

Newsletter July 2025

Hello again, dear members, partners & friends of the IAM!

As Europe's political institutions fully entered the new legislative cycle, FIGIEFA remains firmly engaged to ensure that the Independent Automotive Aftermarket has a strong voice in shaping the future of mobility.

Since our last update in April, the landscape has continued to evolve — from crucial regulatory debates on vehicle data access and sustainability to growing momentum around the EU's Automotive Industrial Action Plan. In this edition, we present you with key highlights of our advocacy, partnerships, and technical activities, along with insights into the challenges and opportunities that lie ahead for our sector.

Let's continue working together to protect competition, sustainability, and our Right-to-Repair. We look forward to seeing you all in person or online after the summer holidays!

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HIGHLIGHTS



FIGIEFA's First 2025 General Assembly Took Place in Bologna

During Autopromotec 2025, FIGIEFA hosted its first General Assembly of the year, during which, together with our members from across Europe, we appraised the excellent and innovative exhibition of Autopromotec, discussed

current and future trends in vehicle technology, and EU legislative developments.

[More about our activity in Bologna here](#)



FIGIEFA to Co-Host Event in European Parliament on New Danish Presidency of the Council of the EU

As part of its 2025 Communication Strategy, FIGIEFA will (co-)host another top-level event on the 17th of July in Brussels on a timely discussion on Denmark's priorities for its upcoming presidency of the Council of the EU, starting this July. Leading EU policymakers, including the Danish Coreper II Ambassador and two Danish Members of the European Parliament, will explore Denmark's strategic vision for Europe in turbulent geopolitical times, together with The Parliament's editorial team and FIGIEFA, with our president, Mads Engberg, opening the session.

[Find out more](#)



European Commission Opens Public Consultation on MVBER

With the **Motor Vehicle Block Exemption Regulation (MVBER)** set to expire in 2028, the European Commission recently launched a comprehensive evaluation to determine whether this key piece of competition law remains fit for purpose in light of the ongoing transformation of the automotive sector.

As part of this evaluation process, the Directorate-General for Competition (DG COMP) opened a **public consultation** in February 2025 to collect feedback from stakeholders. FIGIEFA submitted a detailed response underlining the ongoing need for the MVBER to ensure a level-playing field and continued effective competition for the Independent Automotive Aftermarket (IAM).

In its contribution, FIGIEFA put forward the following **key recommendations** among others:

- **Modernise the MVBBER**, along with the Supplementary Guidelines, and extend it beyond 2028 to preserve legal certainty and protect consumer choice.
- **Address persisting barriers** to competition in the spare parts market.
- **Adapt the framework** to reflect the digitalisation of the automotive industry.
- **Strengthen compliance and enforcement** mechanisms through competition authorities at national and European level.

Based on the feedback from this consultation, the Commission is expected to develop policy options in early 2026. FIGIEFA will remain closely involved in the next phases of the evaluation process and keep members informed of any developments.



Euro 7 Regulation: FIGIEFA Defends the Aftermarket's Interests

FIGIEFA is closely monitoring and engaging in ongoing discussions on the new Euro 7 Emission Limits Regulation, focusing on three key areas of relevance for the Automotive Aftermarket.

1. Access to On-Board Monitoring (OBM) Induced Repairs

Originally under the scope of the Euro 7 Regulation, this topic shifted to discussions on the revision of Type-Approval Legislation 2018/858. FIGIEFA, together with AFCAR, took part in extensive talks with the European Commission, ACEA, and CLEPA, which resulted in the inclusion of a recital for access to such repairs under the new Delegated Act.

