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Save the dates!

The next in-person General Assemblies of ADPA will be held in Latina, Italy, on the 17th and 18th of June, and in Brussels, Belgium, on the 2nd and 3rd of December.

Editorial

Dear Members, dear Colleagues, dear Readers,

After a busy 2025, 2026 will, again, be a memorable year for the independent aftermarket in general, and for publishers of technical information in particular. Numerous regulatory developments - and, hopefully, improvements - are on the horizon and will require our continuous attention.

Some important legislations, such as the Delegated Act updating Annex X of the Type Approval Regulation and the End-of-Life Vehicles Regulation, will soon be finalised, and should secure our rights to access reliable technical information, in particular - but not only - with a view to electric vehicles.

In parallel, our two mother legislations, the Motor Vehicle Block Exemption Regulation and the Type Approval Regulation, will undergo extensive evaluations preparing their modernisation to take into account new technical challenges and commercial practices.

Negotiations on the Automotive Omnibus and on the Digital Omnibus, proposed by the European Commission, might redefine our sector for the decades to come.

Last but not least, this year, we will celebrate our ten years of existence. Ten years of progress, ten years of success, thanks to our growing community of members and partners, who together advocate relentlessly for making road mobility safer, more sustainable and more affordable, for the greater benefit of consumers, businesses and society at large.

Michael Pedersen

ADPA President

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Access to technical information

Cost of accessing in-vehicle data

On the 20th of February, ADPA submitted its [contribution](#) to a public consultation organized by the European Commission on its [draft guidance for compensation under the Data Act](#). With its practical experience on the efficiency of provisions on fees and compensation, ADPA was in a particularly legitimate position to make a number of comments on this draft.

While some proposals are very welcome clarifications, some others would seriously undermine, in practice, the principles and objectives of the Data Act. In particular, ADPA alerted the European Commission that:

- The concept of adding a margin contradicts the principle that compensation must be strictly cost-based and risks allowing unlimited fee-setting. The guidance should clearly limit any margin to a fraction of costs.
- Non-discrimination must mean that compensation cannot depend on the individual success of data recipients but only on objective, measurable factors like data volume or number of requests. This principle should also apply to intermediaries.
- Smaller businesses face difficulties enforcing their rights against larger stakeholders, and the guidance should simplify enforcement and prevent retaliation. The role of trade associations as legitimate parties should be legitimized, and the document should clarify the roles of enforcement authorities.
- The draft guidance gives data holders (e.g. vehicle manufacturers) disproportionate control over data recipients' business models and allows them to monitor recipients' use cases. It should be amended to protect recipients' business secrets, and trade secret protections should apply fairly to both sides.
- Vehicle manufacturers, as data holders, are unlikely to minimize their own cost calculations, yet compensation should remain as low as possible to support competition and innovation. The guidance should not provide additional excuses for cost increases.
- The Guidance wrongly suggests data holders could charge more to ensure the same data quality they already enjoy themselves. Extra charges should only apply if data recipients explicitly request enhanced quality warranties.

Publishers as enablers of the IAM

On the 24th of February, ADPA President, Michael Pedersen, and ADPA Director General, Pierre Thibaudat, presented to an international audience the

role of publishers of multibrand technical information for the reliable and affordable servicing of vehicles over their lifetime. They explained the processes put in place by ADPA members to source, complement, aggregate, analyse, rework, and organise technical information. They also highlighted the role of European legislation in ensuring that no monopole prevents consumers from ensuring the roadworthiness, the safety and the environmental performance of their vehicles.

