

Newsletter April 2025

Hello dear members, partners and friends of the IAM!

2025 has started incredibly busy and full of relevant issues concerning the Automotive industry in general, and the independent parts distribution and wholesaling in particular. The newly elected European Commission launched a series of strategic dialogues with relevant stakeholders, including FIGIEFA, to elaborate on its Automotive Industrial Action Plan, released on the 5th of March.

In parallel, the work and technical discussions on the revision of the Type-Approval Regulation (Reg. 2018/858) have continued, and FIGIEFA, together with the AFCAR alliance, keep working intensively to find a fair outcome that guarantees cybersecurity while safeguarding independent operators' access to vehicle data & information via the OBD port.

FIGIEFA also participated in and organised events in Brussels and across Europe during the first quarter of the year and looks forward to meeting most of our members and friends at Autopromotec Bologna in May, where we will host our next General Assembly.

All of the above and many more issues will be detailed in this first newsletter of 2025. We hope this information is helpful and of interest to your members, shareholders, and your entire network.

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HIGHLIGHTS



FIGIEFA Hybrid Event with EURACTIV: The Automotive Aftermarket: A Cornerstone for Europe's Industrial and Mobility Future

On the 20th of March, this high-level hybrid panel discussion, co-hosted by FIGIEFA and Euractiv, spotlighted the crucial role of the Independent Automotive Aftermarket (IAM) in supporting Europe's industrial competitiveness, sustainability, and consumer mobility.

Opening the event, FIGIEFA President Mads Engberg stressed that the IAM is not only adapting to change but actively driving it, ensuring the safety, affordability, and sustainability of 284 million European vehicles. He emphasised the need for EU policymakers to integrate the full automotive value chain into the Automotive Industrial Action Plan, warning that the aftermarket's pivotal role is often overlooked.

A key moment came with the presentation of the Roland Berger Independent Aftermarket Panorama Study, which highlighted the sector's significant economic contribution by employing over 3.2 million people and investing heavily in innovation (4-5% of revenues), outpacing many other industries.

The panellists, representing policymakers, industry leaders, and consumer associations, delved into pressing issues, such as:

- Access to in-vehicle data, functions and resources and technical information, where calls were made for faster, sector-specific legislation beyond the Data Act.
- Need to prioritise remanufacturing, repairability, and upskilling in the Automotive Industrial Action Plan, ensuring EVs are affordable and maintainable over their lifespan.
- Ensure fair competition and strengthen circular economy practices, particularly regarding EV battery repair and reuse.
- Consumers' growing expectation for accessible, cost-effective of digital mobility services.

Closing the event, FIGIEFA reaffirmed its readiness to collaborate closely with EU institutions in a successful implementation of the Automotive Industrial Action Plan, emphasising that a future-proof European automotive strategy requires the recognition of the full lifecycle of vehicles, including the aftermarket.

We thank once more the kind participation of all the panellists: **Maximilian Wegner**, Principal, Roland Berger; **Mark Nicklas**, Head of Unit, European Commission, DG Grow, Mobility Unit I2; **Laurianne Krid**, Director General, FIA Region I; **Arnd Franz**, CEO of MAHLE; **Nines García de la Fuente**, Managing Director, Groupauto, Unión Ibérica; **Warren Espinoza**, CEO of ATR International; and **Irena Banaszynska**, Counsellor, Attaché for Industry, Space & TechHarm, Polish Presidency of the Council of the European Union.

[Watch the recorded session here](#)



Update – Type-Approval Regulation (2018/858)

Progress on the Revision Process – Q2 2025

As previously communicated, FIGIEFA has been actively involved in the stakeholder dialogue initiated by the European Commission following the ECJ Belron/ATU vs. FCA ruling on secure gateways in order to balance cybersecurity protection and the need for continued unrestricted access to OBD data & information by independent operators (IOs).

Building on past updates, we now inform members that the Commission has tabled a **draft legislative text amending Annex X** of Regulation 2018/858, with several important developments relevant to the IAM:

Access Control and Tool Authentication

Access to the OBD data and information shall remain accessible, but a new **Appendix 4** introduces a structured **access level framework** defining increasing requirements from read-only (OBD dongles) to reprogramming functionalities.

