

Newsletter Summer 2024

Greetings, dear members, partners and friends of the Independent Aftermarket!

The holiday season is upon us, and we want to share the highlights of the last couple of months before you all head to some beautiful destination with your family and friends.

Also, we want to give you an outlook on the main event ahead: our FIGIEFA Conference 2024, taking place in Brussels on the 24th of October. We expect to see you all there!

Table of contents:

- Highlights
- FIGIEFA's Activities & Automotive News
 - Focus: European Parliament Election and New Political Cycle
 - Focus: ECJ Rulings & Type-Approval Regulation
 - Focus: Competition
 - Focus: Environment
 - Focus: European & International Business Scene

- Other FIGIEFA News
 - Team activities
 - Members activities

HIGHLIGHTS



FIGIEFA Conference 2024: Updated Programme, Book Your Seat Now!

We are a bit over three months away from our FIGIEFA conference (**24th of October 2024** in Brussels) and the room is virtually getting filled more and more; we would definitely not want you to miss out, **so make sure that you book your tickets** before leaving for the well-deserved summer holiday!

It will be a fantastic opportunity for the independent parts distributor, wholesaler & trade group community, parts suppliers and industry peers across sectors, business, and SME and consumer associations to meet.

You can register [here](#), and book your hotel room at a preferred rate [here](#).

We are bringing together a group of experts bringing the most relevant insights and facts & figures on our industry. Amongst others, we will have on stage:

- **Renate Nikolay, Deputy Director-General DG Connect**, with an overview on the Commission activities on the Digital Economy.
- **Roland Berger**, who will present its new study on **the 'hidden' champion in Europe's Automotive industry** - spoiler alert, it is the Independent Aftermarket!
- The **latest trends, facts & figures of our industry** presented by **Wolk & Nikolic Aftersales Intelligence**.
- **Louise Wohrne, FAAS/MEKO**, on **How a Sustainability Strategy Can Make Your Business More Competitive**

- **Use-case-based applications of Artificial Intelligence** in Automotive parts distribution!

We are securing an enlightening plenary and plenty of networking opportunities throughout the event, don't miss it!

[Full Programme](#)



From the left to the right: Emirhan Silahtaroglu, Bertrand Thorette, Lawrence Bleasdale, Warren Espinoza, Nines García de la Fuente, Mads Engberg, Sylvia Gotzen and Tomasz Beben

FIGIEFA Elects New Board of Directors at General Assembly in Istanbul

FIGIEFA elected its new Board of Directors during its General Assembly held in

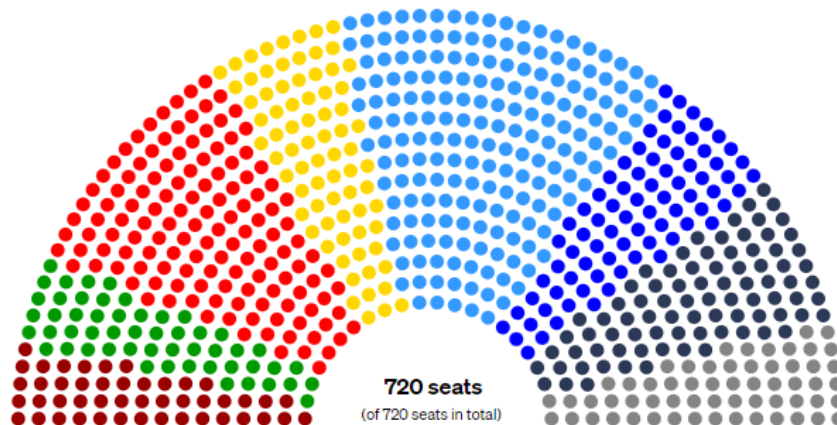
Istanbul on May 22.

