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Editorial

Dear Members, dear Colleagues, dear Readers,

After barely two months, 2025 confirms it is yet another critical year for the independent automotive aftermarket in general and publishers of technical information in particular, as the European Union's agenda is rich in topics of direct relevance for us.

The Strategic Dialogue and the Action Plan on the future of the European automotive sector, initiated by the European Commission, have opened the door to a better access to in-vehicle data and function, and to a better reparability of electric vehicles (see page 3).

The review of the Motor Vehicle Block Exemption Regulation and of its Supplementary Guidelines will shape competition between vehicle manufacturers and their networks and the independent automotive aftermarket beyond 2028 (see page 9).

An update of the Type Approval Regulation could significantly improve access to technical information, taking into account new technological development such as cybersecurity and electric mobility, and secure the rights of publishers (see page 4).

And this is just the tip of the iceberg. The entire team, and in particular the newly elected Board, Matthew Wright, Patrick Lo Pinto, Dennis De Buck, Michael Krampe and myself, vows to build upon our strong legacy to achieve even more results, benefitting both consumers and businesses, and guaranteeing the safety, the sustainability and the affordability of road mobility.

Michael Pedersen

ADPA President

Save the date!



The next ADPA General Assembly will take place in Copenhagen, Denmark, on the 26th and 27th of June!



Focus: EU Strategic Dialogue

AFCAR call for a holistic approach in the Strategic Dialogue for the future of the automotive sector

On the 30th of January, the President of the European Commission, Ursula von der Leyen, launched a strategic Dialogue on the future of the European automotive industry, aimed at addressing critical challenges facing the sector. She declared that "The European automotive industry is at a pivotal moment, and we acknowledge the challenges it faces. That is why we are acting swiftly to address them. The fundamental question we need to answer together is what we still miss to unleash the innovative power of our companies and ensure a robust and sustainable automotive sector." Four thematic work strands, led by four Commissioners, were tasked to focused discussions on key topics with a diverse group of stakeholders from the automotive sector value chain. More specifically:

- Commissioner Hoekstra focused on the Clean Transition of the automotive sector.
- Commissioner Séjourné addressed the Industrial Value Chain for the industry.
- Commissioner Virkkunen oversaw discussions on Technological and Digital Innovation.
- Commissioner Mînzatu led on Skills and Social considerations within the sector.

Representatives of the independent aftermarket in general, and of ADPA in particular, were not included in the meeting chaired by President Ursula von der Leyen. ADPA and nine other associations therefore [called](#) for the European Commission to adopt a more inclusive approach in order to tackle issues impacting the entire automotive ecosystem, resulting in some of them being invited to contribute to some of the thematic work strands, such as ADPA to a high-level roundtable on technological and digital innovation.

ADPA contribution to the public consultation on the future of the European automotive sector



In parallel to the Strategic Dialogue, the European Commission opened a two weeks public consultation on the future of the automotive sector. ADPA contributed to it, complementing its answers to the short questionnaire with a detailed

[position paper](#). It called upon the European Commission to adopt holistic approach involving all relevant stakeholders, in particular the independent aftermarket, and to take rapid action to address new technological and commercial trends hampering competition and innovation.

ADPA underlined the crucial role of the independent automotive aftermarket in the overall competitiveness of the automotive sector, being the main provider of automotive jobs and being responsible for most of the lifecycle of vehicles. It also explained that only a thriving aftermarket, with sound competition between vehicle manufacturers and their networks on one side and the independent, multi-brand aftermarket on the other side, could support the vehicle manufacturing and the sales of new cars. The role of the independent aftermarket in ensuring safe, sustainable and affordable solutions for road mobility is indeed paramount to consumers' confidence in new technologies. In this context, restrictions to competition such as monopolisation of telematics, artificial limits to reparability and consumers captivity need to be addressed.