2. Impact of Brake Particulate Matter (PM) Emission Rules on Brake Parts

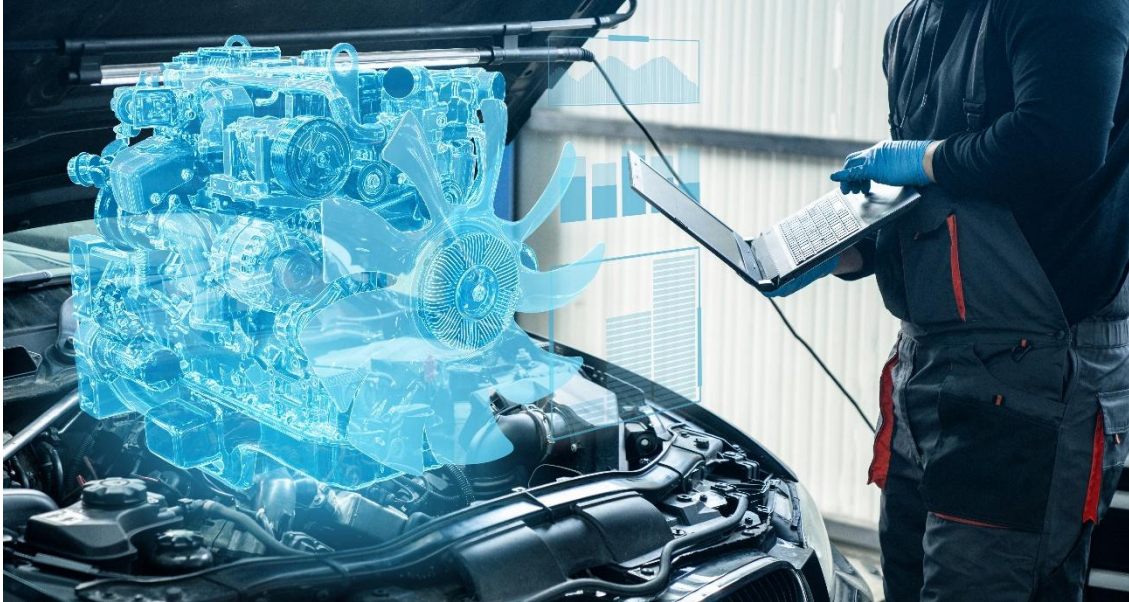
FIGIEFA is actively working with experts from brake fiction manufacturers to assess the implications for aftermarket brake parts. A meeting is expected to take place within the upcoming weeks, alongside participation in Euro 7 EC Working Group "AGVES" in July, where FIGIEFA will raise concerns of the aftermarket and work towards a common solution.

3. Impact of Anti-Tampering Measures on Replacement Parts

Although not currently under active discussion, FIGIEFA is monitoring the impact of anti-tampering measures on replacement parts.

Through continued engagement and collaboration with stakeholders on this issue, FIGIEFA aims to safeguard the interests of the independent aftermarket.

FOCUS: INDUSTRIAL ACTION PLAN FOR THE EUROPEAN AUTOMOTIVE SECTOR



FIGIEFA on EURACTIV: 'The Automotive Aftermarket: An Untapped Powerhouse in Europe's Industrial Strategy'

In March, FIGIEFA hosted a hybrid event with Euractiv entitled 'The Automotive Aftermarket: A Cornerstone for Europe's Industrial and Mobility Future'. In it, our European association of independent automotive parts distributors reaffirmed the readiness of the entire Independent Aftermarket to collaborate closely with EU institutions in a successful implementation of the European Commission's Automotive Industrial Action Plan, emphasising that a future-proof European automotive strategy requires the recognition of the full lifecycle of vehicles, including the aftermarket.

At FIGIEFA, we firmly believe that **the Independent Automotive Aftermarket is not just an auxiliary sector but a key industrial and mobility enabler.**

With a market value of €240 billion in the EU in parts and labour alone, representing 62% of the total automotive aftermarket, our sector supports 4.3 million jobs. It ensures that 280 million European vehicles remain safe, efficient,

and roadworthy. These numbers reflect not just economic strength but the essential role of the IAM in consumer trust, climate goals, and the circular economy.

[Read the full article](#)

FOCUS: ACCESS TO DATA



FIGIEFA Contributes to the 'Apply AI Strategy' Public Consultation

As part of the objective to make the EU a global leader in AI innovation, the European Commission opened a **public consultation on the 'Apply AI Strategy'** in April 2025 to gather feedback from stakeholders on current

challenges and opportunities. This future strategy will form the blueprint for the integration of AI in key strategic EU industries, including the automotive sector.

FIGIEFA's response to the public consultation called for a truly **inclusive and interoperable data ecosystem** to enable the EU's sustainable and digital transformation of the mobility sector. In light of the Commission's new initiative 'European Connected and Autonomous Vehicle Alliance', FIGIEFA advocated for the fair participation of stakeholders from the whole European automotive value chain.

