EGEA General Assembly
10th of November 2016, Brussels

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Elections of the Board of Directors

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Revision of the Vehicle Type Approval Framework Regulation [Draft Regulation COM(2016) 31 final]

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Current level playing field for RMI

Current EU RMI legislation ('Euro 5/6 and Euro VI type-approval') supports and underpins via technical requirements the basic principles of:

- Effective competition on the market for vehicle repair & maintenance.
- The Internal Market to provide competitive choices and affordable mobility for consumers and business operators.

OEM obligations :

- All information required for diagnosis, repair, inspection, periodic monitoring, software updates for all independent operators;
- Diagnostic information and spare parts identification data

➔ Ensures the legal basis for a level playing field in the analogue era!

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Current 'Euro 5/6' RMI Legislation

<u>However:</u>

As shown in the Commission's 'Ricardo-AEA' Report, independent operators in the automotive aftermarket value chain face serious difficulties in accessing Repair & Maintenance Information (RMI):

- Compliance and implementation problems
- Difficulties with scope of information, formats…
- Lack of enforcement

Urgent need to address <u>legacy problems</u> and update RMI in the <u>Vehicle Type Approval Framework Regulation</u>, where the RMI provisions are being "migrated"

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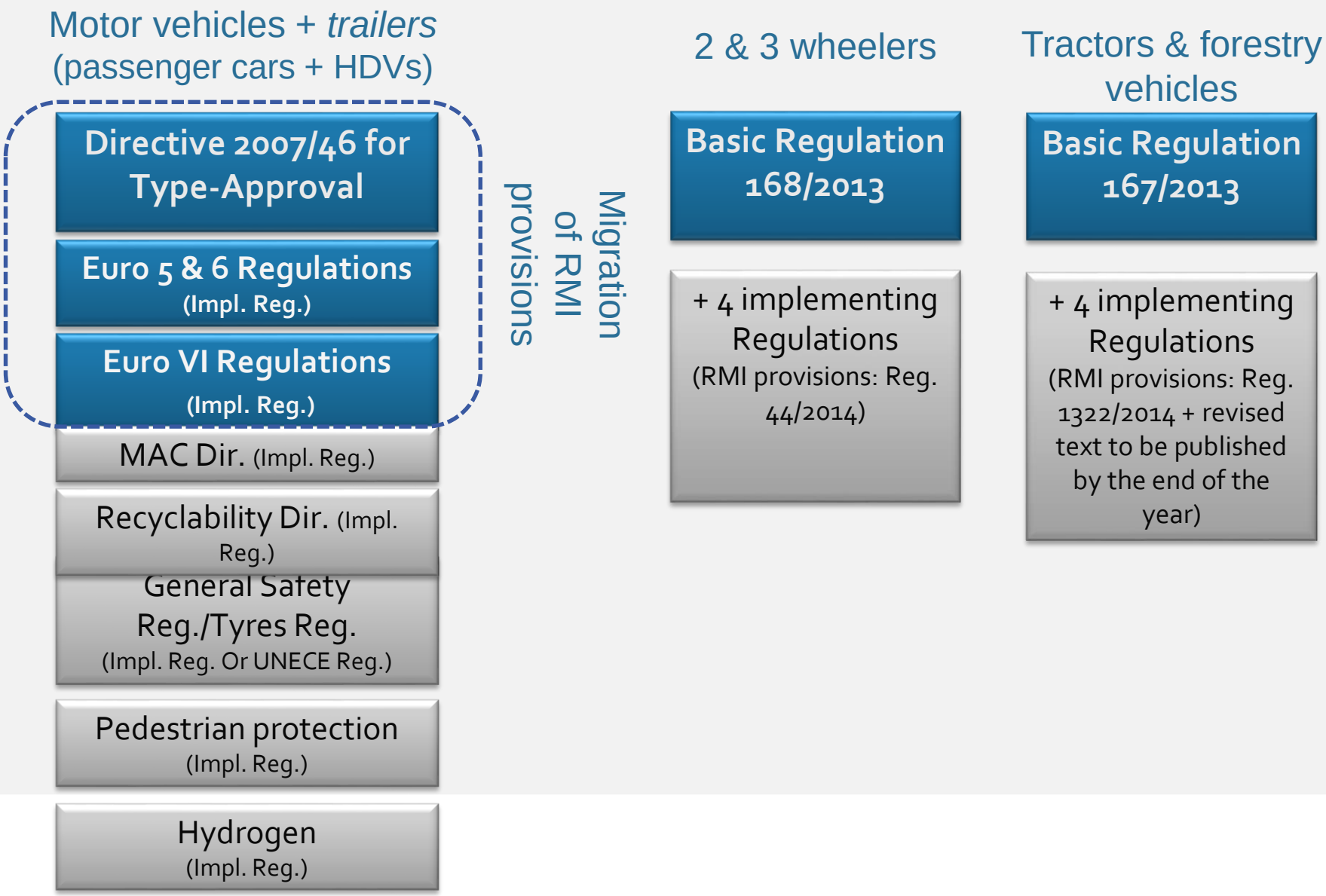
Vehicle Type Approval Framework Regulation – new structure



RMI provisions – AFCAR actions

RMI provisions of Reg. 715/2007 (passenger cars) and Reg. 595/2009 (HDV) consolidated…

… but not modified or improved

Other chapters have been improved to respond to structural weaknesses or the "Dieselgate" scandal

AFCAR acting to:

- Ask European Parliament to act on the Ricardo Report and improve the functioning of the RMI access system
- Screen the regulation and fix transposition errors

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New IAM-relevant provisions 1

Reinforcement of independent vehicle type approval testing

- Greater impartiality: Breaking the economic link between the Technical Services responsible for testing and the VMs
- Avoidance of direct or indirect payments by manufacturers for tests and inspections
- Technical Services will be submitted to regular monitoring by TAA Authorities
- National Type Approval Authorities will be submitted to peer reviews

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New IAM-relevant provisions 2

Market surveillance obligations

- More stringent performance criteria, more supervision and coordinated compliance enforcement
- Enhanced requirements for competences, obligations and performances of the Technical Services
- More obligations for TA-Authorities/Technical Services to verify type-approval and conformity of production
- Increased market surveillance obligations of automotive products marketed in the EU (or entering the EU).
- Type-Approval Certificates (vehicles, systems, components, STUs) now limited to 5 years

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New IAM-relevant provisions 3

Emissions:

- Introduction of in-service emissions testing by using 'real driving emissions' test as part of the 'market surveillance'.
- May help increase in-service compliance, but may weaken our claim to maintain tailpipe testing in PTI.
- Could still be a risk that VM's could circumvent the RDE tests by using telematics to change engine map/programming.
- Future PTI emissions test can still be OBD only, but we can also argue that tailpipe testing remains the only reliable method.