ADPA called for the European Commission to include measures on access to in-vehicle data and functions and battery reparability in its upcoming Action Plan, and warned against deregulation, while stronger enforcement and update of the existing rules to address new trends should on the contrary be privileged.

and Action Plan

ADPA participation to the high-level roundtable on technological and digital innovation

On the 17th of February, Pierre Thibaudat, ADPA Director General, participated to a high level meeting with 26 other stakeholders, mainly from the manufacturing side, on technological and digital innovation. Organised by the Executive Vice President of the European Commission, Henna Virkkunen, this roundtable was a component of the Strategic Dialogue, and its outcome was meant to enrich the upcoming Action Plan.

At this occasion, Pierre Thibaudat underlined the crucial role played by the independent automotive aftermarket in general, and publishers of technical information in particular, for the continuous roadworthiness of the European car park. He also explained that in-vehicle technical data was becoming increasingly important as a raw material to further digital innovation, to which ADPA members are actively contributing, making the case for the urgent need for a dedicated legislation on access to in-vehicle data and functions, overwhelmingly supported by businesses and consumers. Most participants expressed similar positions, except vehicle manufacturers themselves. He also underlined that, more than deregulation, proper enforcement and upgrade of legislations to take into account new commercial and technical practices were needed, in order to give the confidence needed by businesses to invest in innovation.



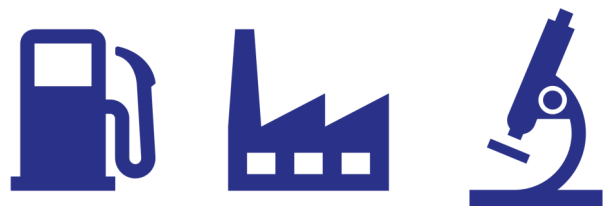
European Action Plan for the future of the European automotive sector

On the 5th of March, the European Commission unveiled its [Action Plan](#) for the European automotive sector, as a result of the Strategic Dialogue having taken place in the few weeks before.

While being unsurprisingly focused on the manufacturing of vehicles, it contains some important announcements for the aftermarket on digitalisation (with a long-awaited reference to access to in-vehicle data and functions) and e-mobility (with much-needed measures on battery reparability).

Michael Pedersen, ADPA President, commented: “The political recognition that access to data and functions is a critical issue for the competitiveness of the European automotive sector is a welcomed progress. However, the urgent need for a dedicated and complete legislation remains high, and our ecosystem cannot afford another postponement of long awaited measures of which the absolute necessity has been unequivocally documented. Similarly, only a rapid materialisation of measures to improve batteries’ reparability will help build customers’ confidence and demand for electric vehicles.”

The Action Plan addresses numerous other issues, summarised in a [factsheet](#), and is also accompanied by a dedicated [communication](#) on the decarbonisation of corporate fleets.



Three main challenges to be addressed by the Action Plan, according to the European Commission:

- Reducing dependency on fossil fuels;
- Reducing production costs to create a level-playing field with international competitors;
- Unleashing the industry’s innovative power.



Access to technical information

Upcoming update of Type-Approval Regulation

On the 12th of March, the European Commission published a draft proposal updating Annex X of Type Approval Regulation 2018/858, an essential piece of legislation setting concrete rules for the access to technical information and its content. Prepared and negotiated for months by the European Commission, the independent aftermarket - including ADPA and AFCAR, of which ADPA is a member - and vehicle manufacturers, this update aims at addressing new technical developments, such as cybersecurity and electric mobility.

If adopted, this update, which also contains important provisions for the manufacturers of multi-brand tools, would ensure that independent publishers can access:

- The list of factory-fitted options of all vehicles;
- Information about functions and capabilities necessary for the calibration and repair of ADAS and related components;
- Information required to determine whether a software update or variant coding is necessary for a specific repair and maintenance operation;
- Information required for the identification of the correct software update or variant coding for each system, component, separate technical unit, part or equipment requiring a software update;

Shared call for better enforcement

On the 18th of February, ADPA participated to the Forum on Enforcement of Type-Approval legislation, a European Commission's forum gathering national type-approval and market surveillance authorities as well as some stakeholders. Several participants highlighted that some vehicle manufacturers were getting type-approved while not necessarily fully fulfilling their obligations, including towards the independent aftermarket, and called upon the European Commission and the authorities to work on this issue.