In its response, FIGIEFA also called for:

- **Open software and hardware standards** for software-defined vehicles (SDVs), ensuring full compatibility with third-party service providers which are crucial for the development of sector-specific AI models.
- **Assessing existing regulations**, such as the Data Act and Type-Approval regulation, which need to be evaluated for readiness. Capabilities like edge-processing and high-volume data transfer from a vehicle to Independent Service Providers (ISPs) backend require regulated access to in-vehicle computational and communication resources.

These enabling factors will be crucial for developing AI-driven services and failure to address these key points will ultimately restrict fair competition, consumer choice, and industrial innovation.

An inclusive approach to European market players in the automotive sector would ensure European leadership and competitiveness on a global scale, reducing dependency of foreign technology providers.

[Read FIGIEFA's full response here](#)



Update on the Data Act Implementation

The Data Act, which will apply from September 2025, is a horizontal regulation that applies to all connected products, including vehicles. The Data Act includes new rights for private and fleet Users to access the data generated through the use of their connected products and the right to share that data in real time, with service providers of their choice.

As part of the preparation for the application of the Act, the European Commission is developing a Guidance document to clarify how the Regulation will be applied across sectors, including the automotive. FIGIEFA has been actively engaged in this process and recently participated in two stakeholder workshops organised by the Commission's DG CNECT.

During the workshops, FIGIEFA reiterated its call for pragmatic, inclusive guidance that ensures the automotive aftermarket can fully benefit from the Data Act and that upholds the spirit of the regulation—favouring data sharing,

innovation, and fair access—rather than interpretations that could narrow its scope. Among the key points raised:

- The **scope of data** must clearly include raw, pre-processed, and contextual vehicle data that are readily available, including fault codes, sensor readings, GPS data, and dashboard indicators.
- **Transparency obligations** for vehicle manufacturers must be strengthened through clear, centralised, and user-friendly access dashboards that list all available data, access methods, and applicable conditions.
- **The role and rights of data intermediaries** should be clarified, ensuring users remain free to choose how and through whom they access their data, without restrictive conditions or additional charges.

While FIGIEFA has long advocated for sector-specific legislation on access to vehicle data, the Commission has indicated that this will only be considered after the effectiveness of the Data Act is evaluated. As a first step, the Commission is expected to publish these Guidelines for the automotive sector in September, along with a separate document on what constitutes “fair and reasonable” compensation for data access under the Act, expected to be outlined by mid-July.

Looking ahead, FIGIEFA will work closely with its members to monitor the practical effectiveness of the Data Act and identify implementation gaps or barriers. These findings will be essential for building the case for further regulatory measures specific to the automotive sector.

FOCUS: COMPETITION & COMPETITIVENESS



FIGIEFA Raises Concerns Over Council Vote on ELV Regulation: Risk of Premature Vehicle Disposal and Social Inequity

FIGIEFA expresses concern over a number of points of the Council Common Position on the End-of-Life Vehicles (ELV) Regulation proposal. While we welcome some good steps towards the broader objective of promoting circularity and sustainability in the automotive sector, **we regret the continued inclusion of some ambiguous assessment criteria for end-of-life vehicles in the Council's Common Position.**

Despite some clarification of the text, Annex I retains criteria that appear to be technically unrealistic and socially unfair, thereby undermining Europe's efforts towards a more circular economy.

As the legislative process continues, FIGIEFA urges Member States and Council to reconsider their approach (on the occasion of the Trilogue) and the European Parliament to revise Annex I, clearly removing criteria that lack sound technical basis and disproportionately affect consumers. The future ELV

Regulation must empower Europe's repair sector and ensure that vehicles are considered as irreparable when genuinely beyond safe repair.

[Read the full press release](#)



European Commission's Releases Single Market Strategy

On May 21st, the European Commission released its Single Market Strategy (SMS), following a public consultation to get inputs from stakeholders (FIGIEGA contributed to it) that was opened until the end of January of this year.

The objective of this strategy is to set out bold actions to reduce existing barriers that prevent intra-EU trade and investments to flourish, to help SMEs to operate and scale-up their activities and alleviate businesses by boosting digitalisation. The strategy also calls on Member States to be more involved and support businesses.