AFCAR Amendments - 1

- **Improved definition** needed and availability of RMI for all IOs, by establishing that the Vehicle Manufacturer (VM) should be the benchmark (and not authorised dealers as it is now)
- **Standard OBD connector**: clear reference is needed + direct access to in-vehicle data to be ensured
- **Roadworthiness testing**: inclusion into RMI definition + EGEA list to include PTI technical information for test tool manufacturers
- **Validation of VCIs**: more robust testing environment that includes conformity compliance is needed + VMs to respond within 6 months to a request for testing

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AFCAR Amendments - 2

- **Reprogramming:** reinstate the reprogramming standards for passenger cars as well + specifications of the high speed communication protocols introduced by VMs to be made available to IOs
- Proprietary communication protocol information to be made available to diagnostic tool manufacturers
- Reprogramming standards should also apply to **diagnostics procedures**
- Availability of **competitive multi-brand replacements parts**: need to access unequivocal parts identification information in bulk

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AFCAR Amendments - 3

- **Remote Diagnostic Support:** to be reinstated into the RMI definition (for HDVs only)
- **Security Forum (SERMI)**: correct misleading wording
- **Standardisation**: no automatic obligation to be imposed for the transfer of International Standards into EU.

EU Decision making process

EU – Commission

- 28 Commissioners
- Directorates General
  -DG GROW-

Commission proposal sent for decision to:

EU - Parliament

- 751 Members
- 3 Committees involved
  (IMCO, ENVI, TRAN)

IMCO	TRAN	ENVI
(leading cttee): MEP Dalton rapporteur - ECR	(opinion cttee): MEP Karima Delli rapporteur - Greens	(opinion cttee): MEP Christofer FJELLNER rapporteur - EPP

EU – Council of Ministers

- 28 Minister Councils
- Council Working Party on Techn Harmonisation

Timetable

Timetable in the EP:

- 13 October 2016 IMCO Committee - Deadline for amendments
- 7 November 2016 ENVI Committee – Final Vote on the opinion
- 10 November 2016 TRAN Committee – Final Vote on the opinion – **postponed to 5th December!**
- 28-29 November 2016 IMCO Committee – Final Vote on the report – **postponed to end of January 2017!**

Timetable in the Council

- 15November 2016 Meeting of the Council Working Party on Technical Harmonisation
- 6 December 2016 Meeting of the Council Working Party on Technical Harmonisation

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Actions & activities: your support please!

- **EU level**
  - European Parliament: AFCAR had already over 30 meetings since April 2016, and will continue meeting all key Members of the European Parliament (MEPs) depending on the amendments tabled.
  - Field visits have been organised in the UK for the rapporteur/ in the Denmark for the shaddow rapporteur/ in the UK for the EP delegation to illustrate practically all our concerns laid down in our position paper

- **National level**
  - Your support needed to build AFCAR national alliances and organise meetings with your Ministries
  - Indications of framing activities together with your colleagues have been sent to you this summer.
  - Next Council (ministries) Working Party on Technical Harmonisation meetings: 15th November 2016 & 6th December 2016
  - We will inform you soon about the outcomes in the EP and we will ask your support in relation to the tabled amendments.

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Connected vehicle concepts & Telematics

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Industry 4.0/ The Internet of Things (IoT)/ Electric Vehicles - The need to change

Why?

- Decrease of workshops, change of repair methods, increase of remote diagnostics/predictive maintenance
- Change in the equipment for ADAS (e.g. camera-based systems)
- How to ensure interoperability among diagnostic products from different sources?
- Changes to the Aftermarket

How to address the industry changes?

- What are the changes?
- What's the priority?
- Where do we add value?
- What is the focus for lobbying?

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Challenges and opportunities for the Aftermarket with the connected car

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The connected car and telematics

The future of car repair and servicing in the digital era

Remote diagnostics, prognostics & repair

Maintenance management

Eco driving

TPS eCall

Repair management

New consumer expectations, where access to data is ‘key’:

- More remote, interoperable and combined service offers
- Faster, more accurate and more predictable services that reduce downtime and better identify the spare parts requirements
- More location-based and customised innovative services

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Vehicle-related services in the digital era

Direct access to in-vehicle data is the key!

New requirements for innovation and competitiveness:

- In-vehicle applications to perform a wide range of vehicle related services, including those needing access to real-time vehicle data.
- Innovative services such as ‘predictive servicing’, based on analysis of dynamic in-vehicle data or GPS related services have raised customer expectations.

➔ **This needs to be reflected in legislation!**

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How can data be accessed?

ExVe – summary of the concept and status

ExVe is proposed by the VMs as a solution to control all communication to and from a vehicle. All communication ports (wired or wireless) are included.

