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Editorial

Dear Members, dear Colleagues, dear Readers,

The last months have once again be very busy at the European level, for the automotive sector in general and the independent aftermarket in particular.

Regarding access to technical information, significant progresses have been made since the beginning of the negotiations, over a year ago, with the European Commission, vehicle manufacturers and the independent aftermarket on a future legislation updating the Type Approval Regulation. In parallel, ADPA and GVA have again won a case against a vehicle manufacturer trying to restrict access to its technical information.

Discussions around other legislations, be it about End-of-Life Vehicles, the Data Act or SERMI, are also progressing, and might result in positive developments for the independent aftermarket over the upcoming weeks and months thanks to the hard work of ADPA, AFCAR and other like-minded stakeholders.

Besides its regular political and legal work, ADPA has also been active on other fronts. The General Assembly in Copenhagen in June was an occasion to further strengthen the functioning of the association by streamlining the expertise of its Members, and to welcome our 18th Member, Carmunication, which demonstrates our dynamism and relevance for the entire sector. We also organised two events, one in-person and one online, showcasing our societal contribution, the challenges we are facing, and potential solutions.

We hope this newsletter will be a good and informative read, whether you are coming back from or about to go to well-deserved summer holidays.

Pierre Thibaudat

ADPA Director General

Save the dates!



The next ADPA General Assembly will take place in Brussels, Belgium, on the 3rd and 4th of December.

ADPA - Automotive Data Publishers' Association

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Access to technical information

Landmark judgment against unfair contractual clauses restricting access to technical information

ADPA and GVA, the German association of distributors of automotive aftermarket parts, [won an important lawsuit](#) against BMW, who was trying to impose unfair contractual restrictions to the ability of independent operators to acquire and use technical information. Once more, ADPA and GVA have joined forces to contest such practices, in particular a severe increase of the cost of technical information, difficulties in accessing VIN-related information, and restrictions on the publishers' use of their own information products.

On Friday, the 27th of June, the Regional Court of Munich (Germany) largely sided with ADPA and GVA. It validated their approach on the three most important motions, out of four, ruling that BMW must stop charging per query for VIN-related information; that BMW cannot uniformly claim rights to publishers' information products (a motion which BMW had acknowledged shortly before); and that the fees charged by BMW for technical information violate type approval law.

The judgment, which has been appealed, marks a major success for the independent aftermarket. It opens in particular the door for ADPA Members to claim the reimbursement of unduly paid fees.

Pierre Thibaudat, ADPA Director General, commented: "Once more, we were left with no choice but to go to Court, and once more, a Court clarified that vehicle manufacturers shouldn't impair the independent automotive aftermarket in accessing technical information. Now, let's work all together on finding acceptable and workable solutions and on developing a sustainable business relationship".

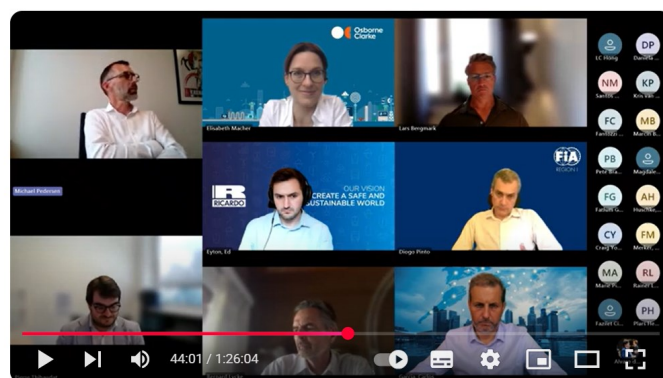
Thomas Vollmar, GVA President, added: "The clear victory we got is not just good for ADPA and GVA. It directly benefits the entire independent aftermarket and, beyond, consumers, who will be enabled to have the choice between competing, affordable and innovative solutions when it comes to the servicing of their vehicle – a crucial topic considering the cost of road mobility".

