key roles and responsibilities across the automotive aftermarket value chain. The resource is intended to help companies better understand their obligations and work effectively with packaging suppliers.

Access the guide here: [PPWR Roles & Responsibilities | FAAS Forum on Automotive Aftermarket Sustainability](#)

- **Remanufactured Portfolio & Brand Glossary**

Compiled with direct input from FAAS members, this new resource provides an overview of remanufactured products currently available across the aftermarket. It highlights the breadth of remanufacturing activities and aims to support the wider uptake of remanufactured components throughout the value chain.

Explore the portfolio here: [Remanufactured Portfolio \[updated\] | FAAS Forum on Automotive Aftermarket Sustainability](#)

OTHER FIGIEFA NEWS



FIGIEFA presents at the ATR Digital Conference in Naples

FIGIEFA's Technical Director, Ronan McDonagh, and Technical Advisor, Hari Ramakrishnan, participated in the ATR Digital Conference and Symposium 2026 in Naples.

During the event, Ronan delivered a presentation on highlighting how digitalisation and Software-Defined Vehicles (SDVs) are transforming the automotive aftermarket and creating new challenges around access to vehicle data, functions, software and technical information.

FIGIEFA emphasised the need for appropriate regulatory safeguards to ensure

that digitalisation supports innovation and new services without restricting competition or consumer choice. With both the MVBBER and Type Approval Regulation currently under review, the presentation highlighted the importance of maintaining a strong right to repair and right to compete for independent aftermarket operators.



FIGIEFA at the AUTIG General Assembly

On 29 May, FIGIEFA Policy Director, Friedrich Trosse, attended the AUTIG General Assembly in Denmark and presented an overview of the key EU policy developments shaping the future of the automotive aftermarket. He highlighted the EU's increasing focus on competitiveness, resilience and simplification, while stressing the importance of maintaining fair competition, repairability and independent access to vehicle data, technical information and software-enabled functionalities.

The presentation covered several legislative files of strategic importance for the independent aftermarket, including the Digital Omnibus, the review of the Motor Vehicle Block Exemption Regulation (MVBEX) and the ongoing revision of Type-Approval Regulation. Particular attention was given to ensuring that the transition towards connected, software-defined and electric vehicles continues to allow independent operators to compete and innovate on a level playing field.

The event provided a valuable opportunity to exchange views with AUTIG members on the challenges and opportunities arising from the ongoing transformation of the automotive sector.



ANCERA Congress

On 20 May, Álvaro de la Cruz Tomás, FIGIEFA's Head of Communication, participated in the Executive ANCERA+ session held ahead of the 38th ANCERA Congress in Valencia. His presentation, **“Regulado en Europa, aplicación en España”**, offered Spanish distributors a Brussels perspective on the EU regulatory agenda and its practical implications for the independent aftermarket.

FIGIEFA highlighted its commitment to free competition, the Right to Repair, fair access to vehicle data and technical information, and the need for EU policies that support affordability, innovation, sustainability and skills. The Congress was recognised by ANCERA and Spanish trade media as a key forum for Spain's aftermarket distribution sector, focused on competitiveness, transformation and the future of the posventa.



FIGIEFA participates in Commission Forum to discuss the Future of Connected and Software-Defined Vehicles

FIGIEFA, following an application process, is one of the sector stakeholders being granted a seat to the European Commission's **European Connected and Autonomous Vehicle Alliance (ECAVA)** Forum. The first plenary was held in Brussels on 23 and 24 June. FIGIEFA was represented by our Technical Advisor Hari Ramakrishnan.

The Forum intends to provide a strategic platform bringing together vehicle manufacturers, suppliers, automotive sector stakeholders, start-ups, research organisations, national authorities and international partners to discuss how Europe can move from technical collaboration towards concrete industrial action and the deployment of connected and autonomous mobility solutions.

While much of the meeting focused on the large-scale deployment of autonomous vehicles in Europe, discussions also covered the growing importance of **software-defined vehicles (SDVs)**. FIGIEFA actively contributed to the SDV-related sessions, highlighting the need for future technical and regulatory solutions to be **inclusive, interoperable and accessible to all market participants, including** independent aftermarket operators.

FIGIEFA will continue to follow discussions within ECAVA closely and

engage in future meetings to ensure that independent operators' interests are taken into account in the development of future vehicle architectures and associated services.

[Read more about it here](#)