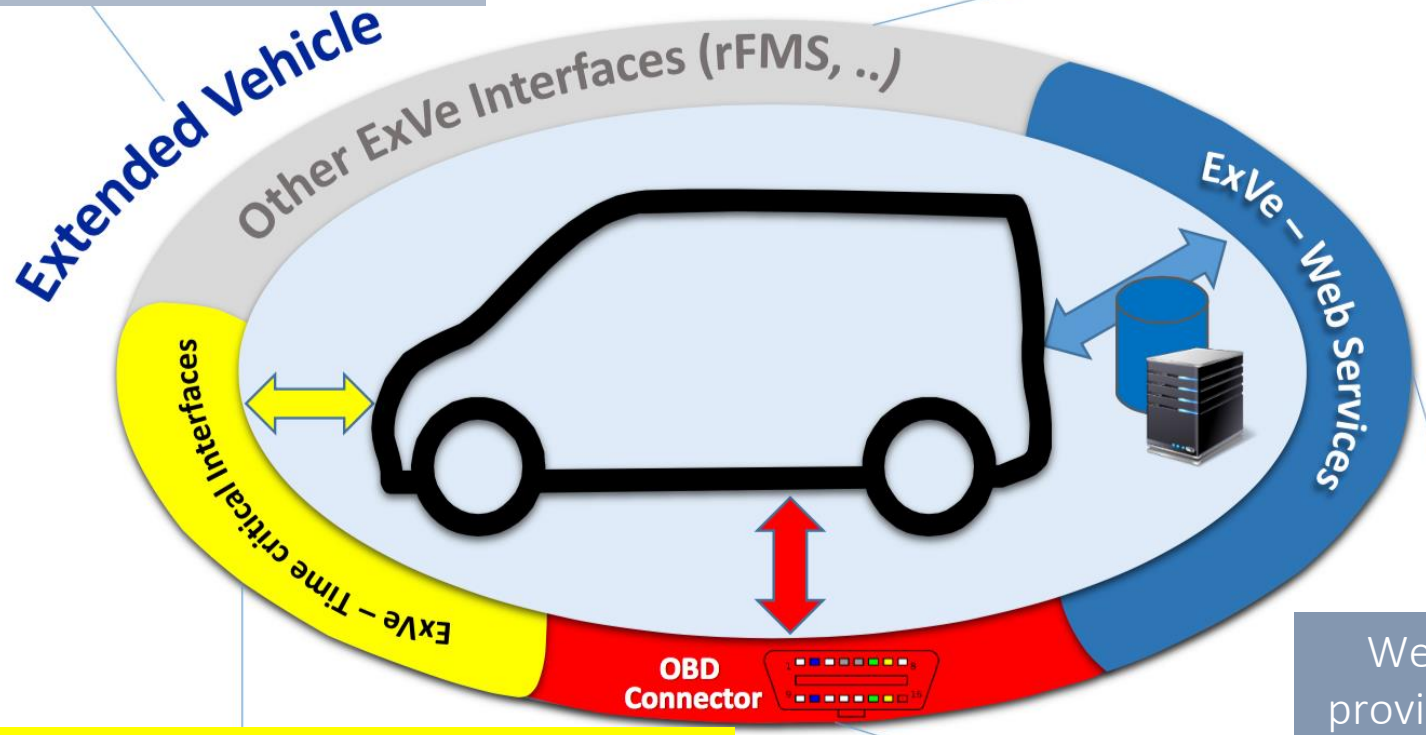
The ExVe is defined as being a complete ‘IT architecture’ of a vehicle and the VM server.

This is being standardised under ISO TC22/SC31/WG6.
However, there are other WGs which would be affected by the WG6 proposals – e.g. WG2 and WG5

Extended Vehicle (ExVe) Concept

ExVe concept – restricting access to the vehicle & its data

HDV remote fleet management services



Time-critical access - restricted by run-time conditions/data sets

OBD connector access controlled by remote verification

Web services provide access to in-vehicle data and information

Adapted from ISO 20077 schematic of ExVe

Developing discussions worldwide

- Restricting the OBD port is a reality. It may also become necessary to have pre-verified/certificated applications to allow access to data.
- VMs are proposing to only standardise ‘Web Services’ in ExVe.
- ExVe could be implemented on a VM server or in-vehicle, or a combination of both.
- VMs want to pre-define data ‘Use Cases’ - to ‘understand’ what is needed & to restrict what access conditions would apply. VMs want to then sell ‘services’.
- Security, safety and product liability issues are constant arguments from the VMs

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WG2 –VDA Paper: access to the vehicle and vehicle generated data

- VDA Paper was signed by CLEPA (incl. Bosch, Hella, Continental, …)
- Risk that this paper becomes legislation at EU level to solve rapidly the issue of accessing in-vehicle data
- VDA Paper promoting the Extended Vehicle Concept
- Diagnostic is the final ‘leverage’ to get access to that data, as Extended Vehicle only foresees VM diagnostic routine, no independent multi-brand, no reverse engineering possible anymore, OBD port not remaining open.

WG2 –VDA Paper: access to the vehicle and vehicle generated data (1)

- The VM is the 'system administrator' bc if open, new risks of safety/security/data privacy.

  WRONG: VM should only be held accountable for the physical car on the street (type-approval) vehicle machine generated data are not owned by anybody. IAM will always use the highest safety and security set by the VM.

- Data available through B2B contracts to OEM interface.

  WRONG: 'take or leave it', possibility to lock out competitors from the market.

- No direct remote access/communication with the vehicle, only via the VM server.

  WRONG: competition should be ensured between OEM and IAM, IAM shoudl have remote access.

- No direct ECU triggers over the air by third parties (exception only B2B).

  WRONG: OBD port will be closed during driving and no EU triggers over the air. This is the end for independent dongles and boxes and their ability to provide remote access to real time data.

  Unified diagnostics services under ISO 14229, using VMs diagnostics routines, not multi-brand tools

WG2 –VDA Paper: access to the vehicle and vehicle generated data (2)

- Access to third-party is given in a 'non-discriminatory manner'

  WRONG: they understand the 'non-discrimination' as NOT applying to them but only between third-party services.

  The VDA paper is highly discriminatory on the data (VM reserve themselves all data categories but not for the IAM), on the timeliness of the transfer via the B2B interface (reference to the point when the data leave the VM server) and on the functionalities (no raw data/functionalities available for innovation, only aggregated/processed data for the IAM).

- There are 4 categories of data.

  WRONG: scope of the data, quality not clear. A piece of data normally falls into more than one category and could then be refused because falling into a VM-restricted category. Any other data to be negotiated over B2B contracts.

- OBD port/Diagnostics.

  WRONG: no clear how and when the OBD port will remain open (only in the workshop and for emission until migration into the ExVe Server). Without access to real-time raw data, no multi-brand diagnostic tool can be developed. Only reading/no writing! No reverse engineering possible!