- Access levels beyond basic reading will now **require user authentication**—either through SERMI (simplified) or approved multi-brand diagnostic tools.
- **OBD access remains technically preserved**, but now includes a layer of device authentication, addressing cybersecurity compliance while ensuring operational continuity.

Expansion of SERMI: Remote and Multi-Country Recognition

SERMI will now:

- **Include Remote Service Suppliers (RSS)**, finally granting legal standing to remote diagnostics and software support providers.
- **Resolve the multi-country CAB accreditation impasse**, a key ask from FIGIEFA following French NAB objections.
- Introduce a “SERMI-lite” model for non-anti-theft operations, easing compliance for many IOs.

Technical and Data Access Enhancements

The revised Annex X:

- Provides specific technical requirements to OEMs regarding **bulk access** for RMI publishers (beyond website-only access).
- Mandates **real-time server availability** parity between OEM and independent users.
- Includes new measures on access to vehicle build and configuration information, including advanced information on the need for software updates or parts coding, as part of a repair process.
- Confirms access to **Ethernet ports, APIs, Wi-Fi interfaces**, and VM backend for access to OBD Information —where OEMs offer these paths to their own networks.
- Enables **multi-brand tools** to handle the coding of spare parts and the installation of software updates previously restricted to vehicle manufacturers’ OE tools.

ADAS and EV Battery Repair Information

The revision significantly extends scope:

- Vehicle manufacturers must provide, in the future, all **calibration, technical, and diagnostic information** related to **ADAS systems** (including radar alignment, camera positioning).
- **EV battery repair** information must be accessible—covering diagnosis and cell/module exchange.

Next Steps and Remaining Gaps

FIGIEFA and AFCAR are working on **technical corrections and transition provisions** within the draft before its final adoption, expected in **Autumn 2025**.

Importantly, the issue of **variant-coded spare parts** —a rising concern in the aftermarket— is **not yet fully addressed** in this round. The current scope is limited to the possibility of installing authorised/OE variant-coded spare parts using multi-brand diagnostic tools; such capabilities would also need to be extended to cover aftermarket spare parts, particularly for the development of variant-coded aftermarket spare parts. FIGIEFA has pressed the Commission to treat this as a priority in a **second regulatory package** and include it in the 2025 work programme.



FIGIEFA General Assembly: Bologna, 22nd of May

Our first and only in-person General Assembly of 2025 will take place in Bologna, at the premises of Autopromotec, Italy's largest international Automotive Aftermarket fair and trade show.

We will gather with all FIGIEFA members for a joint dinner with the ADIRA family to celebrate our Italian member association's 20th anniversary on the evening of May 21st at the **Carlton Royal Hotel**.

Then, we will have our plenary session of the General Assembly on Thursday morning, May 22nd, at the Autopromotec premises. Capital issues for our industry in this crucial moment, within the European regulatory framework and the global trade situation, will be discussed. Our strategies and work for the following months will be explained and decided upon.

All the logistical and detailed schedule information will be sent to you via email separately. We can't wait to see you in less than a month!

**FOCUS: INDUSTRIAL ACTION PLAN FOR THE EUROPEAN
AUTOMOTIVE SECTOR**



FIGIEFA on The Parliament Magazine: 'Europe's Automotive Industrial Action Plan: Why the Independent Aftermarket Deserves Its Place in the Spotlight'

We started the year with a prominent open editorial in one of the top political publications in Brussels, stating that Europe's automotive sector is one of the continent's industrial and economic powerhouses, driving innovation, employment, and a significant chunk of the EU's GDP. But amid the great attention paid to vehicle manufacturing, one vital piece of this economic sector remains overlooked: the Automotive Aftermarket, a sector providing solutions for the entire vehicle lifecycle. A recent Roland Berger study revealed how this under-recognised sector is key to Europe's industrial competitiveness, economy, society and sustainability and why it must be included in the European Commission's Industrial Automotive Action Plan.

[Read the full article](#)



Europe's Consumers, Independent Automotive Service and Mobility Providers on the European Commission Strategic Dialogue on the Future of the Automotive Sector

On January 30, the Independent Service Providers group (ISP) issued a joint statement stating that "We strongly support the launch of the European Commission's Strategic Dialogue on the Future of the Automotive Sector. This initiative is a critical opportunity to shape a resilient and competitive automotive industry that benefits both vehicle manufacturers and the broader mobility ecosystem.