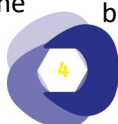
- Information of any additional tooling, equipment and the user instructions required to carry out a component or system calibration;
- Information necessary for the diagnosis and, where applicable, the repair of traction battery systems as well as of its exchangeable units.

The draft also foresees that for the purpose of publishing repair and maintenance information, vehicle manufacturers shall make the information available in files the format of which serves for direct electronic processing of the sets of data contained in those files. The information shall be of the same level of detail as is used by the vehicle manufacturer for repair and maintenance purposes. It shall be documented for the purposes of interpretation and updates shall be available at the same frequency as they are available to the authorised dealers and repairers. Information shall be offered in different licensing packages based on technical information by use case. Also, the information shall be structured in a way so that it is later possible to search and filter the information contained in the package by model type classification criteria or other classification criteria used by vehicle manufacturers' networks, e.g. parts of the VIN.

The proposal still needs to be finalised and formally submitted for adoption, in theory by the end of 2025.

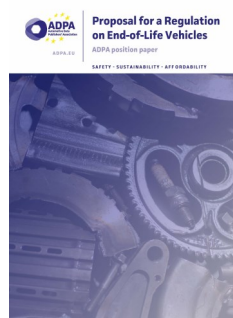
ADPA action against unfair contractual clauses

In an oral hearing on the 26th of February, the Court in Munich accepted ADPA to join GVA, the German aftermarket association, as a co-plaintiff against a vehicle manufacturer, in a case against potentially abusive contractual clauses imposed to data publishers. This case aims at providing important clarifications, in particular regarding intellectual property rights and fees models. A first decision on the content of the claim will be rendered by the Court on the 14th of May.



Environment

ADPA contribution to the future End-of-Life Vehicle framework



In January, ADPA released a detailed [position paper](#) on the latest [proposal](#) from the European Commission for an End-of-Life Vehicle regulation. This proposal aims in particular at addressing the lack of circularity in design and production of vehicles, the poor

quality of vehicle waste treatment and the high dependency on imported raw materials. While the proposal is all in all of great interest for the independent aftermarket, ADPA made detailed recommendations with a view to strengthening access to and content of technical information, widening the range of operators to be considered, accompanying the uptake of electromobility, supporting rather than underestimating the role of repair and maintenance, and shortening undue delays.

On the 3rd of February in Milan, Patrick Lo Pinto, ADPA Board Member, [participated](#) to a roundtable organised by Member of the European Parliament Pierfrancesco Maran, shadow rapporteur on the legislative proposal for an End-of-Life Vehicle Regulation. After having underlined the crucial role of the independent aftermarket for the sustainability of road mobility, he expressed the overall support of ADPA to the proposal, stressing nonetheless that targeted measures could further reinforce its objectives. He explained in particular that some provisions from the proposal should be aligned with other legislations in order to improve legal certainty, such as the definition of independent operators or the delays for vehicle manufacturers to provide technical information.

Member States and the European Parliament still have to adopt their respective positions on the proposal, before starting final negotiations with the European Commission.

Greenest cars announced by GreenNCAP

On the 6th of February, GreenNCAP, an independent initiative of EuroNCAP which promotes the development of cars that are clean, energy-efficient, and cause as little harm to the environment as possible, [announced](#) which cars were the greenest in eight different categories:

- Large Family Car: Hyundai IONIQ 6 First Edition Electric;
- Small Family Car: BYD DOLPHIN Design Electric;
- Small MPV: Jeep Avenger Summit Electric;
- Small SUV: Hyundai KONA Electric;
- Full Electric Car: Opel/Vauxhall Corsa Electric;
- Diesel Car: Peugeot 308 1.5 BlueHDI Diesel;
- Petrol Car: VW Taigo 1.0 TSI Petrol;
- Hybrid Car: Honda Civic 2.0 i-MMD e:HEV Hybrid.

To define the winners in the different categories, a calculation is made of the average value of a vehicle's score in each of the three indices: Clean Air, Energy Efficiency, and Greenhouse Gases. Equal in significance, each of the three indices accounts for one-third of the average score.