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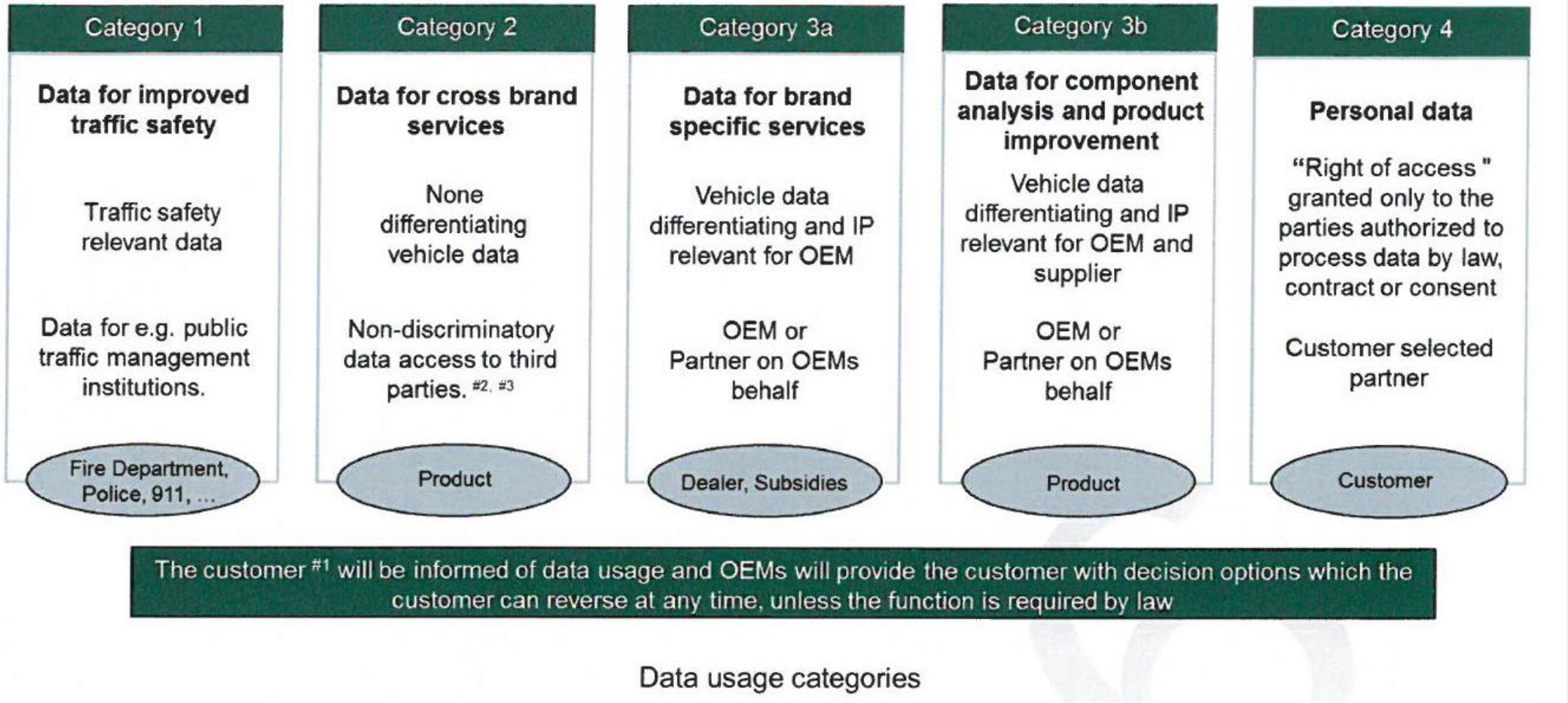
WG2 –VDA Paper: access to the vehicle and vehicle generated data (4)



Data usage categories

WG2 –VDA Paper: access to the vehicle and vehicle generated data (3)

- Data Privacy: data made available to third parties, which have been authorised by the customer for processing (i.e. data that require identification of the user or the vehicle, processed by contract or consent of the customer: vehicle position/VIN)

  WRONG: VMs understand themselves as being responsible for the collection and management of the customer consent and the transfer of the specific data per vehicle. IOs will have to show to the VM the contract they have with the individual customer.

  This major disadvantage is slightly softened by servers such as e.g. CARUSO, as individual companies can hide behind that server for their business model but not for the customer data.

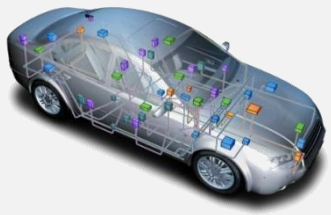
- Monitoring: data access is done over an interface to the OEM backend server with B2B contract.

  WRONG: VMs authorised themselves to indeed monitor every transaction to verify the correct autorisation and the correct data release against the contract agreed between the 3rd party service provider and the customer.

Caruso – Independent Telematics Platform

INDUSTRY | Other stakeholders | TRADE

OPERATING COMPANY



Dongle

VM
ExVe

OTP
Data

3rd party dongle

3rd party back end

ExVe OEM server

In-Vehicle platform

Telematics Raw Data Platform

Source Inter-faces

Data Server Platform (ExVe/ shared server)

In-vehicle interface + backend

Onboard Application Platform (OTP)