Publishers of technical information provide a multibrand one-stop shop

	Technical information from vehicle manufacturers	Technical information from data publishers
Access	As many access methods as brands	1 single access method
Search function	As many search functions as brands	1 single search function
Harmonology	No harmonised terminology	1 harmonised terminology
Readability	No harmonised readability	1 harmonised readability
Training	As many trainings as brands	1 single training
Cost	1 subscription per brand	1 subscription for all/most brands

COMPLICATED
EXPENSIVE



SIMPLE
AFFORDABLE



Delegated Act on track

End of January, the Technical Committee on Motor Vehicles, which brings together experts from national governments and the European Commission, approved the Delegated Act updating Annex X of Type Approval Regulation 2018/858. Prepared and negotiated by the European Commission, the independent aftermarket including ADPA directly, and indirectly through AFCAR and vehicle manufacturers, this update aims at addressing new technical developments, such as cybersecurity and electric mobility, and preserve a fair access to related technical information. The text now has to be formally adopted by the European Commission, and the European Parliament will still have a period of 2 months to object, after which it should enter into force.

ADPA reinforced by three new members

Confirming the increasing interest of the independent automotive aftermarket for access to affordable and reliable technical information and a shared willingness to empower the independent aftermarket, three new members have joined ADPA as of the 1st of January: [Biluppgifter](#), [Caruso](#), and [Inter Cars](#). ADPA now brings together 21 companies and trade associations.



Safety

New evaluation protocols at EuroNCAP

EuroNCAP introduced this year major changes to its [protocols](#) for the evaluation of the safety of new cars, with the objective to better represent modern driving conditions and address the road hazards faced by today's drivers, passengers and other road users. This update features an overhaul of vehicle testing and scoring procedures, along with a new rating methodology built around four key stages of safety: safe driving, crash avoidance, crash protection, and post-crash safety.

Among other items, driver assistance systems, which have faced criticism for annoying warnings or intrusive interventions, will be evaluated not only on their crash-prevention abilities on the test track, but also during real-world driving, with the aim of improving consumer acceptance. New, expanded test scenarios will be introduced to improve the robustness of crash-prevention systems, particularly in conditions that are more representative of real-world environments. Crash-protection evaluations will expand to include a broader spectrum of occupant body sizes, from children to shorter and taller adults, using full-scale crash tests, laboratory sled tests and advanced virtual simulations to enhance accuracy and promote more adaptive restraint systems. New post-crash requirements will also require electrically powered exterior door handles to stay functional for easier rescue and mandate proper high-voltage battery isolation in electric vehicles, among other updates to help first responders.

Too slow progress in road safety

On the 13th of February, the European Commission published its [Report on the Implementation of the EU Road Safety Policy Framework](#). It shows that while progress has been made, the current pace is insufficient to reach the objective of halving road deaths and serious injuries by 2030. 19.940 people were killed on Europe's roads in 2024, representing a 12% decrease since 2019 but falling short of the annual 4,6% reduction needed to meet 2030 targets.

Based on this assessment, the European Commission will take measures across five priority areas: infrastructure safety and intelligent transport systems, enforcement of road traffic rules and deterrence of poor road behaviour, deployment of vehicle safety technologies, new forms of mobility, and road safety research.

Consumers' acceptance key for the materialisation of the safety benefits of ADAS and DCAS

On the 28th of January, FIA published a [report assessing Advanced Driver Assistance Systems and Dynamic Control Assistance Systems](#).



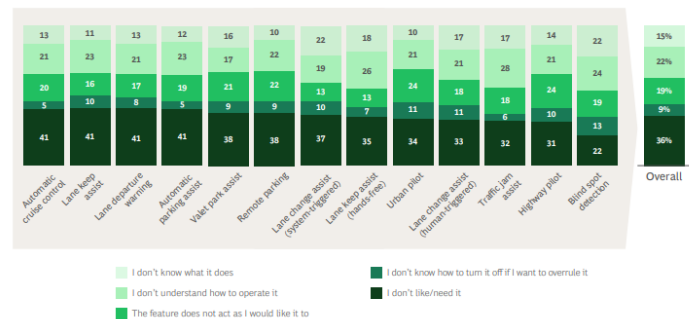
The report surveyed over 13,500 mobility club members from Austria, Denmark, Germany, Hungary, Italy, Luxembourg, and Switzerland. The results show that Adaptive Cruise Control (ACC) is widely accepted, trusted, user-friendly, and frequently used, making a positive contribution to road safety. In contrast, Lane Keeping Assistance (LKA) and Intelligent Speed Assistance (ISA) were seen by many drivers as less reliable and were used less often.