Marcus Sacré, Partner at Osborne Clarke, who represented ADPA and GVA in the proceedings, concluded: "The intentions of European legislators have always been clear: vehicle manufacturers cannot and should not unilaterally restrict competition".

Affordability, a key factor for safety and sustainability

On the 2nd of July, ADPA organised a [webinar](#) to present to several dozens of stakeholders the final results of a [Ricardo study](#) highlighting the link between affordable repair and maintenance and the roadworthiness of vehicles.

After an introduction by ADPA President, Michael Pedersen, on the economic weight and the societal contribution of the independent automotive aftermarket, Ed Eyton, Senior Consultant at Ricardo, presented the main take-aways from the report commissioned by ADPA, and the detrimental consequences of monopolistic tendencies on safety and sustainability. Diogo Pinto, Director General of consumers' organisation FIA Region I, Elisabeth Macher, Counsel at lawfirm Osborne Clarke, and Pierre Thibaudat, Director General of ADPA, discussed potential European regulatory remedies which could improve the experience of consumers. They emphasized in particular -but not only- the importance of the Motor Vehicle Block Exemption Regulation and of the Type Approval Regulation, which should be updated to take into account new commercial practices and technical trends.



Additional details on SERMI

On the 1st of August, SERMI released the ninth update of its [list of sanctioned interpretations](#). This list aims at ensuring consistent and transparent implementation of the scheme across all participating countries, by avoiding divergent and eventually conflicting interpretations.

In this edition, SERMI provides additional details on training requirements in Germany, procedures for on-site visits, and provisions concerning liability insurance.

Carmunication 18th Member to join ADPA



On the 1st of July, [Carmunication](#) became ADPA's 18th Member, as approved by the ADPA General Assembly on the 26th of June. By joining forces, the two aftermarket associations intend to improve road

mobility's safety, sustainability and affordability through services based on in-vehicle technical data and functions, delivering benefits to the independent aftermarket, consumers and society at large.

Michael Pedersen, ADPA President, commented: "ADPA and Carmunication share a common vision of an independent automotive aftermarket able to develop and market innovative and competitive services and solutions, based on the untapped potential of in-vehicle technical data, giving true choice and value to consumers. Working closer together is a logical step on this path."

Freek Blekxtoon, Carmunication Chairman, added: "The complementarity of Carmunication and ADPA makes them natural allies in the advocacy for a level-playing field in the provision of digital services improving the diagnostic, the maintenance, the repair and the servicing of vehicles. Added up, our respective know-how will make a positive impact for the market." He further developed his vision on the opportunity and necessity for ADPA and Carmunication to cooperate on regulatory issues in an episode of the [Talktomotive podcast](#).

Pierre Thibaudat, ADPA Director General, concluded: "ADPA and Carmunication will combine their political, regulatory, commercial and technical expertise to strengthen our call for a robust framework on access to in-vehicle data, functions and resources, a legislation long awaited by consumers and businesses alike, and whose need has been amply demonstrated."

ADPA in Denmark for the beginning of the Danish Presidency of the Council of the EU



At the occasion of the beginning of the Danish Presidency of the Council of the European Union, ADPA organised its General Assembly in Copenhagen on the 26th of

June. ADPA hosted at this occasion a [public conference](#) with Danish policy-makers to discuss the contribution of data publishers to safe, sustainable and affordable road mobility, the commercial and technical risks of monopoly they are facing, and potential regulatory remedies at European Union's level.



It was followed by the visit of a Bosch training center, to discuss in particular the impact of ADAS and electrification on repair process. Michael Pedersen, ADPA President and

Managing Director at Hella Gutmann, then welcomed Pierre Thibaudat, ADPA Director General, for a visit of his company in Viborg, the opportunity to exchange on practical challenges and opportunities in the sector.

Associations in Motion



At the occasion of Autopromotec in Bologna, Patrick Lo Pinto, ADPA Board Member, and Pierre Thibaudat, ADPA Director General, participated to the meeting of Associations in Motion, during which the application of ADPA to become a member was unanimously approved.