collect

manage

distribute

Customer Data Interface

Platform Management

Telematics Service Provider

Telematics Data Customer

Diagnostic Manufacturer

Parts Manufacturer

Distributor

Insurance

Fleet & Leasing

Auto Club

Car Driver

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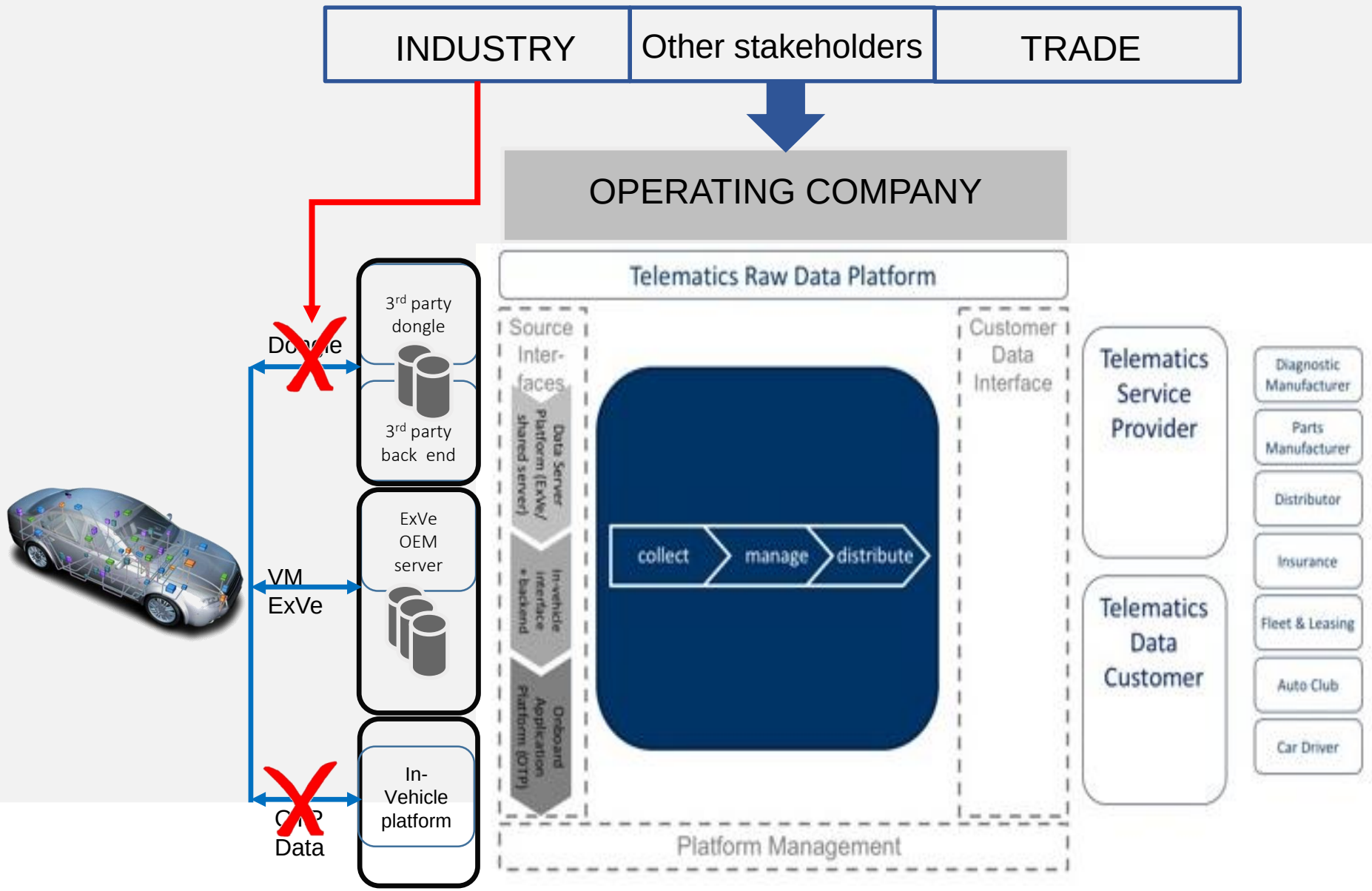
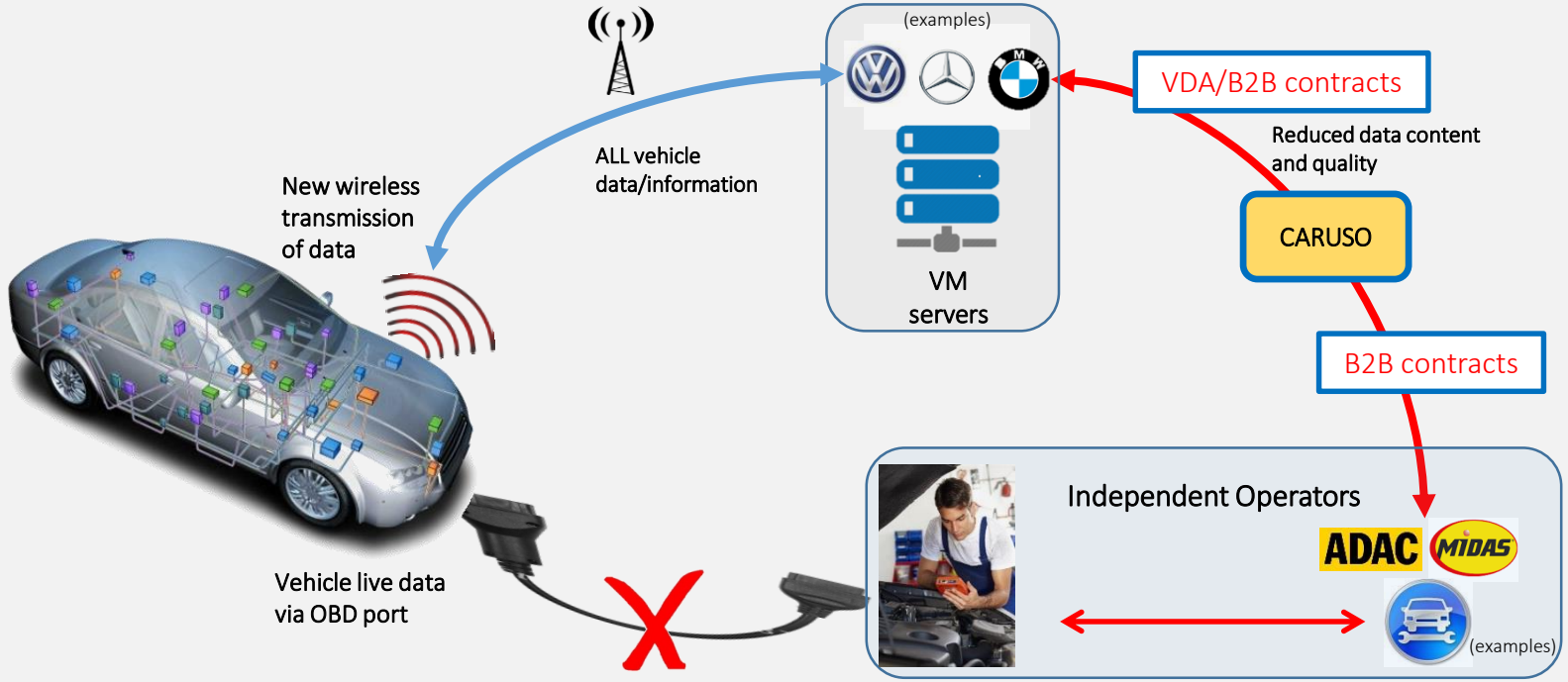
Caruso - Compromised Telematics Platform



The ExVe + VDA + CARUSO Aftermarket threat



No fair competition for Independent service providers. ExVe imposes:

- Reduced scope of data (e.g. no live data) – via in-vehicle 'aggregated data gateway' to ExVe server
- Limited functionality – using VM data sets and diagnostic processes
- VM can monitor the business of their competitors (Independent Operators) and impose contractual conditions