The research emphasises that ADAS can maximise road safety only when developed and deployed from a human-centred perspective. User engagement, satisfaction, acceptance, and trust are critical for actual usage. Countries with higher ADAS acceptance tend to have more engaged and informed users, better-adapted road infrastructure, and driving environments that help deliver real safety benefits.

On the 4th of February, BCG and Bosch published a [separate report on the customer acceptance of ADAS](#). It highlights that over 55% of consumers would be willing to pay a premium for a vehicle offering the most advanced ADAS features if they were correctly informed. The relatively high awareness of consumers regarding the theoretical benefits of ADAS doesn't necessarily materialise in an active use of these features, as their usage is not always intuitive and as there are doubts as to where, when and how to use them.

Not Liking, Needing, or Understanding Features Are Significant Barriers to Usage

You indicated that you don't use the following features very regularly. Which of the following would you say is the biggest barrier to using each feature more often? (%)



Source: BCG-Bosch Consumer Sentiment Survey (n = 2,823). Note: Overall figures show linear average for all 13 features.



Environment

2030 objectives to reduce pollution not yet within reach

On the 29th of January, the European Commission published its [Mid-term review of the Zero Pollution Action Plan](#). It shows that while progress on reaching the zero pollution targets is being achieved, the situation varies for specific cases. For example, the assessment found that air pollution had been significantly reduced, while trends remain stable for noise and waste, and microplastics pollution has been estimated to have increased in recent years. As a consequence, it appears now unlikely that the 2030 objectives will be met in time.

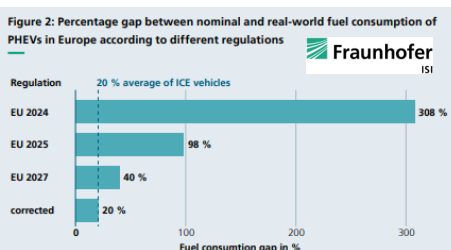
The report recommends to speed up national and local initiatives, e.g. to reduce by 30% by 2030 the proportion of people chronically disturbed by noise from transport. It also alerts on the widespread shortage of relevant skills and training, which is holding back the clean transition in different sectors, in particular transport.

New chair of the Committee on Environment and Climate in the European Parliament



On the 9th of February, the Committee on Environment and Climate of the European Parliament elected [Pierfrancesco Maran](#) as its new chair. An Italian social-democrat, Pierfrancesco Maran has previously worked on several files related to the automotive sector, in particular the End-of-Life Vehicle regulation.

More fuel needed to power hybrids



In February, the Fraunhofer Institut published an [assessment](#) alerting that plug-in hybrids are consuming much more fuel in real-driving mode than in type -approval conditions. It shows that the average real-world fuel consumption of plug-in hybrids in Europe is 5,9l/100km, approximately 300% higher than advertised, and closed to the 7,0l/100km consumption of new internal combustion engines. The authors consider this would justify existing legislation to be adequately upgraded.



ELV proposal one step closer to materialise

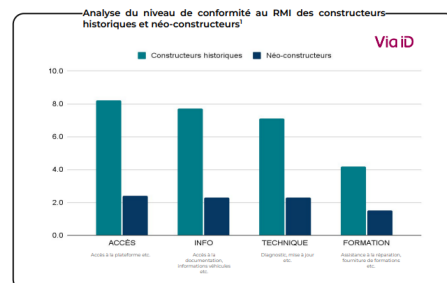
On the 25th of February, the Committees of the European Parliament in charge of the Single Market and of Environment and Climate held a joint vote on the draft agreement reached with the European Commission and Member States on the proposal for an End-of-Life Vehicle regulation. They approved it with a large majority (96 for, 20 against, 4 abstentions), with most opponents being from the far-right. This text now still needs to be approved formally by the plenary of the European Parliament and the Member States, and could be published in the Official Journal of the European Union in the upcoming months. Once entered into force, it should improve the role of the independent aftermarket, and in particular of publishers, for the treatment of end-of-life vehicles.

