

**Pierre Thibaudat (ADPA Director General), Brussels, 9 June 2026** - Ladies and gentlemen, good evening. Please allow me a few words to summarize and conclude what the great speakers from institutions and business just said – many thanks to them again.

Yes, the European automotive aftermarket ecosystem is a champion, the main driving force of the European automotive sector. Together, we employ 3 to 4.000.000 people – 3 times as many as vehicle manufacturers – in about 900.000 companies, all over Europe. We make the repair of vehicles local, affordable, convenient and reliable, and in this sense we contribute to the roadworthiness of vehicles and to the resilience of road mobility.

Yes, the European automotive aftermarket ecosystem is a success story. The success story of historically ambitious, forward-thinking European legislation, which until now avoided monopolies and enabled real competition and proper innovation. Other parts of the world envy and copy our good old European rules, which have a true lighthouse effect.

But, the European automotive aftermarket ecosystem is also at risk. Some new technical and commercial practices, and the lack of enforcement of existing rules, are foreclosing competition and preventing innovation, with a detrimental effect on our businesses and ultimately on consumers. This is why my colleagues and I ask for more legislation, for more enforcement.

Ladies and gentlemen,

European legislation has to be more holistic and inclusive. We employ more people in more companies and we work on the cars for a longer time than anyone else. We cannot any longer be treated like the fifth wheel of the car. We would like to thank those officials who do not handle the aftermarket as an afterthought. Some of them are here tonight: let's give them a round of warm applause! And here is my call to them: please spread the gospel to your colleagues!

This is particularly needed now. We see potential deregulation as a great risk, which would only harm competition, innovation, consumer choice and welfare. True simplification should be about aligning and leveling up rules, embedding caselaw, not about lowering ambition or reducing enforcement.

This is essential to ensure reparability, upgradability and avoidance of premature obsolescence of vehicles. The adoption of new rules, the deployment of new technologies, should not prevent the repair and maintenance of vehicles over their lifetime. Their financial cost and environmental footprint are simply too high to replace them every two to five years.

With the rise of connected vehicles, access to in-vehicle data, functions and resources is truly an essential item to develop and deploy new multi-brand solutions. It has been demonstrated multiple times over the last decade, and it is high time to act to liberate the power of data, to enable innovative data-driven services and to turn digital challenges into digital opportunities.

Finally, people. Our sector employs 3 to 4 million Europeans who keep communities moving every day. As decarbonisation and digitalisation transform our industry, we must put them at the heart of cohesion policies and funding programmes and invest in their up-skilling and re-skilling.

Ladies and gentlemen,

I hope, we hope that the European Union will remain the leading champion for competitive and innovative road mobility. We are not short of ideas, we are short of a legal regime fully up-to-date with current and upcoming trends.

Esteemed members of the European institutions: our ecosystem wants to support you in your normative power. We do not believe that the market can resolve by itself structural, fundamental imbalances, and this is why and where you should step in. Anyone depending on road mobility, be it individuals, businesses or public authorities alike, would thank you for this. So please, stay with us and discuss it.

Thank you.

#### For more information

Automotive Coalition for Europe's WeDriveEU [website](#)

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ADPA, the European Automotive Data Publishers Association, aims to ensure fair access to automotive data and information needed for the repair and maintenance of the 280 millions vehicles on European roads, contributing to their continuous roadworthiness over their lifetime. Its members design and provide competitive, innovative and multibrand solutions to operators of the automotive aftermarket. Founded in 2016 and based in Brussels, ADPA is a Member of [AFCAR](#), the Alliance for the Freedom of Car Repair in the EU, [FAAS](#), the Forum on Automotive Aftermarket Sustainability, and [SERMI](#), the association for security-related repair and maintenance information.