Associations in Motion acts as an international coalition for associations representing the independent automotive aftermarket to debate on trends and advocate on common interests. The legislative and regulatory situation in the European Union, considered as rather forward-thinking compared to other regions of the world, is an important topic, hence the importance of the participation of European associations such as ADPA, EGEA (tool and diagnostic manufacturers) and FIGIEFA (parts distributors).





Environment

Toll exemptions for zero-emission lorries and buses

On the 27th of June, the European Commission [proposed to exempt zero-emission heavy-duty vehicles](#) from road tolls and user charges until the 30th of June 2031 (against the 31st of December 2025 as currently foreseen). The objective is to boost demand for zero-emission lorries and buses by providing a financial incentive which can counterbalance the currently high cost of such vehicles. Member States and the European Parliament will now study this proposal.

Slowing progress in emissions reduction from road transport

On the 27th of June, the European Environmental Agency published a [report on emissions](#) between 1990 and 2023. It shows that road transport remains the primary origin for emissions of nitrogen oxides, lead, black carbon and carbon monoxid. While these have substantially dropped since 1990 (respectively -71%, -98%, -76% and -91%). However, over the last years, these progresses have significantly slowed down (even going slightly backwards regarding lead).

Status of the futur End-of-Life Vehicle legislation

On the 17th of June, the Council, bringing together national governments, adopted its [position](#) regarding the proposal of the European Commission for the future legislation on End-of-Life Vehicles (ELV). The Council amendments would extend new obligations, such as design enabling the removal of certain parts and the establishment of a circularity strategy or labelling of parts, to heavy-duty vehicles and two- or three-wheel vehicles and quadricycles. As far as the plastic recycled content target is concerned, the Council amendments would introduce a three-stage approach : the targets would gradually increase from at least 15% after 6 years, through 20% after 8 years and 25% after 10 years from the entry into force of the new Regulation. On the 7th of July, the responsible Committees in the European Parliament also adopted their position, more in line with the [needs of the independent aftermarket](#), recognising the role of different operators, improving design requirements to facilitate reuse and replacement of parts, and clarifying when a vehicle should be declared irreparable. The European Commission, the Council and the European Parliament will now negotiate the final text.

Too much noise from road traffic

On the 24th of June, the European Environmental Agency [warned](#) that over 110 million people, or more than 20% of Europeans, are exposed to high levels of transport noise that exceed thresholds set under EU reporting rules and which have detrimental effects on health, the environment and the economy. When measured against stricter World Health Organization recommendations, this figure rises to over 30%, or nearly one in three citizens. Additionally, current evidence indicates that progress in decreasing the number of people exposed to harmful noise levels has been slow.

Road traffic is the most widespread source of transport noise, exposing an estimated 92 million people to levels above the threshold of 55 dB set in the Environmental Noise Directive for the day-evening-night period, compared to 18 million affected by rail traffic and 2,6 million by aircraft noise.

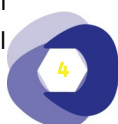
The European Environmental Agency studied some potential regulatory options which could help decreasing the number of people affected by noise, e.g. a binding requirement to use quieter tires by 2030 and a wider application of reductions in road speed limits in urban areas.

Proposed definition for low-carbon hydrogen and fuels

On the 7th of July, the European Commission proposed a Delegated Act defining low-carbon hydrogen and fuels. Following a more ambitious previous draft, the European Commission recommends to consider hydrogen and fuels as low-carbon if they have a 70% reduction in greenhouse gas emissions compared to their fossil equivalent.

The rules will apply to both domestic and producers outside of the European Union that want to export hydrogen to the European Union. For certification, producers can rely on a well-established system of certification by third parties, known as Voluntary Schemes.

If approved by the Member States and the European Parliament, the new rules should apply towards the end of 2025.