Well-to-wheel assessment of SUVs

On the 26th of January, experts from the European Commission's Joint Research Centre published a [well-to-wheel assessment of sports utility vehicles](#). They revisited and updated the greenhouse emissions and efficiency profiles of various fuel-powertrain combinations, and incorporated major pathways currently under consideration for future road transport. The report assessed how electric, hybrid, hydrogen, and biofuel powered vehicles compare today in terms of energy efficiency and greenhouse emissions, what it takes to produce such fuels, and what are the implications for total life-cycle emissions. It shows that electrification with renewable energy is the most effective decarbonization pathway, while emerging technologies (such as hydrogens and e-fuels) have potential but still face major constraints.

Repairability and recyclability of new brands

In February, Mobivia released a [study on the repairability and recyclability of models from new vehicle manufacturers](#). It shows that some industrial choices, coupled with a lack of compliance with existing European legislation, render the repair of such vehicles more complex, lengthy and costly.



Electrification

More and more electric buses on EU roads

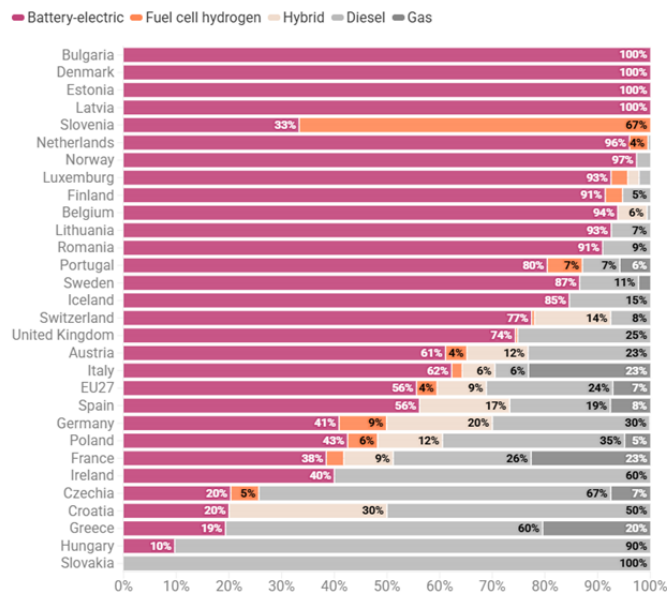
On the 20th of February, Transport & Environment published a [piece on the growing share of electric buses](#) in Europe. It reports that in 2025, six out of ten newly registered city buses in the European Union were zero-emission, with battery-electric models accounting for 56% of sales and fuel-cell buses for 4%.

Five European Union's Member States (Bulgaria, Denmark, Estonia, Latvia, and Slovenia) achieved 100% zero-emission bus registrations, while six others (Belgium, Finland, Lithuania, Luxembourg, the Netherlands, and Romania) reached a 90% share.

Although current growth trends could make it possible to reach full electrification by 2028—well ahead of the 2035 target—the report cautions that progress has been driven mainly by frontrunner countries, and further expansion will depend on increased uptake in Member States that are currently lagging behind.

Zero-emission urban buses: who leads?

New city bus sales in 2025



Source: DVV Media, (2026). Alternative Drivelines for City buses 2025



Uneven progress in the deployment of electric light-duty vehicles

On the 3rd of February, Transport & Mobility Leuven published a [report on its monitoring of the shift to zero-emission light-duty vehicles in Europe](#).