The newly elected Board of Directors comprises professionals from national associations and from automotive spare parts distribution companies across Europe, each bringing unique expertise and perspectives to the table, contributing to advancing FIGIEFA's mission and objectives. The newly appointed Board members are as follows:

- **President:** Mads Engberg, representing AUTIG (Denmark)
- **Vice-President:** Bastian Müller, representing GVA (Germany)
- **Treasurer:** Lawrence Bleasdale, representing IAAF (United Kingdom)
- **Directors:** Tomasz Beben, representing SDCM (Poland); Nines García de la Fuente, representing ANCERA (Spain); Alex Gelbcke, representing FMA (Belgium) and RAI (Netherlands); Emirhan Silahtaroglu, representing OSS (Turkey); Bertrand Thorette, representing FEDA (France); Warren Espinoza, from ATRI; and Stéphane Antiglio, from PHE.

"We are delighted to welcome our new Board of Directors, who bring a wealth of experience and insight to our organisation," said Sylvia Gotzen, Chief Executive of FIGIEFA. "We are very thankful to Cor Baltus, the exiting president, and the former Board members for their great job during the past years and are confident that the new Board will, together, keep looking forward to addressing the challenges and opportunities facing the Independent Automotive Aftermarket in Europe, and to furthering its mission of promoting innovation, sustainability, and competition in the industry."

**FOCUS: EUROPEAN PARLIAMENT ELECTION AND NEW
POLITICAL CYCLE**



Click on a party to form a majority

Group	Seats	Change	Seats %
● European People's Party	188	+12 ▲	26.1 %
● Socialists and Democrats	136	-3 ▼	18.9 %
● Patriots for Europe	84	+35 ▲	11.7 %
● Conservatives and Reformists	78	+9 ▲	10.8 %
● Renew	76	-26 ▼	10.6 %
● Greens	53	-18 ▼	7.4 %
● Left	46	+9 ▲	6.4 %
● Nonaligned	59	-3 ▼	8.2 %

Participation: 51.05% (+0.4%)

New Composition, New Priorities Foreseen for 2024-2029

The 10th term of the European Parliament has officially started after the composition of the political groups that came out of the 6-9 of June European Election. The main highlights of the outcome of this Election are the following:

1. The current governing block in the EU, formed by the centre-right EPP, the centre-left S&D and the liberal Renew, kept a majority in the Parliament.
2. The conservative forces, from Christian Democrats to far-right parties, increased significantly their strength, mainly to the detriment of the liberal and greens.
3. A new group led by the French party Raissamment National and Hungarian Fidesz has been constituted, and it is now the third force in the

chamber: 'Patriots for Europe'

4. Slightly higher participation on average in the the whole EU

In the following weeks and months (possibly already by the end of July), the candidate for Commission President, Ursula von der Leyen, will be voted in the Parliament for a second term as head of the European executive branch.

The main forces in Parliament and the main governments in the Council of the European Union are pushing for a mandate centred on policies in favour of Europe's industrial competitiveness and less on sustainable policies, as has been the case for the past 5 years.



Navigating the road ahead: priorities for the Automotive Aftermarket during the 2024-2029 EU mandate

FIGIEFA was a part of the last Industry, Transport and Mobility Policy Report by The Parliament magazine, which included a two-page article on our sector's top

priorities for the new EU mandate. It mentioned how the rise of electrification, software-defined vehicles, and remote access to vehicle digital data heralds a new era of mobility, amongst other issues.

"As we embark on the next European political mandate from 2024 to 2029, ensuring the future of a competitive automotive aftermarket requires collaborative efforts between policymakers and industry stakeholders. By prioritising smart regulation, embracing technological advancements, and promoting sustainability, we can navigate the evolving landscape and secure a vibrant automotive aftermarket for years to come to the benefit of consumers."

[Read the full article](#)



**PROGRAMME OF THE
HUNGARIAN PRESIDENCY
OF THE COUNCIL OF THE
EUROPEAN UNION IN THE
SECOND HALF OF 2024**

Priorities of the HUngharian Presidency of the Council of the EU (July-December 2024)

The Hungarian presidency of the Council of the EU started on the 1st of July and will last until the 31st of December 2024. Its priorities notably include:

- The organisation of a high-level strategic debate on the future of the EU cohesion policy,
- The launch of a “New European Competitiveness Deal”,
- The deepening of trade relations with the UK and Switzerland,
- The implementation of digital files, such as the Digital Services Act (DSA), the Digital Markets Act (DMA), the AI Act, and the Single Digital Gateway, among others,
- The review of the Cybersecurity Act,
- The reduction of additional administrative burdens and the introduction of supporting measures for SMEs.
- **As for the automotive sector**, the focus will be on:
 - Supporting the market for electric vehicle production taking into account the European climate goals, the significant impact of European production on EU growth, and the growth of the internal market for electric cars.
 - Ensuring a skilled workforce to support the competitiveness of European industry and its 'Twin Transition' (Green & Digital), and creating quality jobs.
 - Promoting an agreement on the End-of-Life vehicle regulation to create a sustainable and comprehensive legal framework for the automotive industry that will contribute to its competitiveness while also promoting its integration into the circular economy.

[Read the full programme](#)

FOCUS: ECJ RULINGS & TYPE-APPROVAL REGULATION



COLOGNE REGIONAL COURT JUDGMENT

84 O 221/20

In the legal dispute

1. A.T.U. Auto-Teile-Unger GmbH & Co KG, Dr.-Kilian-Straße 11, 92637 Weiden i.d. OPf, represented by A.T.U. Auto-Teile-Unger GmbH, Weiden i.d. OPf, represented by the managing directors Matthieu Foucart, Sebastian Jarantowski and Christian Michelet,
2. Carglass GmbH, Godorfer Hauptstraße 175, 50997 Cologne, represented by the managing directors Jean-Pierre Filippini and Gérard Damski,

Plaintiffs,

Ruling in the Regional Court of Cologne: Carglass (Belron) and ATU against FCA

The Cologne Court published the judgement in the proceedings against FCA on May 15. This is the case that led to the referral to the European Court of Justice. As expected, it is **a full win for the two claimants Carglass (Belron) and ATU**.

This is the content of Belron's press release after the Court decision:

"Belron® celebrates ruling in the Regional Court of Cologne in favour of Carglass® Germany and ATU as victory for a fair and level playing field in the automotive aftermarket.

Today's decision from the Regional Court of Cologne re-affirms the principles established by the European Court of Justice ("ECJ") on 5 October, 2023, in the matter of Secure Gateways. The ruling reinforces the importance of a fair and level playing field in the automotive aftermarket and the benefits this brings to consumers. Independent service providers are key in driving competition and providing consumer choice, and today's decision will ensure this remains the case.

Certain aftermarket services, including recalibration of Advanced Driver Assistance Systems (“ADAS”) following windscreen replacement or solving problems indicated by a warning lamp, require access to a car data stream. Some vehicle manufacturers are increasingly obstructing access, creating technical hurdles and requiring payment of licence fees. This adds unnecessary cost and affects free competition in the aftermarket and consumers’ freedom of choice, and can lead to higher prices for consumers.

While Belron fully acknowledges the need for vehicle manufacturers to be able to address cybersecurity on vehicles, this must be in line with the principles of openness and ensuring a level playing field highlighted by the ECJ. Belron is committed to continued engagement with all relevant stakeholders, including vehicle manufacturers and the European Commission, on how to best move forward in a way that does not compromise these fundamentals."

Below, you can click to **read the English version** of the Court's ruling, which is the main and very convincing argumentation on the legal merits in part after page 14. Here, the court also addresses the **relationship between Regulation 2018/858 and UN Regulation 155 on cybersecurity**.

[Read the ruling](#)

I

(Legislative acts)

REGULATIONS

REGULATION (EU) 2018/858 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL**of 30 May 2018****on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC***(Text with EEA relevance)***Consequences in Brussels Following the Carglass/ATU - FCA Case**

The recent European Court of Justice (ECJ) judgement 'Carglass/ATU vs FCA' on access to the OBD port and the use of security gateways triggered the European Commission to consider an update to the Type Approval Regulation. Its Directorate General (DG) 'GROW' announced in the Motor Vehicles Working Group that it intends to address questions related to the need for having security implementation in the vehicle on the one hand, while maintaining fair access to the OBD port and technical information for aftermarket operators on the other. They launched a stakeholder consultation exercise involving vehicle manufacturers (ACEA), parts suppliers (CLEPA) and our AFCAR/Alliance for the Freedom of Car Repair group (gathering seven European aftermarket and consumer organisations).