The VDA agreement misleadingly proposes CARUSO as 'the neutral solution for the Aftermarket': providing a single point for B2B contract negotiation, data access and (some) anonymity for the service provider, but creating a distortion for continued lobbying for the in-vehicle OTP – plus as this is only promoting the ExVe data source:

- Additional access control, latency, cost and 'standardising' of vehicle data (details not yet known)
- No Direct access to in-vehicle data if only data from ExVe is used (as proposed by the VDA agreement)
- Not acceptable as a solution for many Aftermarket stakeholders

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WG2 –VDA Paper: impact on EGEA Members

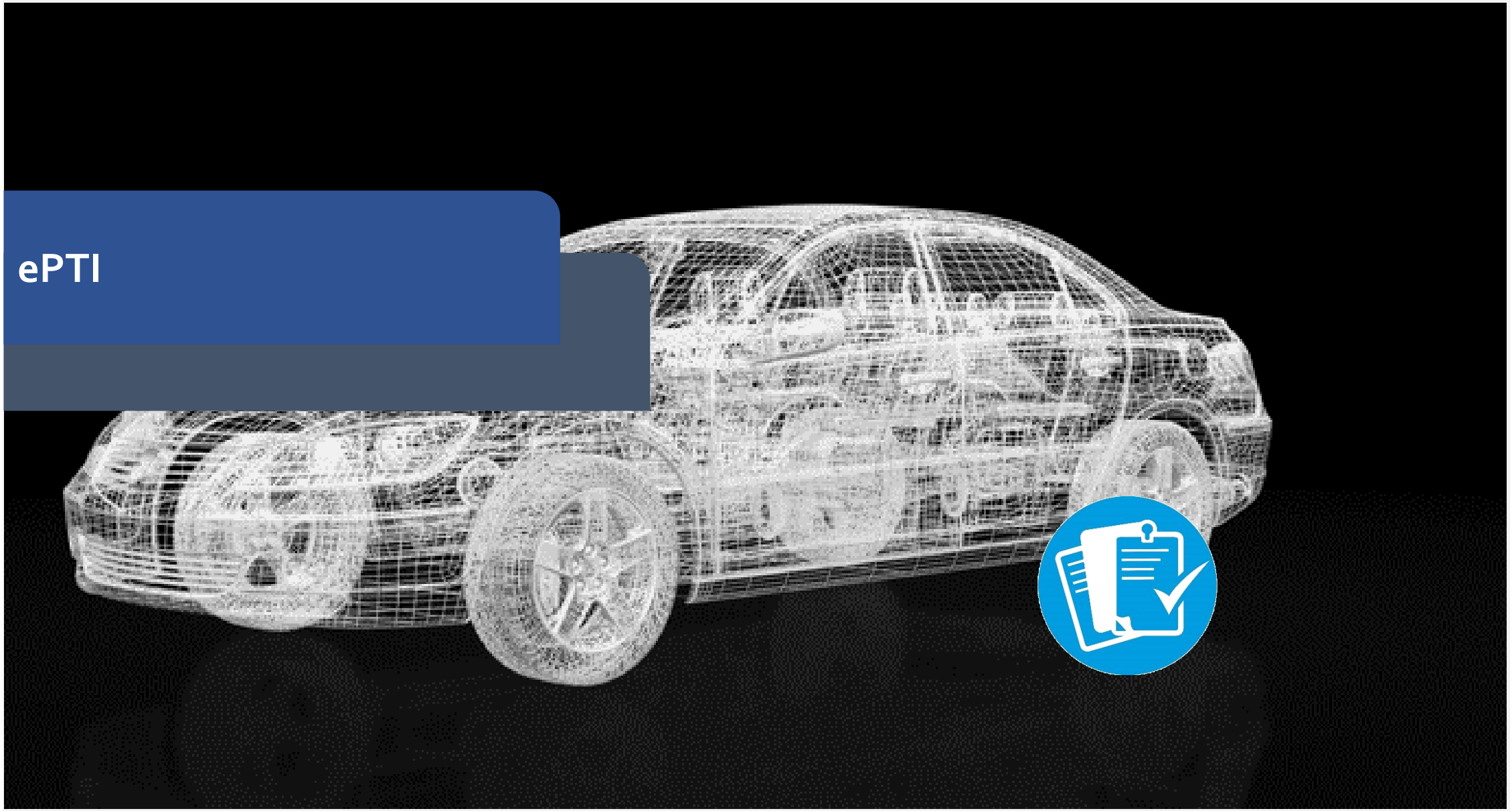
- Diagnostic tool manufacturers
  - Not being able anymore to communicate with the car
  - Not being able anymore to do reverse engineering
  - Introduction of more web based diagnostics by the VM's

- PTI
  - Vehicle self-testing using remote OBD monitoring
  - Controlled connection with ASAnetwork in PTI testing stations (access by digital certificates)
  - Repairers less able to prepare the car for PTI due to absence/control/cost of communication with the car

Next steps

- EGEA will reply to the C-ITS TRL Study on access to in-vehicle data and resources – deadline: 11th of November. Results will feed into EC report and any future legislation (if EC will legislate), it will be a political decision!
- Finalisation of EGEA Position Paper on Connectivity for circulation to members and WG2 members for final feedback
- EGEA to continue its lobbying activities together with AFCAR colleagues
- In parallel, EGEA will be involved in the European Commission Free flow of data initiative – interview with consultancies and EC foreseen end of November 2016. Report scheduled in March 2017.