The findings show that, while Europe continues to make steady progress toward zero-emission mobility through ongoing electrification, significant regional disparities and persistent infrastructure gaps still prevent a fully even transition. Some countries are much better positioned to benefit from this shift, owing to differences in charging infrastructure coverage, grid readiness, and the robustness of policy support frameworks.

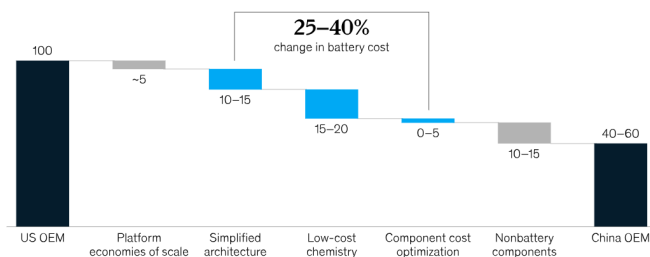
The analysis also indicates that the total cost of ownership of battery-electric vehicles compared with internal combustion engine vehicles is increasingly favorable for electric passenger cars and light commercial vehicles. For the first time since quarterly monitoring began, electric large cars now have even a lower total cost of ownership than fossil-fuel alternatives in all countries surveyed.

Reducing the cost of battery packs

On the 2nd of January, McKinsey published an assessment of how [technological breakthroughs could reduce the cost of battery packs](#), an essential step to reduce the cost of purchase and of ownership of electric vehicles while improving the competitiveness of legacy manufacturers in comparison to new entrants. McKinsey highlights the benefits of lowering the number of parts and optimising their cost (including through local sourcing), adapting the vehicles' architecture to the battery pack (instead of the opposite), and switching to lithium-iron-phosphate batteries.

Cost competition in batteries is mostly the result of simplified architecture, low-cost chemistry, and optimized components costs.

Battery electric vehicle cost of production difference, Chinese vs US OEMs, 2024, % (local US cost = 100%)



Source: McKinsey analysis of mass market segment of \$40,000-\$60,000 MSRP

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Digitalisation

Safety rules for the global deployment of automated driving systems



In January, the United Nations Economic Commission for Europe (UNECE) adopted a draft [regulation on automated driving systems](#) (ADS). It is aimed at allowing the deployment of autonomous vehicles with no supervision by a driver on public roads by establishing uniform safety provisions and a

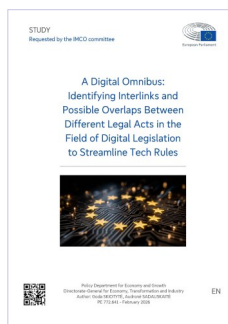
harmonized methodology for validating vehicles equipped with ADS.

The draft global regulation aims to meet the needs of diverse markets and foster innovation while ensuring the highest level of safety on the road. Its key features include:

- Safety Management System (SMS): lifecycle safety governance, processes and competencies are mandatory. The regulation includes the audit and certification of the SMS to ensure compliance with the requirements.
- Testing credibility: requirements to demonstrate the credibility of test environments and methods, including virtual toolchains.
- Safety Case: Manufacturers must demonstrate, via structured claims, arguments and evidence, that the ADS meets outcome focused requirements and is free from unreasonable risk. This body of evidence is subject to a comprehensive assessment.
- In-service monitoring & reporting (ISMR): this provides a feedback loop to ensure continuous performance monitoring and reporting to authorities that enable learning and corrective action.
- Data Storage System for Automated Driving (DSSAD): capability to record and store safety-relevant ADS performance data.

The draft proposal will be submitted to the UNECE's World Forum for Harmonization of Vehicle Regulations for adoption at its next session (23-26 June 2026). In parallel, experts will finalize technical provisions regarding data collection for ADS. If adopted by the World Forum, the global regulation would enter into force immediately.