However, the challenges facing the automotive sector are far deeper and broader than the limited scope of the first Strategic Dialogue meeting suggests.

For the Dialogue to be truly effective, it must adopt a holistic approach that addresses the entire industry's long-term challenges. This requires the inclusion of all key players driving innovation, including the aftermarket, mobility service providers, and vehicle-related operators – sectors that are essential for ensuring a sustainable and consumer-centric future.

This vehicle lifecycle solutions industry plays a crucial role in advancing digitalisation and sustainability while reinforcing Europe's economic and industrial strength. With a market volume of €236bn (parts and labour) and over 4 million jobs, it is a vital contributor to both local and European economic growth.

As committed stakeholders, we stand ready to provide practical and forward-looking solutions. Given our fundamental role in the sector, we urge the

European Commission to ensure that our expertise and perspectives are included in future sub-dialogues, the Automotive Action Plan, and all other relevant consultation platforms.

A genuinely inclusive Strategic Dialogue is essential to securing a robust, innovative, and consumer-focused automotive future for Europe."



European Commission Strategic Dialogues

During the Strategic Dialogues on the Future of the Automotive Industry launched by the European Commission, FIGIEFA participated in several meetings and working sessions, including two led by European Commissioners Stéphane Sejourné and Henna Virkunnen.

FIGIEFA, through its Chief Executive, Sylvia Gotzen, highlighted a crucial challenge: Europe must act now to secure its position in the era of software-

defined vehicles. The Automotive Aftermarket - the Vehicle Lifecycle Solutions Industry - plays a key role in this transition and should be an integral part of the European Industrial Action Plan. This sophisticated network of service providers ensures that vehicles remain safe, sustainable, and technologically relevant over their entire lifespan.

The future of the automotive sector, as we move increasingly towards connected and automated vehicles, is about ecosystems. US and Chinese players are leading the way, and we must ensure the sector comes together to ensure competitiveness, resilience, and autonomy. Individual European companies alone cannot create a successful ecosystem -this must be an EU-led effort.

What's needed?

- ☒ The European Commission should bring all the players together and set in motion an industry-led push for open software and hardware standards for critical components of European software-defined vehicles.
- ☒ European governance rules and mandated standards to foster a competitive, resilient, and autonomous automotive ecosystem (a first example would be the needed sector-specific legislation on access to data)
- ☒ A focus on vehicle upgradeability to prevent premature obsolescence and boost consumer confidence, especially in EV adoption.

The message passed was: 'Now is the time to act!' The European Commission must bring the whole vehicle lifecycle perspective into the Automotive Industrial Action Plan to create a strong, future-proof ecosystem that will keep Europe competitive on the global stage.



**FIGIEFA's Reaction to the Automotive Industrial Action Plan
– Implementation must unleash the full potential of the Automotive
Aftermarket Value Chain**

FIGIEFA welcomes the general approach outlined in the Commission's Automotive Industrial Action Plan, released on March 5, 2025. We support all proposals which boost the competitiveness, supply chain resilience and clean mobility of the entire automotive industry sector.

FIGIEFA welcomes the Plan as a first step and calls for follow-up actions, taking a holistic approach to the whole vehicle lifecycle, from development to end of life. Our Aftermarket value chain is key for building consumer trust in the twin transitions towards electrification and in connected and automated vehicles. The successful implementation of the Action Plan must address and be complemented with measures to support the essential role of the Aftermarket supply chain in sustaining the competitiveness of the automotive industry as a whole.

FIGIEFA's full assesment of the Plan



A missing link in Europe's Automotive Industrial Action Plan

In response to the unveiled and long-anticipated Automotive Industrial Action Plan, FIGIEFA was prominently featured in the dedicated policy report, "[The Future of Europe's Automotive Industry](#)," by The Parliament magazine.

