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Editorial

Dear Members, dear Colleagues, dear Readers,

The legislative agenda of the European Union impacting not only the automotive sector in general, but the automotive aftermarket in particular, is accelerating, and numerous changes – and hopefully progresses thanks to the hard work of ADPA – should materialise in the upcoming months.

Importantly, both the European Parliament and the European Commission insist on the need to ensure effective competition in the digital area, and repeated their determination to address the issue of larger stakeholders acting as gatekeepers and hindering competition, innovation and consumer's choice. Guidance on the Data Act will be a first step, but ADPA and its allies continue advocating for a larger, more complete instrument to also cover in-vehicle functions and resources.

The European Commission will also review the various inputs it received – including ADPA's of course – and evaluate the role of the MVBBER for competition between the independent aftermarket and vehicle manufacturers. ADPA will continue pleading for maintaining and modernising this essential legislation, to make it fit to new and future technological developments and commercial practices.

And soon, the European Commission will present a draft Delegated Act resulting from intense negotiations between all stakeholders – here again, including ADPA –. It should at least provide a common understanding between the independent aftermarket and vehicle manufacturers on a number of issues and should, in theory, clarify and facilitate access to technical information under certain conditions.

With the safety, the sustainability and the affordability of road mobility at heart, ADPA also continues to cover numerous other topics: this newsletter will give you a brief overview of them, which we hope will be of interest.

Michael Pedersen
ADPA President

Save the dates!

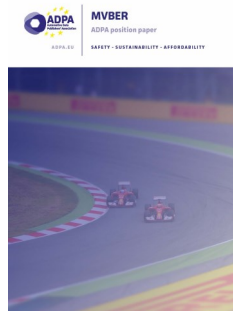
The next ADPA General Assemblies will take place in:

- Copenhagen, Denmark, on the 26th and 27th of June, and
- Brussels, Belgium, on the 3rd and 4th of December.



Competition

ADPA input to the public consultation on the MVBER



On the 23rd of May, ADPA released its [input](#) to the public consultation organised by the European Commission on the Motor Vehicle Block Exemption Regulation, the legislation enabling competition between vehicle manufacturers and their networks and the independent aftermarket and set to expire on the 31st of May 2028.

ADPA strongly recommended to maintain and modernise this essential legislation for another 15 years, considering it has been instrumental for effective competition and consumer choice for over four decades now.

In order to make the Motor Vehicle Block Exemption Regulation regime fit for new market realities, commercial practices and technological trends, in particular electrification and connectivity, ADPA suggests to:

- Limit the possibility of vehicle manufacturers to restrict access to items essential for repair and maintenance;
- Extend the list of concrete examples of items of technical information;
- Recognise the role of telematics in the provision of innovative, competitive and alternative solutions;
- Improve the provisions on warranty to avoid anti-competitive mechanisms;
- Give the same protection to two-wheelers as to other motor vehicles.

ADPA also encourages competition authorities, whether at European or at national levels, to have a bold approach for the strict enforcement of this essential legislation, considering the cost of mobility in general and of operating motor vehicles in particular for European households.

Based on this public consultation, the European Commission will work on a proposal expected in the second quarter of 2026.

European Parliament's report on competition

On the 8th of May, the European Parliament adopted its [annual report on competition policy](#) in the European Union, prepared by Dutch Member of the European Parliament Lara Wolters.

At this occasion, Members of the European Parliament underlined that large digital players use their market power, power over consumers, financial resources and data concentration in one market to leverage their position in another, and stressed that small players cannot compete with the aforementioned factors, which makes EU citizens even more dependent on the same small number of companies. They also called for increased scrutiny of the leveraging of position by dominant digital sector players into other sectors.

The European Parliament also insisted for the European Commission to improve enforcement of all competition rules, including the Digital Markets Act, in order to address gatekeeper practices and foster contestable markets and fair competition. It underlined that to do so, the European Commission must have sufficient staff for enforcement, while noting that new tools, as well as scientists and economists stemming from divergent disciplines, can work to improve competition law enforcement.

It also expressed serious concerns about potential delays in critical investigations and the capacity of the Commission to respect their 'best effort' obligations and to make a decision on non-compliance procedures without undue delay.