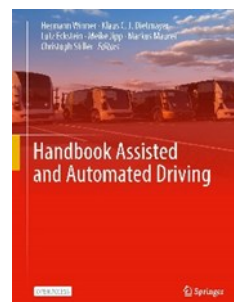
Preliminary assessment of the Digital Omnibus by the European Parliament



On the 26th of February, services of the European Parliament presented a [study](#) on the proposals made by the European Commission in its [Digital Omnibus](#). It highlights that clearer justification and evidence base would be required to sustain a number of amendments proposed by the European Commission, and recommends to prioritise legal certainty, implementation and enforcement rather than sheer deregulation, and to focus on enforceable safeguards that can be added to proposed changes or protected by refusing some amendments.

Handbook on assisted and automated driving

On the 16th of February, Springer published a very comprehensive [Handbook on Assisted and Automated Driving](#), co-authored by 132 experts and available in open access. It provides a review of systems and technologies for assisted and automated driving, as well as an overview of the limitations of such systems concerning development processes and test tools. It covers various categories of vehicles (passenger cars, commercial vehicles, and motorcycles) and of components (sensors, actuators, mechatronic subsystems, and actuating elements). It also assesses data fusion concepts, environment representations, and user-friendly designs of the human-machine interface between the assistance system and driver, and explores the new, non-technical challenges induced by removing humans from the responsibility of driving.



Launch of ECAVA working groups

Earlier this year, the [European Connected and Autonomous Vehicle Alliance](#), an advisory forum for the European Commission, organised the first meetings of its working groups on software-defined vehicles, data pooling and AI models, automotive hardware and autonomous driving. The objectives include in particular the interoperability of softwares, and better coordination across the automotive sector.

Security

Towards reinforced cybersecurity measures for supply chains

On the 20th of January, the European Commission proposed a new [package of cybersecurity measures](#) to further strengthen cybersecurity resilience and capabilities in the face of growing threats. It focuses in particular on ICT supply chains and risks from third-country suppliers. The new proposal aims at ensuring that products and services reaching European consumers are tested for security in a more efficient way, through a renewed European Cybersecurity Certification Framework (ECCF). Finally, it proposes to reinforce the European Union's agency for cybersecurity (ENISA), which supports public authorities as well as companies on cybersecurity issues.

In parallel, on the 30th of January, the NIS Cooperation Group, which brings together national governments, the European Commission and ENISA adopted an [EU ICT Supply Chain Security Toolbox](#). It defines key concepts related to the ICT supply chain, identifies potential risk scenarios affecting ICT supply chains in the European Union, and provides recommendations to address and mitigate these risks.

SERMI to be extended in the United Kingdom

On the 2nd of February, the SERMI association, of which ADPA is a member, announced that the SERMI scheme will officially be introduced in the United Kingdom as of the 1st of April 2026.

Although the use of the SERMI scheme is not mandated by British law, several leading vehicle manufacturers have decided to adopt SERMI as their trusted authorisation framework. By doing so, they aim to provide the independent aftermarket with a single, standardised SERMI certificate that grants access across multiple vehicle brands. This unified approach significantly reduces administrative burdens and ensures a consistent, high-security process for accessing anti-theft related repair and maintenance information. The first vehicle brands to transition to the SERMI framework in the United Kingdom will include Ford, Jaguar, Land Rover, Nissan and Toyota. More brands are expected to follow as the system becomes established.

The United Kingdom is the second country outside of the European Union, after Norway, to adopt the scheme.

Risk assessment of connected and automated vehicles



On the 30th of January, the NIS Cooperation Group published a [risk assessment for connected and automated vehicles](#), in particular with respect to their supply chain. Experts identified and assessed 107 risks associated with such vehicles, of which 14 are identified as top risks. The assessment expounds on each risk, reviewing related incidents, existing

scientific literature and existing measures in place for each of the top-ranking risks.