Emissions from road transport to peak in 2025

According to a [study](#) published by the International Council on Clean Transportation on the 13th of January, emissions from road transport - the only major sector from which emissions haven't declined since 1990 - in the European Union could reach their peak with nearly 800 million tonnes of CO₂ in 2025. These emissions are expected to decline thereafter by around one quarter by 2035, unless existing policies are weakened or sales of zero-emission vehicles slow down. This decline is faster than previously estimated, which ICCT explains with the latest European Union's rules on emissions and other measures supporting zero-emission mobility.



Electrification

Recycling of batteries made easier

On the 5th of March, the European Commission [updated](#) the list providing common terminology for classifying waste across the European Union, in an attempt to boost the circular management of batteries and their critical raw materials.

This decision clarifies that black mass (shredded battery waste) shall be classified as hazardous waste. In accordance with the Basel Convention and the Waste Shipments Regulation, this should lead to better control of shipments of black mass. Also, new specific waste codes have been introduced to identify and support the proper management of waste from different stages of the batteries' life cycle, including waste from battery manufacturing, waste from post-consumer batteries, and intermediate fractions from battery recycling.

The objective is to ensure that black mass remains in the European economy, thus supporting the Battery Regulation's objective of shifting to a circular economy, increasing security of supply for raw materials and energy, and enhancing the European Union's strategic autonomy.

E-fuels not an alternative to electrification to lower emissions from road transport

In a [study](#) (in German) released in February, the Forum Ökologisch-Soziale Marktwirtschaft assessed whether e-fuels were a sufficient and credible solution to reduce emissions from road transport. It concludes that e-fuels come too late, in too small quantities and are too expensive. The study also shows that even in optimistic scenarios with government subsidies, by 2035, produced e-fuels will be sufficient only for a small residual stock of internal combustion vehicles, not allowing to meet climate targets. E-fuels however could play a decisive role in the decarbonisation of shipping and aviation, where electric alternatives are not currently available.

Future measures for the repairability and the recycling of batteries

In its Action Plan for the future of the European automotive sector unveiled on the 5th of March (see page 3), the European Commission announced several regulatory and financial measures on batteries.

Access to battery repair and maintenance information should be handled with during the third quarter of 2025, while access to battery health information in the battery passport should be addressed one year later, in the third quarter of 2026. These regulatory measures aim at increasing the repairability of batteries, hereby increasing consumers' confidence in electric vehicles and sustaining the second-hand demand for such vehicles.

In parallel, the European Commission also intends to look into financing support for battery recycling facilities, in an attempt to secure and promote the European production of batteries and of their components.

Towards the decarbonisation of corporate fleets

In conjunction with its Action Plan (see page 3) for the future of the European automotive sector, the European Commission published on the 5th of March a [communication](#) on the decarbonisation of corporate fleets, covering in particular company cars, vehicles put on the market by leasing and rental companies and vehicles registered by companies and used for their own commercial activities. The European Commission intends to work in close cooperation with Member States and other stakeholders in three different domains:

- Fiscal measures, making zero-emission corporate vehicles more attractive through taxation;
- Requirements on the share of zero-emission vehicles in the licencing process for local private fleets such as taxi, ride-hailing and car-sharing fleets;
- The deployment of zero-emission vehicles in selected airport rental fleets.

Data

Platforms' interoperability a must

On the 25th of February, the Court of Justice of the European Union [ruled](#) that a refusal by an undertaking in a dominant position, which has developed a digital platform, to allow access to that platform, by refusing to ensure that that platform is interoperable with an app developed by a third-party, can constitute an abuse of a dominant position, even though the platform is not indispensable to the commercial operation of the app. Such abuse may be found where the platform has been developed with a view to enabling third-parties to use it and where it is such as to make the app more attractive to consumers.

The refusal can however be justified by the fact that there is no template for the category of apps concerned at the time of the access request by the third-party undertaking, where to grant such interoperability would compromise the security or the integrity of the platform, or where it would be impossible for other technical reasons to ensure that interoperability. Otherwise, the dominant undertaking must develop such a template, within a period which is reasonable and necessary for that purpose and in return for, depending on the circumstances, appropriate financial consideration.