FIGIEFA is actively engaged in this process, which will result in a draft legislative proposal revising the current Type-Approval regime. We have been stressing to the Commission that they must avoid an overly expedient solution that could be detrimental for independent market operators, and that they must also tackle the manifold hindrances experienced in recent years by independent operators.

FIGIEFA, together with AFCAR, is advocating for:

- Vehicle access using a harmonised, easy and cost effective authorisation scheme building on the current SERMI infrastructure (a SERMI "light" scheme), whenever vehicle manufactures have to apply cybersecurity measures. We try to ensure a pragmatic solution which mandates a 'SERMI-light' while leaving the option of using the existing ID management solution of multi-brand tools.
- Cybersecurity-relevant information for spare parts and multi brand diagnostic tools development, to ensure their safe, secure & compatible operation with the vehicle;

- Access to the parts activation codes & schemes, where such measures are implemented, to ensure such parts can be installed in the aftermarket;
- Update for technical progress to obtain detailed and comprehensive information required for the repair of ADAS-systems and the battery of Electric Vehicles;
- Access to OBD Information & data through all means supported by the vehicle, both on-board and off-board and including fast Ethernet access. This would help independent operators compete on a level playing field with vehicle manufacturers, including for the installation of software updates.

Following the discussions so far, DG GROW prepared a milestone document outlining the positions of the various stakeholders and proposals for inclusion into the 858/2018 Regulation. They are now starting to draft legislative text while continuing to consult with the stakeholder group. **A draft legislative text is expected to be proposed to the Motor Vehicle Working Group in early October.** At that time, all stakeholders, including Member States, will be invited to provide comments and engage in further discussion. The exercise is expected to be completed before the end of the year, and the delegated act is to be published in 2025.

FOCUS: COMPETITION



Commission opens Consultation on Future MVBER

Although just enacted last year, the European Commission opened already this year the consultation process on the future of the actual Motor Vehicles Block Exemption Regulation (**MVBER**) N° 2023/822, which will expire at the end of May 2028.

The Directorate for Competition launched a 'Call for Evidence' to evaluate the Regulation's functioning, focusing at this stage on the scope and methodology. The evaluation of the MVBER's substance will start with a public consultation in the fourth quarter of this year.

FIGIEFA participated in this Evaluation process by emphasising the crucial importance of the MVBER's sector-specific rules, which are rooted in the EU's legislation prohibiting cartels and agreements.

The MVBER regime is the main legislation for the automotive aftermarket. It includes, for example, the principle "freedom of trade of spare parts," access to technical information, or a prohibition for vehicle manufacturers to generally link the vehicle's warranty with the obligation to have the vehicle exclusively serviced and repaired in the authorised network. It aims to ensure that consumers benefit from competitive choice between vehicle manufacturers and independent market operators.

[Read the FIGIEFA contribution to the Commission enquiry](#)