In it, FIGIEFA stated that, while the strategy offers a necessary vision for the sector, one critical component of Europe's automotive ecosystem is somewhat underrepresented: the Independent Automotive Aftermarket

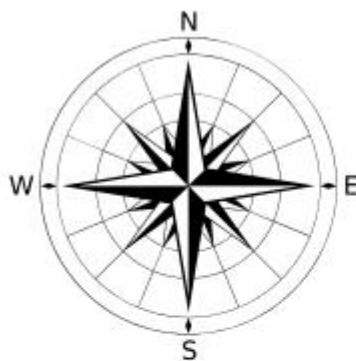
The aftermarket is far more than a peripheral player -it is central to the sector's resilience, employment, and affordability. It represents over 4 million jobs in the 'Automobile Use'. Within this ecosystem, **FIGIEFA's 30,000 independent**

parts distributors companies service daily close to 400,000 workshops to keep 280 million vehicles on Europe's roads. This activity generates €240 billion in revenues in parts and labour alone. Yet, the Action Plan does not adequately reflect the contribution this sector makes to both industry and consumers.

A truly resilient, competitive automotive strategy cannot afford to sideline the Independent Aftermarket. If Europe's mobility future is to be affordable, sustainable, and accessible, the IAM must be at the centre of the conversation.

[Read the article](#)

FOCUS: COMPETITIVENESS



A Competitiveness Compass for the EU



European
Commission

European Commission Releases Competitiveness Compass

On January 30, European Commission President Ursula von der Leyen and Vice President Stéphane Séjourné presented the 'Competitiveness Compass', outlining the Commission's vision for strengthening Europe's industrial landscape. FIGIEFA welcomes this initiative, as industrial competitiveness is the backbone of Europe's economic resilience and technological leadership.




However, one key sector that must not be overlooked in this framework is the Independent Automotive Aftermarket (IAM). As highlighted in the latest Roland Berger Aftermarket Panorama Study, this important part of the automotive industry plays a vital role in the competitiveness of the entire sector and Europe's economy and society as a whole.

 Our sector in numbers:

- ☒ €236 billion market volume (parts and labour).
- ☒ 4 million jobs in the 'Automobile Use' sector.
- ☒ 80% of European workshops are independent, and up to 40% of the profit of Tier 1 is generated through parts sales in the IAM.
- ☒ Key enabler of the EU's vehicle fleet longevity, servicing over 280 million vehicles on our roads.

Why does this matter for Europe's competitiveness?

As the EU seeks to revitalise its industrial base, support SMEs, and accelerate the green and digital transitions, the independent aftermarket must be recognised as a strategic asset. Our sector ensures:

-  Consumer Choice & Affordability – A competitive market that allows drivers and fleet operators to access cost-effective, high-quality repairs and maintenance.
-  Sustainability & Circular Economy – Extending vehicle lifespans, reducing unnecessary waste, and ensuring resource efficiency through repair rather than replacement.
-  Economic & Industrial Resilience – Supporting a vast network of SMEs that power local economies, foster innovation, and sustain Europe's industrial fabric.

What is our call?: Fair and Competitive Market Conditions.

While the Competitiveness Compass provides a much-needed framework for Europe's future, policies must ensure that the vehicle parts, servicing, and repairs sector can continue to operate in a fair and open market. This means:

- ◆ Recognising the automotive aftermarket's economic contribution in EU industrial strategies and funding mechanisms.
- ◆ Preventing monopolistic practices that could undermine consumer choice and inflate maintenance costs.
- ◆ Ensuring legal framework conditions for effective competition, e.g., access to in-vehicle data in an increasingly digitalised automotive ecosystem.

Europe's mobility and industrial competitiveness depend on a thriving, independent aftermarket. FIGIEFA stands ready to work with EU policymakers to ensure that this vital sector is fully recognised in the path forward.

[Read more about this Compass](#)

FOCUS: ENVIROMENT



European Clean Industrial Deal

On 26 February, the European Commission unveiled its Clean Industrial Deal,

a transformative strategy to boost competitiveness and accelerate decarbonisation across Europe's industrial landscape.

In this context, FIGIEFA underlines the pivotal role of the Automotive Aftermarket - the Vehicle Lifecycle Solutions Industry - in achieving these ambitious goals. Our sector ensures that Europe's 280 million vehicles remain safe, efficient, affordable, and environmentally friendly throughout their lifecycle.