Workshop on the Data Act in the automotive sector

On the 5th of February, the European Commission organised a workshop on the Data Act and its implication for the automotive sector. The Data Act is a legislation which will enter into force on the 12th of September 2025 and which will enable consumers to grant third parties of their choice access to the technical data generated by their products. Various representatives of the independent aftermarket, including ADPA, of consumers and of insurers explained that while it was a welcome first step to ensure competition in the digital age, it was not sufficient to cover the specificities of the automotive sector and needed to be complemented by a dedicated legislation, securing in particular access to in-vehicle functions.

Massachusetts' legislation on access to in-vehicle data confirmed

On the 11th of February, an American court dismissed the entirety of the Alliance for Automotive Innovation's (a coalition of vehicle manufacturers) lawsuit challenging the 2020 Massachusetts Data Access Law. As the vehicle manufacturers' attempt to block this legislation has failed, it remains fully in effect, but they might still lodge an appeal.

The legislation, backed by AutoCare and other representatives of the American aftermarket, aims at giving consumers and repairers remote access to in-vehicle technical data necessary for the servicing of vehicles. It was approved on the 3rd of November 2020 by Massachusetts' inhabitants by a three-to-one margin. Vehicle manufacturers had heavily lobbied against it, spending around 20 million USD, including on television advertisements using scaremongering tactics.

Following this vote, vehicle manufacturers decided to challenge the legislation in court, claiming that it could put consumers' data at risk and contradict the federal legislation on consumer safety and intellectual property rights.

European Commission's cautious move towards a legislation on in-vehicle data and functions

On the 5th of March, in its Action Plan (see page 3), the European Commission announced its intention to take adequate measures to enable the entire automotive sector to benefit from data from connected vehicles, in particular through the application of the Data Act and Guidance on in-vehicle data that will be published at the start of application of the Data Act. The European Commission will, upon assessment of the effects of the Data Act and review of the Motor Vehicle Block Exemption Regulation, consider additional action, including a legislative proposal on access to in-vehicle data, which is overwhelmingly supported and called for by consumers and businesses alike.

Safety

10 associations warn over safety concerns against unrestricted imports of American cars

On the 7th of March, 10 European associations active in vehicle and road safety as well as in consumer protection have raised [significant concerns](#) about potential risks to vehicle safety standards in Europe, as the EU and US negotiate future trade relations, prioritising a deal on the car sector. They are raising the alarm at the prospect of the European Union recognising U.S. market vehicles as equivalent to those produced to the European Union's own stringent safety regulations. The organisations caution that such a move would undermine the high safety standards that protect European road users, should these vehicles be introduced across the European market.

They highlight in particular that:

- EU models were, on average, 33% safer in terms of risk of a serious injury in common front-side crashes;
- For a pedestrian or cyclist hit by a pick-up, the risk of serious injury increases by 90 per cent and the risk of fatal injury by almost 200 per cent;
- Since 2013, road deaths in the European Union have decreased by 16%, while they have increased by 25% in the US.

New system to tackle electric vehicles' fire made freely available

On the 18th of February, Renault announced its Fireman Access system would be available to the global automotive industry as part of a free licencing policy. An exclusive safety system for electric vehicles, Fireman Access was developed as part of a unique partnership with the fire services. Car manufacturers and parts suppliers can now obtain a [free licence](#) for this innovation through the open collaborative platform, and in return, as part of this collaborative principle, licensees agree that any upgrades will be made available to other members of the community.