Members of the European Parliament also warned against the use of soft-law instruments (i.e. non legislative rules, such as guidelines), which don't have the same deterrent effect against anti-competitive behaviours as proper legislations and which therefore should not serve as a systematic replacement to them.

Finally, they asked to be better involved in the shaping of European Union's competition policy. Competition being an exclusive competency of the European Union, the European Commission is mostly acting on its own, and the European Parliament and Member States have only a limited capacity to influence it.

Environment

ADPA intervention in the European Parliament on the future End-of-Life Vehicle regulation



On the 19th of March, upon invitation from Pierfrancesco Maran, Italian Member of the European Parliament, ADPA's Director General Pierre Thibaudat presented a

[summary](#) of the [position](#) of ADPA regarding the proposal of the European Commission for the End-of-Life Vehicle regulation. He highlighted the need to reinforce the otherwise solid proposal by closing the gap with other existing legislations, in particular by:

- Making sure that all relevant independent operators can contribute to the end-of-life management of vehicles;
- Avoiding unnecessary delays in making pertinent information available to independent operators;
- Clarifying the potential fees to be charged by vehicle manufacturers for independent operators to access relevant information.

He also mentioned the need to have more granular information for the proper handling of batteries, as well as the necessity to not only address the vehicle as a whole, but to open use cases for removal, repair and replacement to individuals parts and components.

Change and weakening of CO₂ rules

On the 27th of May, the Council of the European Union, which brings together the national governments of the Member States, adopted a targeted amendment to the regulation on CO₂ standards for new passenger cars and vans, which aims to grant car manufacturers the flexibility required to meet their emissions targets for 2025. This is the last step in the decision-making procedure, following a similar stance by the European Parliament.

The amended regulation provides that compliance with car manufacturers' specific emissions targets as regards the three years 2025, 2026 and 2027 will be assessed based on an average of the performance of each manufacturer over these three years, instead of annually.

Health and economic impacts of diesel vehicles suspected of using prohibited defeat devices



On the 27th of May, the Centre for Research on Energy and Clean Air published a health and economic [impact assessment](#) of excess NOx emissions from diesel vehicles meeting Euro 5 and Euro 6 emissions standards approved before the introduction of the European Union's Real Driving Emissions (RDE) test

(which measures pollutants emitted in real-world driving conditions), that are considered likely to be using prohibited defeat devices that disable or reduce the effectiveness of emission control systems under normal driving conditions.

Across the European Union and the United Kingdom, excess emissions are projected to cause severe public health and economic consequences over the period of 2009 to 2040, including:

- Between 123,000 and 356.000 premature deaths;
- Between 33.000 and 346.000 new cases of asthma in children;
- Between 15.000 and 80.000 years lived with chronic obstructive pulmonary disease;
- Between 20.000.000 and 27.000.000 sick leave days;
- Between 0,72 and 2,07 trillion euros in total of associated economic burden from these health impacts.

Of these impacts, between 75.000 and 216.000 premature deaths and 460 to 1.320 billion euros in economic impacts have been caused in the period from 2009 to 2024. If corrective measures are not taken, between 48.000 and 140.000 premature deaths and 260 to 750 billion euros in economic impacts are projected for the 2025–2040 period.

The Centre therefore recommends Immediate intervention by public authorities and the automotive sector, such as investigating and recalling vehicles suspected to be using illegal defeat devices, in order to reduce future harm and to lead to significant health and economic benefits.



Digitalisation

Preparation of guidance for the Data Act in the automotive aftermarket

As announced in the Action Plan for the Automotive Sector released by the European Commission earlier this year, the Data Act will be complemented by a guidance document at the start of its application on the 12th of September 2025. The Data Act is a legislation which will enable consumers to grant third parties of their choice access to the technical data generated by their products. However, it doesn't cover access to in-vehicle functions and resources, which are equally important for the provision of telematics solutions.

The guidance, which will not be legally binding but merely an interpretation of what the European Commission considers to fall within the scope of the Data Act, is envisaged to be composed of a body setting out the general rules of the Data Act on data in scope and data access from an automotive perspective as well as an annex listing positive and negative examples of concrete vehicle data points in or out of scope of the Data Act.