ePTI



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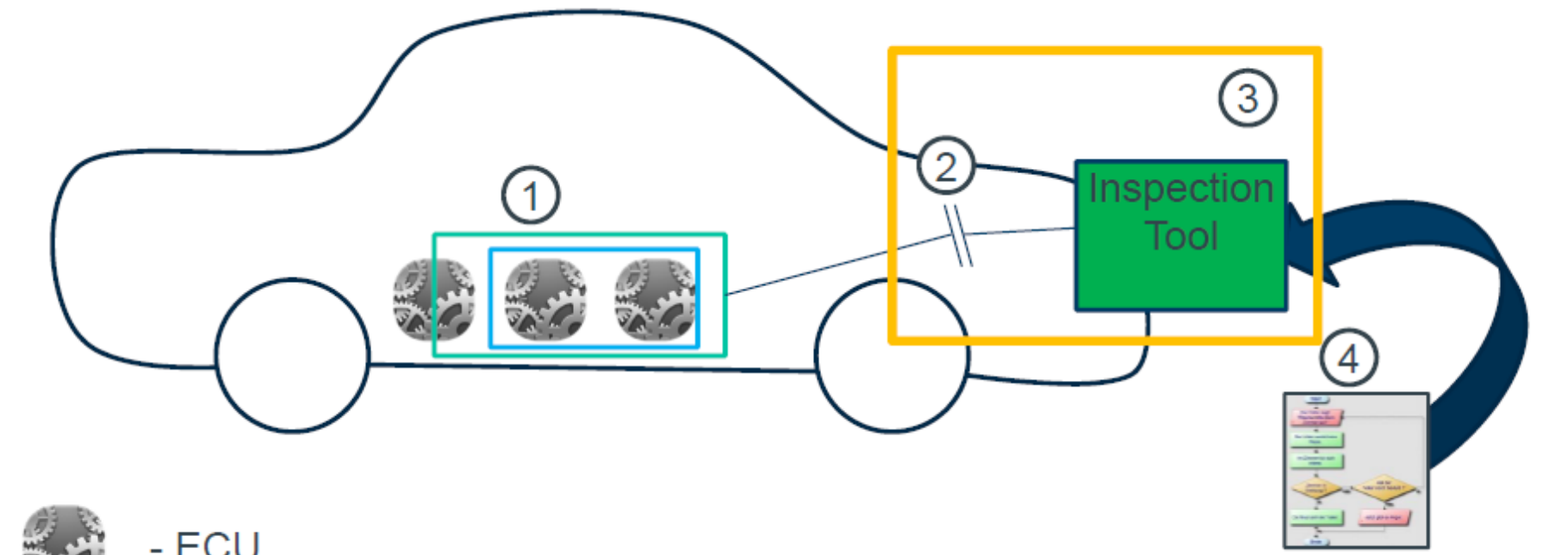
ePTI – scope of ISO draft standard



1. Definition what has to be inspected (e.g. function, thresholds, conditions)
2. **Interface vehicle -> tester (e.g. communication, security, timings, services)**
3. **Data to interpret information (e.g. format, content, exchange methods, versioning)**
4. Definition of inspection sequences and methodologies

ISO TC22/SC31/WG7 ePTI

Scope in details:

- communication between the Inspection Tool and the ePTI relevant system
- reading of basic vehicle information (identification, systems fitted)
- specification of required ePTI tests:
  - fitment test (e.g. Adaptive Cruise Control – equipped [YES; NO])
  - status test (e.g. Airbag – [OK; NOK])
  - functional check (e.g. Activation of exterior lighting)
- authentication and authorization mechanism → needed but big threat for EGEA members!
- protection against tampering of the defined ePTI test methods

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ePTI – Big Picture

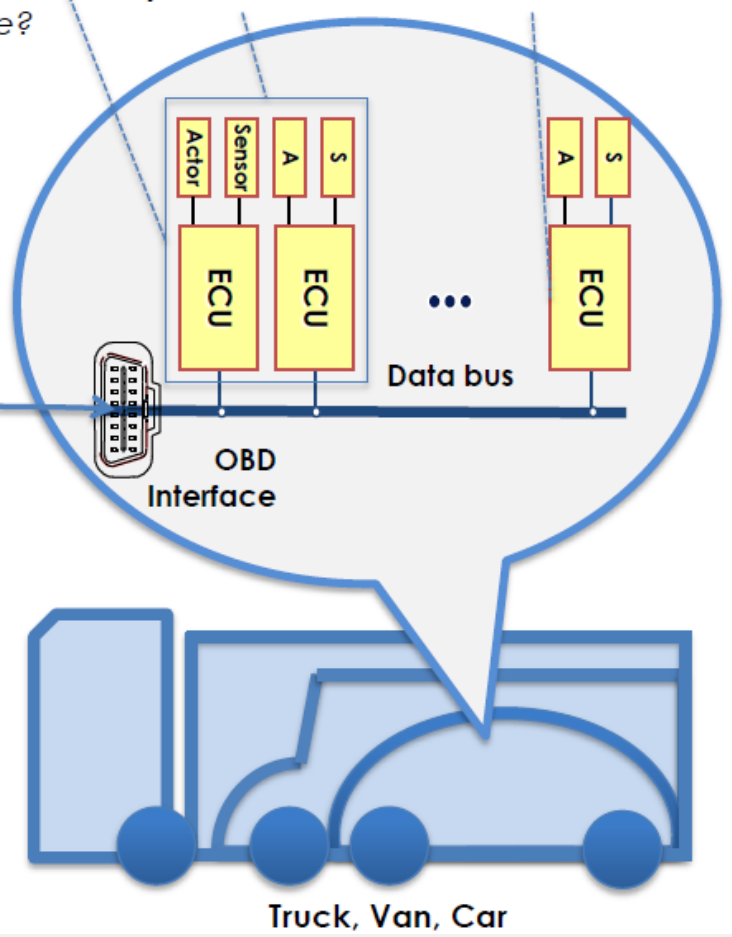
Continuous monitor
Self check based on the ECSS status byte?

Safety related system

Safety related ECU

ePTI Scan tool

PT "Data Link Initialization"
- Communication based on UDS protocol,
- Initialization sequence via Ethernet (DoIP) or Diagnostics on CAN (DoCAN)



✧ **PT "Authentication and Security"**
- Authentication and authorization mechanism
- Protection against tampering

✧ **PT "ePTI Use Cases"**
1. ePTI data link discovery (UC 1.1)
2. ePTI-relevant safety system discovery (UC 1.2)
3. Query available inspection modules (UC 1.4)
4. Read out a list of supported ePTI-Systems (System Fitness)
5. Query the test readiness and faults of the vehicle systems
6. Functional check (e.g. activation of an actuator or routine).
7. Query values, e.g. VIN, Odomenter, ...

