



Alliance for the Freedom of CAR Repair in the EU

AFCAR's Aims

AFCAR aims at promoting access to technical information and more generally to all features that allow all operators of the multi-brand aftermarket value chain to perform repair, maintenance, diagnostic, testing, inspection services and to have a competitive choice between OEM branded or independent multi-brand replacement parts, tools, test and garage equipment. The AFCAR alliance exists since many years (it was created in the course of the first OBD discussions).

AFCAR Members

- AIRC – Association Internationale des Réparateurs en Carrosserie
- CECRA – European Association of Motor Trade and Repairs
- EGEA
- FIA – Fédération Internationale de l'Automobile
- FIGIEFA – European Federation of Automotive Aftermarket Distributors

What is the AFCAR Coordination Secretariat

AFCAR is the pooling of resources by these 5 consumer associations and industry associations under the organisation of the AFCAR coordination Secretariat.

- Organize common coordination meetings to design common lobbying strategies towards the EU institutions and to be able to respond quickly to the decision-making process;
- to do physically the lobbying activities;
- to be “stronger together” and to speak with one voice and a coordinated approach towards the EU institutions;
- to detect “Who is Who” in the EU institutions and for lobbying activities (example: the EU decision-making procedures involve often several officials in the Commission and several Committees in the EP, some 150 Parliamentarians , etc.)
- responding to questions from the institutions and ordering of expert legal studies and technical expert input (eg IT expert advice).



Achievements of AFCAR for EGEA

- Access to diagnostics data: An entire legislative chapter is included for EGEA in the following legislation (work since 2007)
 - EU legislation of passenger cars (Euro 5)
 - EU legislation on heavy duty vehicles (Euro VI)
 - EU legislation for two-wheelers (with the participation of EGEA members)
 - EU legislation for agricultural and forestry vehicles (with the participation of EGEA members) FIGIEFA)
- On the initiative of the AFCAR Secretariat who demonstrated the importance of the entire value chain: EGEA and the problems for diagnostic tool manufactures are now included in the 'Ricardo'/Commission report on the functioning of the Euro 5 legislation, which is the basis for the new legislation.
- CEN activities: elaboration of various standards (5 years work) including diagnostics.
- eCall/telematics: full-fledged lobbying activities since 2 years to get a political anchor for telematics access to the vehicle and in-vehicle data. Elaboration of full technical solutions for this telematics access.
Currently: support of the entire AFCAR alliance for EGEA issues (despite a different solution preferred by all other AFCAR members!!)

All this work requires a strong coordination from the AFCAR Secretariat, and in particular the capacity for a swift reaction. Advice from experts from WG2 is often given on an ad-hoc manner but can not replace the often needed very rapid input which is required by the EU institutions.

What are the benefits?

- A global alliance and network of organisations essential to defend EGEA interests. EGEA alone would not have the same impact.
- It is important to have one Secretariat who is organizing the meetings and acts as central coordination place for the lobbying strategy.
- Working in a coalition, we can draw on the expertise of the membership of all different actors in the sector and of the globe, and can facilitate information sharing and collaboration across borders and regions.
- It amplifies the voice of all organisations and presents a unified automotive aftermarket voice when calling on governments, European Parliament, European Commission and when fighting all together the vehicle manufacturers.
- EGEA is benefiting from the support of its partners within AFCAR .