FOCUS: ENVIROMENT



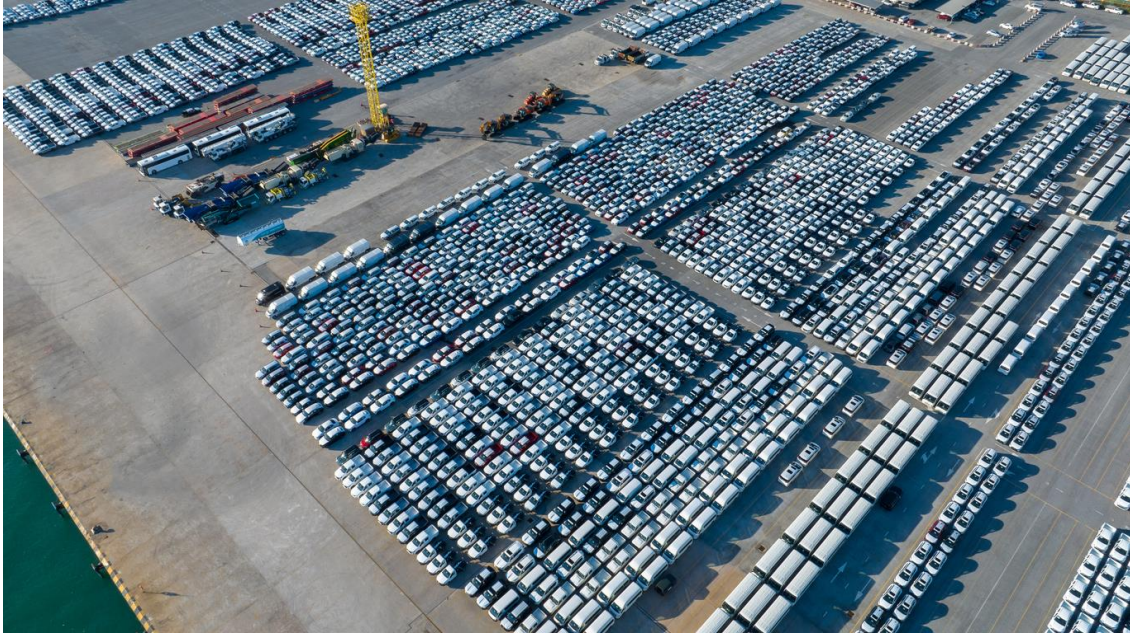
FAAS Sustainability Day 2024 Open for Registrations!

The Forum on Automotive Aftermarket Sustainability is getting ready for the second edition of the Sustainability Day, which will take place on **Tuesday 26 and Wednesday 27 November 2024** at [Life City in Stockholm](#).

We encourage you to attend this great event and hear from top-level sustainability leaders, including industry representatives, experts and stakeholders, on how the automotive aftermarket industry is evolving, as well as their insights and guidance on upcoming challenges and solutions in the path towards a more sustainable and accountable aftermarket.

[Register here](#)

FOCUS: European & International Business Scene



The EU imposes provisional countervailing duties on Chinese BEVs imports

The European Commission has officially released a Regulation imposing provisional countervailing duties on battery electric vehicles imported from China. All the detailed investigation findings are reflected in the Implementing Regulation (see below), published in the EU Official Journal on July 4.

The new duties, which are set to be added to the existing 10% tariff, will apply as follows:

- BYD: 17.4%
- Geely: 19.9% (revised down from the provisional 20%)
- SAIC: 37.6% (revised down from 38.1%)

Other BEV producers in China that cooperated in the investigation but were not

sampled are subject to the 20.8% weighted average duty. The duty for other non-cooperating companies is 37.6%.

In its press statement, the European Commission highlighted its willingness to engage in further technical discussions with China to find a mutually acceptable solution.

Implementing Regulation

OTHER FIGIEFA NEWS



FIGIEFA present once again at the French Grands Prix de la Reparation

Our colleague Eléonore van Haute presented the most significant dossiers that

FIGIEFA has been working on during the last year at the fantastic event organised by Le Journal de la Rechange & de la Réparation in Paris every year in June.

We are very thankful to the magazine and our national association, Fedra, for inviting FIGIEFA once again.

[Watch the highlights of the event](#)



Spanish national association ANCERA celebrates its 36th Congress

Our member ANCERA hosted its 35th annual Congress on the 5th of June in Madrid and gathered over 300 people, including the most relevant

representatives of the independent aftermarket distributors and parts suppliers.

Our colleague, Álvaro de la Cruz, presented the work of FIGIEFA in the last 12 months the day before at the association General Assembly meeting.

Congrats to ANCERA for another big success and we look forward to next year's edition.

[Watch the highlights of the event](#)



Groupauto celebrated its annual Summit in Dublin

In another brilliant event by our member International Trade Group, our former President, Cor Baltus, presented FIGIEFA's work and achievements in the past year.

The summit brought together a high-level audience from the European and International parts distribution in Ireland's capital and saw a fantastic evening for all the attendees.



Autodistribution International (ADI) hosts hundreds in gorgeous Sitges, Spain

Our Chief Executive, Sylvia Gotzen, attended and represented FIGIEFA at the recent ADI Summit in Sitges, Spain, with over 200 participants.

A powerful networking event that featured over 440 professional business meetings with key representatives of our industry from all over Europe. Well done!