In a nutshell, the SMS outlines several priorities:

1. Dismantling barriers: while there are many others, the SMS focuses on 10 pivotal and most harmful barriers reported by businesses: complicated business

establishment and operators; complex EU rules; lack of ownership by Member States; limited recognition of professional qualifications; lack of common standards; fragmented rules on packaging; lack of product compliance; restrictive and diverging national services regulation; burdensome rules for posting of workers in low-risk sectors; unjustified territorial supply constraints causing high prices for consumers. Many of these barriers were also identified by FIGIEFA.

2. Bringing new dynamism to Europe's service sector: in particular related to the facilitation of industry-related services, such as installations, maintenance and repair services. This initiative will complement ongoing initiatives in the energy and transport sectors, among others.

3. Supporting SME's development and growth: the Commission introduces a new definition of small mid-cap companies (SMCs), extending some of the benefits afforded to SMEs to these SMCs. The Strategy proposes an "SME ID", an online tool to offer a simple way of verifying SME status. Moreover, the SME Envoy Network will promote measures supporting and facilitating SME activity in cross-border trade.

4. Simplifying existing rules and make digitalisation the norm: as part of the Commission commitment to reduce regulatory and administrative burden for businesses, the Commission also published last week a fourth simplification omnibus package for businesses. The measures cut €400 million in annual administrative cost for companies. Among others, companies will be able to submit documents digitally to comply with obligations under certain EU harmonised product legislation and to provide product instructions digitally rather than on paper.

5. Improve joint ownership of the Single Market: Member States are invited to name a high-level Single Market representative ("Sherpa") to oversee the application of EU Single Market rules. Member States are also encouraged to prevent Single Market barriers by assessing the proportionality of their draft national measures.

[Find the full text here](#)

FOCUS: ENVIROMENT



European Commission Introduces Additional Flexibility in Calculation of Manufacturers' CO2 Emissions

In response to a request from stakeholders for additional compliance flexibility on CO₂ targets as regards the period 2025 to 2027, the Commission found it was appropriate to urgently adopt an amendment that provides for a one-off flexibility for those three years in respect of calculating compliance with CO₂ emission performance standards, while maintaining the targets for reducing CO₂ emissions.

In that sense, during the period 2025 to 2027, manufacturers should ensure that the average specific emissions of CO₂ of their vehicles do not exceed an emissions target, calculated as the average of their annual specific emissions targets over that period. Compliance with those targets should be assessed at the end of the three-year period for each individual manufacturer. The excess

emission premiums should be calculated accordingly.

In order to align the pooling provisions with the additional compliance flexibility in the years 2025 to 2027, it should be possible to enter into pooling agreements for the calendar year 2025 or 2026 until the end of 2027.

[Read more about this Regulation amendment](#)



FIGIEFA Engages on New EU Proposal to Green Corporate Fleets

As reported at the General Assembly in Bologna, FIGIEFA is currently working on the new initiative launched by the European Commission to **green corporate fleets**. Together with the Industrial Action Plan for the Automotive Sector, the Commission published a Communication to ['Decarbonise Corporate Fleets'](#) under the lead of Commissioner for Sustainable Transport and Tourism, Tzitzikostas.

FIGIEFA is actively working on this file and prepared a dedicated **position paper** to respond to the initiative. While FIGIEFA broadly supports the EU's climate goals and green transition through reduction of greenhouse gas emissions, this initiative to accelerate the uptake of zero-emissions vehicles (ZEVs) in corporate fleets presents important challenges for our sector.

The possible introduction of **mandatory quotas for electric vehicles (EVs)** in fleets raises significant concerns, particularly due to the current lack of enabling conditions such as developed charging infrastructures and the preparedness of energy grids across the EU.

FIGIEFA is also approaching this initiative from the perspective of enabling the **repairability of EVs** as a crucial factor to strengthen consumer and business confidence in electromobility. FIGIEFA, along with the automotive aftermarket value chain, could play a key role in ensuring long-term and cost-effective repairability of electric vehicles and mitigating the decline in residual value of EVs, which represents one of the biggest deterrents towards the voluntary uptake of EVs.