Safest cars in 2024

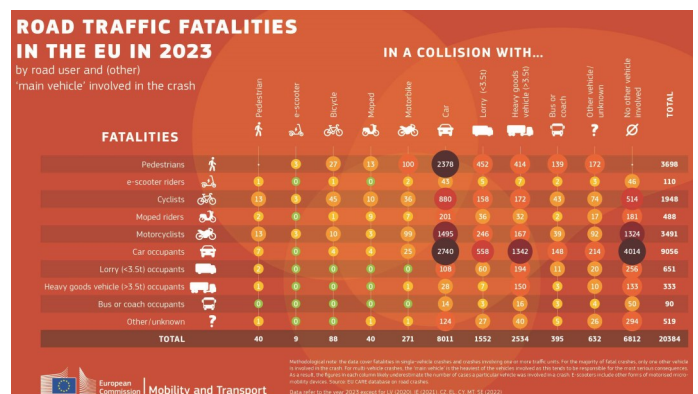
On the 15th of January, EuroNCAP [unveiled](#) the safest models in different categories it tested in 2024. To define these safest vehicles in these different categories, a calculation is made of the weighted sum of the scores in the four areas of active and passive safety assessment: Adult Occupant, Child Occupant, Pedestrian, and Safety Assist. This sum is used as the basis for comparison of the vehicles.

| | Adult occupant | Child occupant | Vulnerable road user | Safety assist |
|--|----------------|----------------|----------------------|---------------|
| Mercedes-Benz E-Class <i>Best Performer</i> | 92% | 90% | 84% | 87% |
| ZEEKR X <i>Best in Class Small SUV</i> <i>Best in Class Pure Electric</i> | 91% | 90% | 84% | 83% |
| Škoda Superb VW Passat <i>Best in Class Large Family Car</i> | 93% | 87% | 82% | 80% |
| MAZDA CX-80 <i>Best in Class Large SUV</i> | 92% | 88% | 84% | 79% |

New collision matrix

On the 27th of February, the European Road Safety Observatory of the European Commission released a new [collision matrix](#) in urban and rural areas.

It shows in particular that in rural areas, most road traffic fatalities concern occupants of vehicles whose crash didn't involve other vehicles. In urban areas, most fatalities are pedestrians hit by cars. In total, rural areas remain significantly more dangerous (10.816 fatalities) than urban areas (7.807 fatalities). Car occupants, pedestrians and motorcyclists account for around 75% of road fatalities.



Business

Growing impact of Chinese vehicle manufacturers in Europe

On the 7th of March, KPMG released a [study](#) commissioned by Dutch association BOVAG on the impact of Chinese vehicle manufacturers in Europe. In this study, authors predict that Chinese vehicle manufacturers' market share in the overall European car market will increase from 4% in 2023 (254.000 vehicles annually) to 10% in 2030 (1.383.000 vehicles annually). Import tariffs or other strict regulations hardly seem to slow down Chinese growth in this respect.

MVBER Public Consultation

On the 28th of February, the European Commission launched a [public consultation](#) on the Motor Vehicle Block Exemption Regulation (MVBER), to determine its future beyond 2028. It aims in particular at evaluating the functioning of the MVBER since its was extended in 2023, and the amendments to the Supplementary Guidelines made at this occasion. Comments can be submitted until the 23rd of May and ADPA will of course submit another detailed input highlighting the need to maintain and to modernise this essential piece of legislation, echoing in particular its [input](#) to the previous public consultation.

No future rules on Standard Essential Patents

In its [2025 work programme](#) published on the 11th of February, the European Commission withdrew its proposal for a legislation aimed at avoiding that Standard Essential Patents, protecting cutting-edge technologies, can be monopolised by their holders, hampering competition and innovation.

The European Commission argued that the removal of this crucial legislative proposal was motivated by the lack of foreseeable agreement between the co-legislators, as it had sparked complex debates due to its economic and technological implications.

Competitiveness Compass for European economy

On the 29th of January, the European Commission released a [Competitiveness Compass](#) aimed at setting a path for the Europe Union to close its competitiveness gap with other economic superpowers while sustaining its ambition to become the first climate-neutral continent.

Its first objective is to support innovation, by facilitating the establishment of start-ups and conditions for scaling-up, creating a deeper venture capital market, easing mobility and retention of talent, invest in modern infrastructures and boost innovation and research.

A second objective is to pair decarbonisation and competitiveness by integrating decarbonisation policies with industrial, economic and trade policies, adopting an [Action Plan for Affordable Energy](#), strengthening the business case for a clean transition and promoting the competitiveness of clean tech manufacturers. The [Clean Industrial Deal](#), presented on the 26th of February, will be a key instrument in that regard.

