



Brussels, 15<sup>th</sup> February 2012

## **CARS-21 Working Group on Vertical Agreements**

### **Stakeholder agreement needed on access to vehicle repair and maintenance information (RMI)**

*“CARS-21 needs to give today a boost to stakeholder’s agreements on vehicle repair and maintenance information to boost the automotive aftermarket business. The European Commission recently confirmed that it expects vehicle manufacturers to provide component data in a format suitable for automatic processing.*

*The Commission services expect that on this basis stakeholders can find agreements on the specific conditions of vehicle component data exchange or access. Unfortunately, so far we do not see any evidence of such an agreement” said Mr Holmqvist CLEPA CEO; “And this is particularly worrying for small and medium sized enterprises who find themselves in the most vulnerable situation and for consumers who lose the freedom to choose an independent repair shop or outlet to service their car”.*

#### **Background**

Commission Regulation (EU) No 566/2011 amending Regulation (EC) No 715/2007 and 692/2008<sup>1</sup> mandates that access to vehicle component data to be provided in a way that should facilitate the efficient design and deployment of multi-brand IT applications supporting the identification of alternative spare parts, by independent operators. Simple identification of components is essential so that Independent Operators can continue to provide competitive products and services to multi-brand and authorised repairers.

**CLEPA welcomes the spirit and the objective of this legislation whose aim is ensure unequivocal parts identification** for Independent Operators, with the aid of the Vehicle Identification Number (VIN).

Commission services in charge of the matter expect that stakeholders find agreements on the specific conditions of vehicle component data exchange or access.

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<sup>1</sup> published in the EU Official Journal L 158

**Unfortunately such an agreement seems not forthcoming.** Instead there are unfair practices on the market due to the fact that vehicle manufacturers release information on specific components in a way that it makes difficult for independent operators to identify the right part.

In order to ensure a competitive and level playing field between Independent Automotive Manufacturers (IAM) and Original Equipment Suppliers (OES) CLEPA believes that the legislation should **explicitly require Vehicle manufacturers to publish the data as “raw data”, which means processable and (in) multiple sets of data.**

To this end CLEPA calls on that the Commission to amend the current legislation appropriately to remove any ambiguity about the intended interpretation of the Regulation. “EU Commission must ensure after all that consumer’s freedom of choice is treated as a priority” added Mr Holmqvist.

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**Note to Editors**

CLEPA is the European Association of Automotive Suppliers;  
84 of the world's most prominent suppliers of car parts, systems and modules and 28 National trade associations and European sector associations are members. CLEPA represents more than 3,000 companies, employing more than three million people and covering all products and services within the automotive supply chain. Based in Brussels, CLEPA is recognized as the natural discussion partner by the European Institutions, United Nations and fellow associations (ACEA, JAMA, MEMA, etc).  
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