The report identifies particularly critical security concerns regarding vehicle control systems and processing and decision-making systems, communication and connectivity systems (including cloud and backend systems), and charging infrastructures. The report also alerts on a series of top risks pertaining to high-risk suppliers from third countries and subjected to, e.g., government or military pressure to implement hidden and malicious hard- or software, updates or configurations in their products or changing the functioning of in-vehicle automated driving systems. Beyond the risks associated with the leaking of large amount of sensitive or personal data, such hacks can also have severe physical consequences such as the full remote takeover of vehicles and their weaponisation.

While many of the risks are already identified and addressed through other instruments, the authors therefore recommend the identification of proportionate measures to de-risk supply chains from high-risk suppliers, especially where it pertains to processing and decision-making systems, communication and connectivity systems and vehicle control systems that can receive remote updates, which have been identified as particularly critical asset groups. They also encourage European Union's Member States to adopt national rules to restrict or exclude high-risk suppliers from supply chains identified as critical. Finally, they advocate for additional research to be conducted in order to assess the impact of cyberattacks on charging infrastructures on the wider energy grid.



Automechanika Frankfurt 2026: The International Meeting Point for Strategy, Technology and Industry Dialogue

Amid profound transformation in the automotive sector, opportunities for international exchange are increasingly important. From **8–12 September 2026**, Automechanika Frankfurt will bring together stakeholders from the automotive aftermarket, workshop and service industries to discuss developments reshaping the market.

Advances in artificial intelligence, digitalisation, e-mobility, connected and software-defined vehicles are redefining design, diagnostics and lifecycle services, requiring workshops and suppliers to adapt to more data-driven environments. Automechanika Frankfurt 2026 addresses these changes with expanded formats that promote structured dialogue and practical insight into future market structures and business models.

New Formats for Engagement and Dialogue

A notable highlight this year is the new cooperation with the **Association of International Motor Vehicle Manufacturers (VDIK)**. This partnership aims to strengthen dialogue between manufacturers and other stakeholders in the branded automotive aftermarket, focusing on issues that will define future service ecosystems. In the period leading up to the event, the new “Road to Automechanika” dialogue series will address pressing topics for the aftermarket, with events planned in Berlin and Frankfurt.

A key feature of this year’s event is the **HighTech4Mobility** forum, which brings to the fore topics such as software-defined vehicles, advanced driver assistance systems (ADAS), autonomous driving, cybersecurity and digital services. This forum aims to create opportunities for discussion around strategies, innovation pathways and practical implications of new technologies for the global aftermarket. Experts from software firms, OEMs, Tier-1 suppliers and other sectors are expected to participate, offering a space to exchange insights and explore future business models.

Classic Cars: Linking Heritage and Market Potential

Automechanika Frankfurt 2026 will further strengthen its focus on Classic Cars, recognising the continued importance and growth potential of this segment. In cooperation with FIVA (Fédération Internationale des Véhicules Anciens) and key industry partners, the **Classic Alliance** initiative aims to connect classic car experts with workshops, retailers and

service providers. The Classic area will include live restorations, expert talks and structured opportunities for interaction, reflecting the segment’s relevance for both technical specialists and business development.

AMBITION: Engaging the Next Generation

With **AMBITION**, Automechanika strengthens its focus on young professionals and future talent. Interactive formats and discussions aim to connect educational institutions, associations and companies with the next generation entering the industry. Given the ongoing skills gap in many regions, this platform may be of particular interest to members engaged in training, recruitment or workforce development initiatives.

Networking, Inspiration and Hands-On Experiences

Beyond formal sessions and exhibits, the programme includes dynamic outdoor formats designed to bring the industry together:

- Automechanika Pitlane – a 200-metre live action area for motorsport enthusiasts.
- Experience Park – featuring off-road vehicles, simulators and interactive attractions.
- Future Mobility Park – offering test drives of electric and alternative drive vehicles.

These elements complement the core trade fair activities, offering opportunities for informal dialogue and practical insight into emerging mobility trends.

Join Automechanika Frankfurt, 8.-12.9.2026. More information at: www.automechanika-frankfurt.com

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