The inclusion of the aftermarket in the Clean Industrial Deal is essential. By integrating the aftermarket, we can:

- Enhance Circular Economy Practices: Remanufacturing automotive parts significantly reduces waste and conserves resources. In 2020 alone, sales of remanufactured spare parts by suppliers reached €4.7 billion, contributing substantially to the EU's circular economy targets.
- Promote Sustainability: Remanufacturing and recycling efforts in our sector have resulted in the avoidance of over 800,000 tonnes of CO₂ emissions annually, equivalent to the yearly emissions of around 120,000 EU citizens.
- Support Economic Resilience: The automotive aftermarket is a significant profit pool for tier-1 suppliers, enabling the partial cross-financing of the innovation required for the latest generation of vehicles.
- Boost Clean Tech: Leveraging digital transformation and software-defined vehicles, as our sector creates new consumer value, business models, and innovative business processes.

By embracing the entire vehicle lifecycle value chain - from production to end-of-life - the Clean Industrial Deal can drive innovation, create quality jobs, and ensure a sustainable future for Europe's automotive industry. Let's work together to make Europe's mobility cleaner, safer, and more resilient. Let's make the aftersales sector a central piece of all European industrial strategies!

[Read about the Clean Industrial Deal](#)



Stronger EU Action Needed to Safeguard Repair and Circularity in Automotive Design

In January, FIGIEFA, together with ten other organisations, issued a strong call for the European Commission to address the growing barriers to vehicle repairability, reuse of parts, and digital fairness in automotive design. In their joint statement, the group urged regulators to consider the unintended consequences of new vehicle manufacturing trends, such as giga-casting and digital locking of parts, which are making vehicles harder and more expensive to repair, ultimately undermining circular economy objectives.

The statement highlights that while electric vehicles offer new sustainability potential, repair costs and restricted access to diagnostic functions or battery

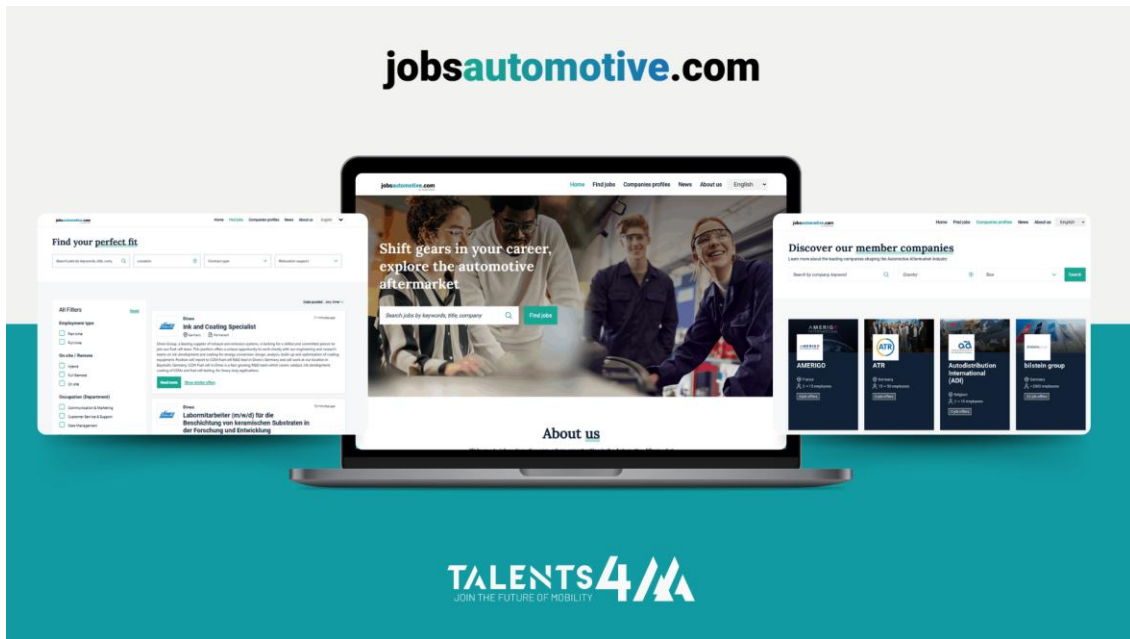
components risk increasing total loss rates and consumer costs. FIGIEFA advocates for coherent EU policies that align digital, green, and competitive goals, ensuring repair-friendly design, access to vehicle data and software interfaces, and the legal recognition of independent service providers, including remote operators.