Electrification

New car park more emitting due to shrinking share of electric vehicles

On the 4th of June, the European Environmental Agency revealed that after a steady and significant reduction from 2020 to 2023, average carbon dioxide (CO₂) emissions from new cars registered in Europe slightly increased in 2024, according to new provisional data based on information provided by European countries, including details on all newly registered cars and vans.

Among new registrations, the shares of [battery electric vehicles](#) and of [electric vans](#) declined by nearly 1% and 1,9% respectively, compared to 2023. This is the main cause of the observed increase in average emissions to 185,4 grams CO₂/km, up by 4,5 g CO₂/km, compared to 2023.

New recommendations for the inspection of electric vehicles

On the 3rd of July, CITA, the international motor vehicle inspection committee, released [recommendations](#) for the periodic technical inspection of electric vehicles and hybrid-electric vehicles. This document echoes current discussions initiated by the European Commission around the revision of the roadworthiness legislation, aimed in particular at increasing the safety of electric vehicles, in particular as they become older.

It outlines the technical characteristics that distinguish electric vehicles, such as high-voltage components, battery systems, regenerative braking, and unique software elements, and presents a tailored methodology for their inspection. It proposes in particular new inspection categories specific to electric vehicles, detailed defect severity classifications, practical test methods for assessing safety-critical systems, and recommendations on data access, software integrity checks, and battery health assessment.

This document also aims at filling the gap with existing but insufficient legislations, and calls for regulatory adaptations to support EV-specific inspections, a standardized access to diagnostic data, fault codes, and battery software, and greater harmonisation in inspection procedures across the European Union's Member States.

Cost of repair higher for electric vehicles than for internal combustion engines

On the 12th of June, the French association Sécurité et réparations automobiles (SRA), depending from the association of French insurers, published a [report on the cost of collision repair](#) in 2024 in France.

This report shows that the cost of repair (be it parts or labour) for electric vehicles and hybrid-electric vehicles is regularly above the cost of repair for internal combustion engines. Hybrid vehicles cost 15,7% more than average to repair, and electric vehicles 14,3%.

SRA explains these higher costs with five main factors:

- the higher weight of electric vehicles which result in larger damages;
- the use of materials in electric vehicles which are more complex and costly;
- the presence of specific electric components (e.g. plugs, cables, batteries...);
- the need for additional time to secure the vehicle and to work on its electric components;
- the fact that customers tend to go to authorised repairers, which are more expensive than independent workshops.

Life-cycle greenhouse gas emissions lower for electric vehicles

On the 8th of July, the International Council on Clean Transportation released a [study assessing emissions of greenhouse gas through the life-cycle](#) of different types of motors. The analysis shows that compared to gasoline cars, and when taking into consideration the manufacture of the car and of its components, their maintenance, and the production and consumption of energy:

- electric vehicles emit 73 to 78% less greenhouse gas (depending on the source of electricity);
- plug-in hybrids emit 30% less;
- hybrid vehicles emit 20% less.

Digitalisation

ADPA input to European Commission's public consultation on artificial intelligence



On the 4th of June, ADPA [participated](#) to a public consultation of the European Commission on artificial intelligence (AI). ADPA expressed its support to any measure which can help the European Union to be truly a leader in AI, and in particular the recently outlined ambitions of the European

Commission on the matter.

ADPA also highlighted that the automotive aftermarket, which is in charge of the roadworthiness of vehicles over their lifetime, can be a key enabler of AI-driven solutions, with a concrete and direct impact on the affordability, the safety and the sustainability of road mobility.

ADPA warned that however, several commercial and/or technical practices can hinder the deployment of AI solutions, or can turn AI into a problem rather than a solution. AI is dependent on the availability of data, and in particular their latency, their granularity, their cost. However, in the automotive sector, vehicle manufacturers benefit from their gatekeeper position and can restrict competition. Similarly, for the deployment of AI-based solutions, access to in-vehicle functions and resources is crucial. There is currently no direct and clear regulatory requirement for such access. Finally, AI systems based on the free pillage of other creators' content lead to unfair competition and endanger innovation.