Timeline of Next Steps:

- The European Commission is expected to launch a **public consultation** and a **dialogue with stakeholders** in the coming weeks (Q2 2025).
- A **legislative proposal** is expected by the end of the year (Q4 2025).
- FIGIEFA is already in **contact with the relevant Commission services** to share our views and liaising with other key stakeholders on this issue.

OTHER FIGIEFA NEWS



FIGIEFA at the AD International Summit in Paris

From April 28 to 30, the Autodistribution International 37th Summit brought together 260 automotive leaders in Paris for three days of networking, strategic dialogue, and future-focused discussions. Both our President, Mads Engberg, and our Chief Executive, Sylvia Gotzen, were in attendance.

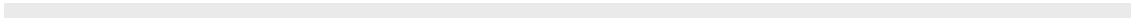
Held at the charming Pavillons de Bercy, in a Circus-inspired atmosphere, the event concluded with a video journey through ADI's 55-year history, on which we congratulate them, and a dinner cruise on the Seine.



FIGIEFA Awarded at TEMOT's 30th Anniversary and Shareholder Meeting in Paris

On the 8th of May, TEMOT International hosted a fantastic gathering of its shareholders and celebrated its 30th anniversary. Our President, Mads Engberg, attended the event and received an award on behalf of FIGIEFA for our organisation's work in favour of the Independent Aftermarket.

Congratulations to TEMOT on this beautiful event and 30 years of tireless work in favour of independent parts distributors, and especially our SMEs!





FIGIEFA at Autopromotec's Inaugural International Press Conference

FIGIEFA had the pleasure of participating in Autopromotec's kick-off international press conference on May 21st. Our Chief Executive, Sylvia Gotzen, presented some of the most significant technological and regulatory trends affecting the IAM in Europe, why FIGIEFA chose Autopromotec for hosting our first General Assembly of the year, and why the independent Automotive operators must raise a strong, united voice. Together, we can ensure a future for our sector, guaranteeing qualitative, affordable, and sustainable mobility for all.



FIGIEFA Presents Critical Role of Access to Vehicle Data at Autopromotec

Represented by our Senior Policy Advisor, Alessandro Salimbeni, FIGIEFA had the pleasure of participating in the Autopromotec event “Access to Data: The Independent Perspective”, where a critical topic for the future of our industry was discussed: access to vehicle data.

Alessandro highlighted that **data access is not just a technical issue — it’s a strategic enabler** that can drive new business models and innovative services, reshaping the post-sale experience for both customers and operators.

What is needed:

- 📁 Ensure fair and transparent access conditions to vehicle data for all market players
- 🤝 Encourage open dialogue between market operators and institutions for shared progress

🚀 Promote an open ecosystem that drives innovation, competition, and consumer choice

A big thank you to Autopromotec for the invitation and the opportunity to contribute to such a vital conversation. It was a rich and inspiring exchange with expert voices from across the sector.

A united Automotive Aftermarket is essential to tackle future challenges and seize the opportunities ahead!



FIGIEFA at ANCERA's 37th Annual Congress in Madrid

On June 5th, our Head of Communication, Álvaro de la Cruz Tomás, went on stage at the Annual Congress of our Spanish member association, ANCERA. He outlined the changes taking place in the EU and their impact on the Automotive Aftermarket.

He explained the swift in the new European political context from the environmental focus of the Green Deal to Europe's industrial competitiveness. The European Action Plan for the Automotive Industry was introduced, and also FIGIEFA's efforts, so that the industry is understood as an ecosystem beyond the automaker industry.”

The rapid technological evolution of the vehicle was also touched upon, showcasing how we are moving towards the Software Defined Vehicle (SDV), which implies a radical change in how vehicles are operated.

We congratulate ANCERA once more on its great success, with almost 400 participants from all the IAM and every corner of the country. Can't wait to be with you in Valencia next year!



FIGIEFA Participates in AD International's EureTech Day in Bucharest

Our Technical Director, Ronan McDonagh, attended an informative session at one of the largest distribution facilities in Europe, located in Bucharest. Hosted by AD Total, the ADI Romanian partner, at their warehouse and training centre, the event brought together trainers from the ADI network, along with representatives from their supplier network, to discuss technology trends impacting the sector.