With a view to prepare it, the European Commission has already organised two workshops bringing together relevant stakeholders, in particular representatives of the aftermarket (including ADPA) and vehicle manufacturers. Discussions focused on data points, data format, quality and latency, as well as technicalities on data access.

Commissioner Tzitzikostas separately confirmed in an [interview](#) on the 4th of April that the European Commission was also still considering the possibility for an additional legislative initiative to cover the issue of telematics – which ADPA and numerous trade and consumers organisations are calling for, considering that the Data Act and its guidance will focus on in-vehicle data only, and not on access to in-vehicle functions and resources.

European tool for free translation of websites

In April, the European Commission released [WEB-T](#), a multilingual, automated website translation solution. This free tool translates website content and SEO text into more than 24 languages, and aims at helping companies expand their business and reach a wider audience across Europe.

Consultation on the use of data for Artificial intelligence

On the 23rd of May, the European Commission opened a [public consultation](#) on the use of data to develop Artificial Intelligence (AI). Inputs will serve for the elaboration of the Data Union Strategy, expected for the third quarter of 2025, and which aims to ensure coherence between policies, infrastructures, and legal instruments on data.

The objective is to facilitate the legal framework for companies and public authorities to share data, yet while respecting the highest standards in terms of security and of privacy, with a view to feed AI models. It could in particular assess ways to increase the availability of high-quality data, consider possible investments in data infrastructures, and address the external aspects of data flows.

The public consultation, opened until the 18th of July, focuses on three main aspects:

- use of data in Artificial Intelligence (AI)
- simplifying the rules that apply to data
- international data flows.

AI Continent Action Plan

On the 9th of April, the European Commission released its [AI Continent Action Plan](#). This set of actions aims at making the European Union a leading voice in Artificial Intelligence, improving both competitiveness and productivity, while preserving sovereignty, security and democracy. With an over €30 billion budget, it will focus on computing infrastructure, data quality and availability, skills; development of algorithms and adoption of AI, and simplification of rules.

Cooperation between the European Union and Japan on digitalisation

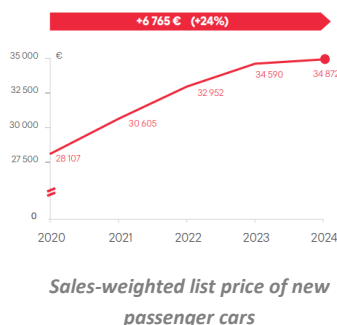
On the 1st of April, the European Union and Japan held their 8th [Digital Policy Dialogue](#) in Brussels to enhance cooperation in key digital areas, in particular to discuss policy updates and further cooperation opportunities in the areas of semiconductors, quantum technologies, online platforms, data governance and digital identities, cybersecurity, as well as artificial intelligence.



Business

Choices of vehicles manufacturers as main factor for automotive price increases

(€, 2020-2024)



Source: IMT

On the 22nd of May, French think tank Institut des mobilités en transition released a [report](#) (in French) on the causes for the price increases of new vehicles.

It assessed the responsibility of various factors in the sharp raise of prices observed for several years, and whether they are external to the vehicle manufacturers' strategic choices

(e.g. price increase of raw materials and of energy), induced by these choices (e.g. change towards larger, more expensive models and use of the pricing power), or a combination of both.

The report concluded that the price increase of vehicles was due in half to the own vehicle manufacturers' choices, and that the other half could be split between external factors and combined internal and external factors.

Report on the protection of intellectual property rights outside the European Union

On the 20th of May, the European Commission published its [biennial report](#) on the protection and enforcement of intellectual property rights (IPR) in third countries, which identifies deficiencies causing harm to European Union's economic interests, as well as its counterfeit and piracy [watch list](#), describing trends on the matter and listing online and physical marketplaces involved in it.

China remains a top priority, in which the state of IPR protection and enforcement gives rise to the greatest level of concern for the European Union, followed closely by India and Turkey as second priority countries. Argentina, Brazil, Ecuador, Indonesia, Nigeria and Thailand are third priority countries.

These documents will serve as a basis for the European Commission's efforts to improve cooperation from the mentioned countries, and are also designed to serve as a source of information for European rights holders.