To achieve these objectives, the European Commission intends to work on five topics:

- Simplifying the life of companies, in particular by reducing the regulatory and administrative burden and by accelerating and lightening procedures;
- Lowering barriers to the Single Market, in particular by removing existing barriers and preventing new ones, and by simplifying standard-setting processes;
- Financing competitiveness, in particular by turning savings into investments and re-prioritising European Union funds;
- Promoting skills and quality jobs;
- Better coordinating policies at European Union and national levels.



International

EU-Korea agreement on digital trade

On the 10th of March, the European Commission and the Republic of Korea have concluded negotiations for a Digital Trade Agreement (DTA). The agreement still needs to be formally adopted by both sides before entering into force.

The deal provides binding rules that aim at building consumer trust; ensuring predictability and legal certainty for businesses, as well as trusted data flows; while removing and preventing the emergence of unjustified barriers to digital trade. The provisions cover in particular cross-border data flows, privacy and personal data protection, customs duties on electronic transmissions, electronic contracts, authentication and trust services, source code protection, and online consumer trust. The agreement should also increase legal certainty for European businesses in Korea, in particular by recognising the legal validity and enforceability of electronic contracts and encourages the use of electronic signatures. This should enable European companies to serve their South Korean customers directly and more efficiently from Europe.

Second attempt for a US bill on access to technical information

On the 25th of February, a bi-partisan draft bill supported by AutoCare on the “Right to Equitable and Professional Auto Industry Repair” (the REPAIR Act) was introduced in the US House of Representatives.

If adopted, the REPAIR Act would safeguard vehicle owners’ access to essential repair and maintenance information, ensuring independent repair shops, parts manufacturers, and aftermarket service providers can continue to offer affordable and high-quality services. In particular, it would:

- Guarantee that consumers, independent repairers, and parts manufacturers have access to diagnostic data, tools, and software necessary for safe maintenance and repairs;

Reinforced EU-Mexico trade agreement

On the 17th of January, the European Commission and Mexico finalised discussions on a Global Agreement, modernising the existing agreement. This new agreement, which still has to be formally ratified by both sides, aims in particular at:

- Facilitating EU services exports in key areas, such as transport;
- Eliminating non-tariff barriers and establishing a level playing field, including on Intellectual Property Rights;
- Giving companies from the European Union access to Mexican government contracts on an equal footing with local companies;
- Encouraging and protecting European investments in Mexico;
- Promoting the digital transition on both sides, with a dedicated chapter on digital trade;
- Improving rules to promote the reuse and repair of products important for sustainability.

- Prevent vehicle manufacturers from monopolizing repair information and services;
- Ensure access to vehicle repair data is secure and does not compromise vehicle safety or cybersecurity;
- Ensure access to critical repair data and tools needed to properly calibrate and restore essential safety features, returning vehicles to their operational specifications and in compliance with federal motor vehicle safety and emissions laws, regulations, and standards.

This attempt follows a previous [one](#), which couldn’t be concluded due to the electoral calendar.



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About ADPA Members


ADPA Members are worldwide pioneers and leaders for the reparability of increasingly complex goods providing aggregated, harmonised, intelligible and ready-to-use technical information for the repair, maintenance and servicing of over 280 million vehicles from more than 40 different manufacturers on European roads ensuring their roadworthiness, safety and environmental performance over their lifetime in a reliable, timely and affordable way.


About ADPA - Automotive Data Publishers' Association


ADPA, the Automotive Data Publishers' Association, aims to ensure fair access to automotive data and information needed for servicing, repairing and maintaining road vehicles.

It advocates for international, European and national legislations maintaining and improving competition and consumers' choice in the automotive aftermarket by preventing or limiting the establishment of brand-specific monopolies.

Founded in 2016 and based in Brussels, ADPA is a Member of AFCAR, the Alliance for the Freedom of Car Repair in the European Union, and FAAS, the Forum on Automotive Aftermarket Sustainability.

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