FIGIEFA reiterated its call for the inclusion of the independent aftermarket in all phases of the EU's Automotive Industrial Action Plan and the upcoming Secure Software-based Vehicle Legislation. As vehicles become more complex, the ability to reuse parts, access coding functions, and rely on multi-brand tools will be critical to achieving the EU's goals of sustainability, affordability, and mobility for all.

The statement concluded with a clear message to policymakers: the EU must act now to close the regulatory gap and protect the rights of consumers and independent repairers alike, preserving choice, circularity, and competitive fairness across the vehicle lifecycle.

[Read the full statement](#)

FOCUS: LABOUR AND SKILLS



Talents4AA launches jobsautomotive.com

Paris, February 18th, 2025 – Talents4AA, the non-profit association dedicated to attracting, developing, and retaining talents in the Automotive Aftermarket, co-founded by FIGIEFA, is proud to announce the launch of its revolutionary job platform: jobsautomotive.com.

Providing robust visibility for member companies, Jobsautomotive.com is a centralised job platform that consolidates opportunities from the 30 member companies of Talents4AA. The platform is designed to break down barriers, offering a user-friendly interface for talents of any gender, age, and academic level. From technicians to executive roles, the platform aims to transform the recruitment landscape in the automotive aftermarket.

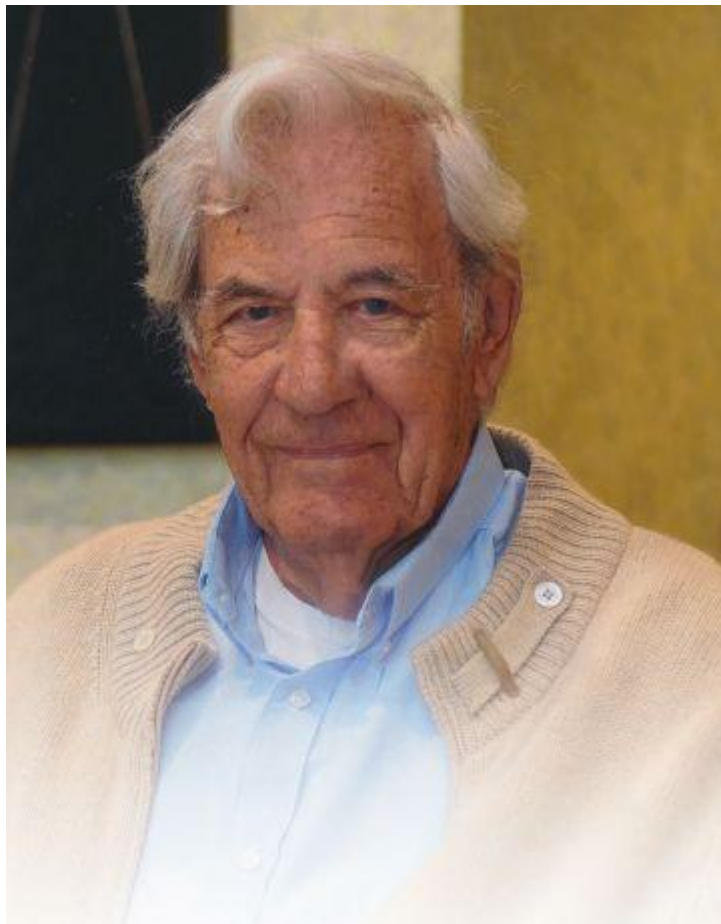
The platform is poised not only to feature job advertisements from Talents4AA member companies but also to enlighten all visitors about the transformative developments within the sector, encompassing new mobilities, electrification, and sustainability initiatives.

In 2025, Europe is the primary territory for jobsautomotive.com. However, Talents4AA has plans for global expansion, aligning with its commitment to

making the automotive aftermarket an attractive career choice worldwide. To ensure inclusivity, the platform is available in four languages at launch: English, German, French, and Spanish. Talents4AA is dedicated to breaking language barriers and will continue to expand language support to foster a diverse and global talent pool.