Strengthening consumer protection through better enforcement

On the 20th of May, the European Commission organised the [2025 European Consumer Summit](#) which brought together stakeholders from all Member States and other countries, including policymakers, national consumer enforcement authorities, academia, businesses and representatives of civil society, in particular consumer organisations.

Discussions at this year's Consumer Summit focused in particular on how to address the growing influence and risks of online and cross-border e-commerce; as well as the critical role of enforcement in upholding consumer protection laws. The Directorate General of the European Commission in charge of consumer's protection is in particular pushing for a review of the 2017 regulation on consumer protection cooperation, in order to strengthen the enforcement powers of the European Commission on the matter and to ensure a harmonised enforcement across the European Union.

These discussions will feed the preparations for the upcoming Consumer Agenda 2025-2030 and Action Plan on consumers in the Single Market.

Potential simplification on reporting requirements

Over the last weeks, negotiations between the European Commission, the European Parliament and the Council of the European Union (bringing together national governments) have progressed to postpone, bundle or reduce reporting requirements under the Corporate Sustainability Reporting Directive (CSRD) from 2022 and the Corporate Sustainability Due Diligence Directive (CS3D) from 2024. The objective of these negotiations is to reduce the burden on European companies, especially SMEs.

Rules on Standard Essential Patents not buried yet

Following the announcement by the European Commission of the withdrawal of its proposal on Standard Essential Patents due to stalled negotiations with the European Parliament and the Council of the European Union, several Members of the European Parliament and national governments have formally asked the European Commission to reconsider this withdrawal. A formal decision could be announced soon.

Safety

New EuroNCAP safety protocols

In March, EuroNCAP released its [new safety rating protocols](#) for 2026. These updated protocols are meant to ensure that vehicle safety keeps pace with technological advancements and the evolving needs of road users.

The 2026 rating scheme next year will introduce a more comprehensive testing approach, evaluating vehicles across the four stages of safety:

- Safe driving – Examining occupant monitoring, driver engagement, and vehicle assistance systems to reduce human error before a crash occurs;
- Crash avoidance – Measuring a vehicle's ability to prevent collisions, including frontal, lane departure, and low-speed impacts;
- Crash protection – Ensuring occupant and vulnerable road user (VRU) protection in frontal, side, and rear impacts;
- Post-crash safety – Enhancing rescue information, post-crash intervention, and vehicle extrication to support emergency response efforts.

Safety recommendations for fleet operators

On the 24th of April, GlobalNCAP released an updated version of its [guide for fleet operators](#) to increase the safety of their fleets.

It aims at reflecting the latest thinking and recommendations on vehicle selection using NCAP five star ratings and identifies the most important United Nations' safety standards for passenger cars. Importantly, the guide also now includes recommendations for commercial vehicle categories and motorcycles.

Considering that work-related crashes cause a third of global road deaths, making driving one of the biggest risks for employees, this guide's objective is to provide practical guidance for organisations on how to select a safer fleet and improve their road safety footprint.

Towards new rules for the roadworthiness of vehicles and periodic technical inspection

On the 24th of April, the European Commission proposed a comprehensive overhaul of the European Union's rule for the [inspection of vehicles](#) (in particular periodic technical inspection, and roadside inspection for commercial vehicles) and for [vehicle registrations documents](#).

The new rules aim at taking into account emerging technologies, in particular the uptake of electromobility and the raising deployment of Advanced Driver Assistance Systems, and at tackling safety and environmental issues linked to the ageing of the European car park. Among other things, the European Commission proposes to:

- introduce periodic technical inspections for electric vehicles and advanced driver-assistance systems;
- introduce annual inspections for cars and vans older than 10 years;
- include advanced emission testing methods to detect high-emitting vehicles to reduce fine particles pollution;
- introduce digital vehicle registration and periodic testing certificates;
- simplify cross-border data sharing;
- protect citizens against fraudulent activities such as odometer tampering;
- make periodic technical inspections easier for those temporarily residing in another country of the European Union;
- Streamline access to vehicle data for technical inspection centres.

The proposals will now be considered by the European Parliament and the Council of the European Union, which brings together national governments. Once an agreement will have been found, the European Commission will prepare the required delegated and implementing acts for certain aspects of the implementation of the rules.



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