For AI to truly and fully materialise and have a positive impact on European consumers and businesses, ADPA recommended the European Union to strengthen its regulatory framework, and enforce it. In particular, intellectual property rights should be duly protected to ensure fair remuneration and accountability. Also, access to in-vehicle data, functions and resources should be granted through different, complementary legislative instruments: the Data Act, the Motor Vehicle Block Exemption Regulation, and a sector-specific legislation, which has been long called for by consumers and businesses alike.

Cybersecurity and SMEs

The European Digital SMEs Alliance has released in July a [guide](#) to help SMEs strengthen their security measures and meet clients' expectations under the updated Network and Information Systems Directive (NIS2).

NIS2 aims to enhance the level of cybersecurity across the European Union. While small and micro enterprises are generally exempt from direct obligations, NIS2 places a strong emphasis on supply chain security, meaning that many SMEs will face higher cybersecurity expectations from their clients.

Findings from a European DIGITAL SME Alliance's survey confirm that many SMEs, whether directly regulated under NIS2 or not, still face uncertainty about what is expected of them, particularly in relation to their clients' cybersecurity obligations.

The objective of the guide is therefore to provide practical steps, examples, and checklists to help SMEs – especially those needing to demonstrate cybersecurity readiness to clients – understand and align with NIS2 requirements. The guide focuses on key areas where ISO/IEC 27001 controls align with NIS2 requirements, offering a streamlined approach for suppliers who are already compliant with this international standard.

Renewed Board for Carmunication

At the occasion of its General Assembly in June, Carmunication elected a new Chairman (Freek Blekxtoon, from NRF) and a new Deputy Chairwoman (Carine Bonnet, from Nexus), and confirmed Patrick Lo Pinto (Tekné) and Michael Krampe (InfoPro Digital), which are also ADPA Board Members, as COO and Deputy Chairman.

Report on remote diagnostics

In July, Caruso released its [report on field test on connected vehicles and remote diagnostics](#) (accessible behind a paywall). This study aims at assessing the effectiveness of remote diagnostics process, focusing on data availability, quality, and the ability to deliver actionable insights for independent workshops to perform repair process and offer added-value to their customers.

Safety

New recommendations for brake inspection

On the 16th of July, CITA, the international motor vehicle inspection committee, released [recommendations on how to inspect brakes of road vehicles](#), the result of an interdisciplinary work carried out by experts from equipment manufacturers, testing bodies and organisations performing periodic technical inspection.

Considering that braking systems are among the most safety-critical components in vehicles, but that inspection procedures across countries remain fragmented, and that traditional testing methods often face practical and technical limitations, this document evaluates the full spectrum of testing methodologies - including dynamic road tests, static brake testers with loaded and unloaded vehicles, extrapolation techniques, and the increasingly relevant reference value method.

It aims at providing valuable recommendations to ensure that brake testing remains robust, consistent, and adaptable to the evolution of vehicle technologies - especially with the growing presence of electric braking systems and connected vehicle diagnostics, making the most of existing European Union's and UNECE's existing legislations.

European Product Safety Award

The European Commission has opened, until the 31st of August 2025, a [call for applications to its Product Safety Award](#). This award aims at encouraging and honouring innovative business initiatives and research that make a difference for consumers by going beyond their legal obligations for even better safety. It is open to any company from the European Economic Area (European Union + Iceland, Lichtenstein, Norway) which abide to corporate social responsibility. Separate awards will recognise the contribution of SMEs and large companies.

Winners will receive a diploma and trophy at a ceremony in Brussels. Winning companies will also be able to use the European Product Safety Award logo for promotional activities of the winning initiative or product.

US-Japan trade deal weakening road safety

On the 24th of July, a group of 9 NGOs active in the field of consumer protection, road safety and environment expressed [concerns](#) regarding the trade deal reached by Japan and the United States which reportedly removes domestic Japanese safety testing requirements for American-made vehicles exported to Japan.