[Visit the platform](#)

OTHER FIGIEFA NEWS



Frans van Heck

It is with profound sadness that we announce the passing last March of Frans van Heck, founder and long-serving Managing Director of TEMOT International, his contributions have been fundamental in shaping the landscape of our organisation and industry.

Fotios Katsardis said, "Frans van Heck appointed me as MD of TEMOT two decades ago, and for years he was my mentor. I have had the distinct honour of witnessing firsthand his exceptional qualities. A real gentleman and former President of Figiefa, he possessed a great sense of humour and innovative ideas—he was truly ahead of his time. He fostered a culture of creativity and progress within the company. A natural networker, Frans extended his influence globally, initiating significant collaborations, including pioneering cooperation internationally."

Sylvia Gotzen stated: "Under Frans van Heck's FIGIEFA presidency, we received new statutes and the shape our association has today."

We want to send the entire TEMOT group and Mr van Heck's family our condolences and recognition. RIP.



FIGIEFA present at Automessen 2025 (Norway)

On 5 February, FIGIEFA was well represented at Norway's biggest Automotive salon, Automessen. Our President, Mads Engberg, highlighted how collaboration across the industry is the key to future success, and our Head of

Communication, Álvaro de la Cruz, shared how we are working to ensure fair frameworks and laws for the Independent Aftermarket.

It was a fantastic show and series of events, for which we congratulate and thank our Norwegian member association, ABL.

[Discover more about Automessen](#)



SDCM Debate at European Parliament

A great event took place on March 26th at the European Parliament, organised by our Polish member, SDCM, and the Polish Union of Entrepreneurs and Employers.

Our Chief Executive, Sylvia Gotzen, addressed the present Members of the European Parliament, the European Commission, and a dozen stakeholders on the need for a competitive Independent Aftermarket if we want the European Automotive Action Plan to succeed.

Together with other important representatives of the IAM, such as CLEPA and EGEA, we raised the voice of the Aftermarket and hundreds of millions of European consumers, who call for free choice in repair and maintenance, quality independent services and products, and affordable and sustainable mobility solutions.

Congratulations to SDCM for an insightful debate and top-level lineup.



FIGIEFA at SIMI Aftermarket Conference 2024 (Ireland)

Dublin, 27th of March. A very interesting panel was organised for the 2025 Independent Aftermarket Conference by our Irish member, the Society of the Irish Motor Industry (SIMI).

Thank you for having FIGIEFA discuss the important challenges facing the IAM in this current green and digital twin transition. As mentioned, we are ready for the challenge; we just need to preserve a level playing field to continue contributing to Europe's competitive, sustainable, and affordable mobility!



FIGIEFA on Stage at the 2025 Connect Aftermarket in Deauville, France

On April 11th, our Chief Executive, Sylvia Gotzen, participated in a round table discussion entitled 'Independent Aftermarket in Danger? Investing in Fair European Regulation', as part of the top-level programme of the Connect

Aftermarket conference in Deauville.

FIGIEFA presented the current political and regulatory landscape in Brussels, the main findings of the [Roland Berger study](#), and the most significant files we are currently working on, such as the renewal of the MVBER beyond 2028, captive parts and access to technical information and in-vehicle data, or the need for Repairability by design of all vehicle components.

A big thank you to the organisers for having FIGIEFA and our recognition for a fantastic event.



New FIGIEFA Marketing Campaign Coming, Stay Tuned!

Clearly, the IAM and Independent Distribution in particular deserve to be viewed as a fundamental part of the automotive industry. We believe that one way to help achieve this would be to create a new vision for the sector, renaming it in a way that draws attention to its significance for European industry and society, for example, by calling it the "vehicle lifecycle solutions

sector". Not only is this a fair reflection of its true contribution, it would also send a strong signal to all stakeholders about the importance of the sector – and ensure the IAM's place at the table in corporate and governmental discussions.

Within this effort, targeting a fully renewed political setup in the EU, FIGIEFA is launching the 'We Keep Europe Moving' campaign, which will have several phases and utilise both digital and physical visual materials.

www.wekeepeuropemoving.eu