

## Creating a level playing field for vehicle data access:

# Secure On-board Telematics Platform Approach

PRESS RELEASE

**Brussels, 30 March 2021** - A large coalition representing the automotive aftermarket and consumers is calling on the European Union to take on board its proposal for a Secure On-board Telematics Platform (S-OTP) when legislating on access to in-vehicle data. In the detailed document, [“Creating a level playing field for vehicle data access: Secure On-board Telematics Platform Approach”](#), publishers of technical information, body repairers, dealers and workshops, garage equipment suppliers, tyre manufacturers, road patrols, parts distributors and leasing and rental companies, as well as consumers, provide technical and commercial arguments sustaining their recommendation.

**It is a solution guaranteeing true consumer choice, effective competition and independent entrepreneurship in a secure and technology-neutral manner.**

With the advent of the connected car, competition now starts in the vehicle where the ability to safely and securely access car data, functions and resources determines the quality of the service. The intention of the S-OTP is therefore to ensure that consumers can still choose and rely on service providers, many of them SMEs, to benefit from innovative, competitive and affordable services and products, improving road mobility, safety and sustainability. To do so, service providers have to be able to compete with all mobility stakeholders, some of whom might be tempted to act as “gatekeepers” through proprietary access methods to in-vehicle data.

As a solution addressing the challenges of true **consumer choice**, **security** and **independent entrepreneurship** in the automotive services sector, the S-OTP is based on some key characteristics, such as:

- A clear separation of duties, with independent management of access control for all service providers;
- Unmonitored and undistorted communication between in-vehicle services and their respective back ends;
- Independent customer contract/direct consent management and service offering without the interposition of the vehicle manufacturer;
- Standardised access to in-vehicle networks via safe and secure software interfaces enabling bi-directional communication with the vehicle;
- The ability to safely interact with the driver through the vehicles human-machine interfaces.

Enabling effective competition in the automotive aftermarket, **the S-OTP would benefit consumers and society at large**, by:

- Empowering consumers by ensuring their rights on privacy and widening their choice of service providers;
- Boosting innovation and facilitating the digital transformation of mobility and the deployment of a digital ecosystem of services;
- Contributing to the European Union’s path to become a frontrunner in connected and autonomous mobility and related services.

Building upon two previous Manifestos published in 2018 and 2019, the S-OTP concept is in line with the European institutions’ ambitious goals to foster innovation and legislate in a way that works for the modern economy. The initial concept has been enriched to take into account the increased (cyber-)security requirements, by including certification of service providers and a robust approach to the development of secure applications, which consumers and operators can choose to install in their vehicles.

The coalition of associations has fed this concept into the study conducted by TRL on behalf of the European Commission, and invite the European legislators to take into account this detailed and complete solution (which enables consumers, vehicles and independent businesses to **go smarter, safer, greener**) when assessing legislative options.

# Signatories



**ADPA**, the European Independent Data Publishers Association aims to ensure [www.adpa.eu](http://www.adpa.eu) fair access to automotive data and information and to provide competitive framework conditions for independent data publishers. This will allow the publishers to be able to design and provide competitive, innovative and multibrand products and services to operators of the automotive aftermarket.



**AIRC** stands for Association Internationale des Réparateurs en Carrosserie. [www.airc-int.com](http://www.airc-int.com) Formed in 1970, the AIRC is the global federation of leading national organisations in the area of vehicle repairs. These member organisations together represent more than 50,000 vehicle repair and vehicle builder companies in many countries.



**CECRA**, the European Council for Motor Trades and Repairs, is the European [www.cecra.eu](http://www.cecra.eu) Federation representing the interests of the motor trade and repair businesses and European Dealer Councils on behalf of vehicle dealers for specific makes. Its aim is to maintain a favourable European regulatory framework for the enterprises of motor trade and repair businesses it represents.



**EGEA**, the European Garage and test Equipment Association represents both [www.egea-association.eu](http://www.egea-association.eu) manufacturers and importers of tools and equipment for the repair, servicing and technical inspection of vehicles, as an integral part of the automotive industrial value chain. Its role is to ensure that its associations' members can provide the best equipment and service to the automotive aftermarket by striving to keep members up-to-date concerning new vehicle technologies and legislative and standardisation requirements and thus be competitive in the garage and test equipment supply, service and calibration industry.



**ETRMA** is the voice of tyre and rubber goods producers to various European [www.etrma.org](http://www.etrma.org) institutions. ETRMA activities focus on the following key interdependent areas: representation, co-ordination, communication, promotion and technical liaison. The primary objective of ETRMA is to represent the regulatory and related interests of the European tyre and rubber manufacturers at both European and international levels. ETRMA is the sole interlocutor, specifically designated by the European tyre and rubber producers to carry out this critical task.



The Fédération Internationale de l'Automobile (**FIA**) Region I is a consumer body [www.fiaregion1.com](http://www.fiaregion1.com) representing European Mobility Clubs and their 37 million members. The FIA represents the interests of these members as motorists, riders, pedestrians and passengers. FIA Region I is working to ensure safe, affordable, clean and efficient mobility for all.



**FIGIEFA** is the international federation of independent automotive aftermarket [www.figiefa.eu](http://www.figiefa.eu) distributors. Its members represent retailers and wholesalers of automotive replacement parts and components and their associated repair chains. FIGIEFA's aim is to maintain free and effective competition in the market for vehicle replacement parts, servicing and repair.



**Leaseurope** -the European Federation of Leasing Company Associations- [www.leaseurope.org](http://www.leaseurope.org) represents both the leasing and automotive rental industries in Europe. The scope of products covered by Leaseurope members' ranges from hire purchase and finance leases to operating leases of all asset categories (automotive, equipment and real estate). It also includes the short term rental of cars, vans and trucks.