Signatories underline that the European Union has consistently adopted some of the world's most effective vehicle safety regulations, culminating in the General Safety Regulation that is currently in force. These rules mandate technologies such as automated emergency braking, intelligent speed assistance, and pedestrian protection – none of which are currently required for vehicles sold in the United States.

They therefore call upon the European Commission to ensure that trade talks with the United States do not become a backdoor to regulatory weakening, and that European Union's safety standards are not on the table in ongoing trade discussions. They also insist that European Union's institutions should state clearly that no deal on vehicles will be accepted unless all products placed on the European Union's market meet existing European regulatory requirements in full.

Australian code of conduct for ADAS



On the 23rd of June, the Australian Automotive Aftermarket Association (AAAA) launched a new [code of conduct for advanced driver-assistance systems](#) (ADAS), providing the automotive industry with practical, sector-specific guidance on how to manage one of the most critical safety issues in modern vehicle

repair: calibration of Advanced Driver Assistance Systems (ADAS). This document will be regularly updated to take into consideration technical developments and feedbacks from practitioners.

Business

Bulgaria 21st EU Member State to adopt euro



On the 4th of June, the European Commission published a report assessing that Bulgaria fulfills all the criteria to join the euro area. Following green lights

from the European Parliament, Member States and the European Central Bank, Bulgaria is now set to officially adopt the euro as its currency as from the 1st of January 2026, facilitating transactions from and to this country.

Access to Standard Essential Patents

On the 9th of July, the European Commission provided guidance to ensure that the proposed creation of the Automotive Licensing Negotiation Group (ALNG) to jointly negotiate licences for standard essential patents (SEPs), while enabling competitiveness, would not endanger competition. This is in particular the case as the ALNG is open to other interested companies in the automotive sector to join.

Teresa Ribera, Executive Vice-President of the European Commission in charge of the Clean, Just and Competitive Transition, declared that “Companies that pursue the EU’s strategic goals should not be held back by uncertainty about the application of our competition rules. Innovation and competitiveness often depend on access to standardised technology, in particular to allow products to interoperate or speak to one another. By issuing this guidance letter, we are providing clarity on the application of competition law.”

More European funding for research and innovation

On the 16th of July, the European Commission presented its [proposed budget for Horizon Europe](#), European Union’s key funding programme for research and innovation, for 2028-2034. With a proposed € 175 billion budget (instead of 93,5 billion for 2021-2027), the European Commission intends to boost European efforts at tackling climate change, helping to achieve the United Nations’ Sustainable Development Goals and supporting the European Union’s competitiveness and growth.

The proposal also foresees the possibility to establish “Moonshot” projects which would move from research to demonstration and real-world deployment. Such projects would cover in particular artificial intelligence as well as data and automated transport and mobility.

The proposal has now to be negotiated between the European Commission, Member States and the European Parliament before its final adoption.

Pillar I	Pillar II	Pillar III	Pillar IV
EXCELLENT SCIENCE	COMPETITIVENESS AND SOCIETY	INNOVATION	EUROPEAN RESEARCH AREA
€44.079 BILLION	€75.876 BILLION	€38.785 BILLION	€16.262 BILLION
EUROPEAN RESEARCH COUNCIL	COMPETITIVENESS ¹ : 1. Clean Transition and Industrial Decarbonisation 2. Health, Biotech, Agriculture and Bioeconomy 3. Digital leadership 4. Resilience and Security, Defence Industry and Space	EUROPEAN INNOVATION COUNCIL	ERA POLICIES
MARIE SKŁODOWSKA-CURIE ACTIONS	SOCIETY: 1. Global societal challenges 2. EU Missions 3. New European Bauhaus Facility	INNOVATION ECOSYSTEMS AND THE KNOWLEDGE TRIANGLE	RESEARCH AND TECHNOLOGY INFRASTRUCTURES
SCIENCE FOR EU POLICIES			WIDENING PARTICIPATION AND SPREADING EXCELLENCE

¹ Consistent with activities under the European Competitiveness Fund

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