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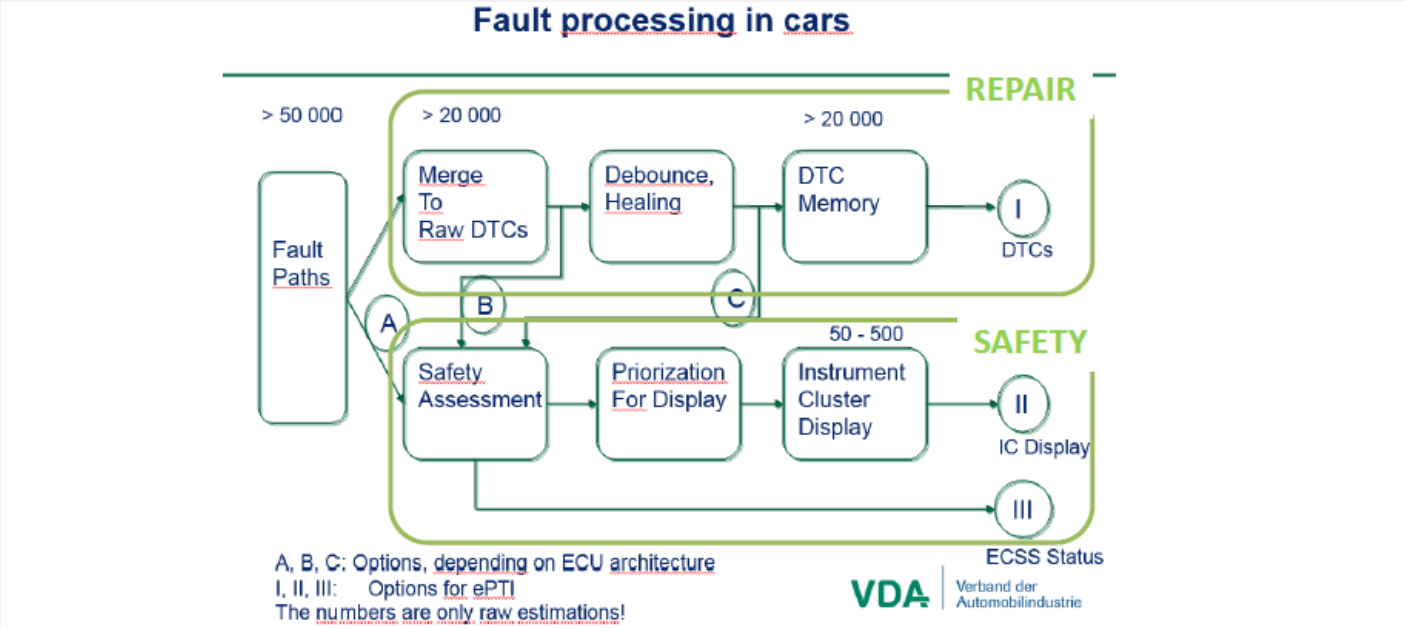
Next Steps

- **Key points discussed at last f2f meeting from 13th to 14th October in Berlin:**
  - Report about the last authentication and authorization mechanisms → to discuss it with WG2!
  - Last contentious Use Cases (1/2):
    - Technical Fault Information Solution (UC 5.3)



The usage of repair information for PTI purposes (no matter whether the PTI information is onboard or offboard) would lead to massive efforts (evaluation of each DTC)!

Next Steps

- Contentious Use Cases (2/2):
  - Software version and integrity information (UC 4.3, 4.4)
  - Readiness Status and conditioning (UC5.1 and 5.2)
  - Activate safety system's actuators / routines (UC 6.1) → VMs not giving direct access to actuators, but prefer a more controlled way ("Routine Control") that however may require more effort to implement. Likely both approaches will be allowed, bringing more complexity to the equipment manufacturers.
- It was notified, that based on the feedback of the functional request for ePTI relevant system identification, the tester shall be capable to set up a configuration table for all supported functions that can be requested physically. NOTE: This is a deviation of current OBD implementations which always requires functional requests;
- Technical solutions based on UDS services for at least 6 use cases have been identified and agreed upon so far.

- **Next f2f meeting from 1st to 2nd of December 2016 in Munich**

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Roadworthiness test (PTI) Directive 2014/45/EU: access to PTI Info

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PTI – Access to PTI technical information

- Last RTWG (Technical WG) held on the 12th of October
- EGEA together with CITA still fighting for the functionality testing for headlamps at least, EC not in favour of such complete test and would prefer to rely on OBD/MIL lamp only.
- The full text is supposed to be adopted by all Member States at the next Roadworthiness Committee but this meeting might be postponed due to current discussions.
- No further technical WG will be organised → no transparency on next decisions regarding technical annex
- **Next steps:**
  - Last lobbying activities should therefore be done at national level as soon as possible.
  - EGEA will write an official position paper with FIA and with CITA (tbc) to question some key technical points and request inclusion of functional testing for headlamps
  - Test methods will be updated in a separate delegated act after consultation of stakeholders in a dedicated WG to be launched within 6 months.

GEAR2030

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GEAR 2030

A "high level" political process on the automotive industry

- 2 years project: 2016-2018
- Aim: "develop recommendations to reinforce both the short-term and long-term competitiveness of the European automotive industry"
- 25 members
- national authority representatives
- EU associations, trade unions and other groups…
- Will set the political and legislative framework for the coming years
- EGEA is not part of the "High Level Group" but is part of the Working Groups

GEAR 2030

A "high level" political process on the automotive industry

- Launched in January 2016 – in the presence of 5 EU Commissioners
- Already 15-20 meetings (WG + project team meetings)
- Three main work areas:
  - WG1: the adaptation of the value chain to new global challenges (e.g connectivity, electrification, shared-mobility, digitalisation, 3D printing, …)
  - WG2: automated and connected vehicles
  - WG3: trade, international harmonisation and global competitiveness

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GEAR 2030

- FIGIEFA has been mandating Roland Berger Consultancy to analyse the short-term and long-term competitiveness of the European automotive industry from an aftermarket perspective, with a strong focus on parts
- EGEA has been mentioned in the study but clear lack of data/figures/future trends for the garage and test equipment industry
- Primary focus has been put on the OEMs/Tier 1-2 and production of vehicles.
- Difficulties to understand that the automotive industry is not only car production. The market for vehicle parts, tools, servicing & repair is the complementary part of the automotive industry
- 284 mio. vehicles serviced by 3,5 million people employed in ~500,000 companies in the independent service sector, 96% of which are SMEs. 18 bn. € spent by parts suppliers in R&D

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GEAR 2030

Next steps

- Finalisation of the analysis of the impacts of the changes in the automotive sector on the entire automotive value chain in Europe.
- Elaboration of 2 final scenarios (realistic and optimistic), their probabilities and their possible consequences on the European industrial landscape.
- First description of the European value chain in 2016 and 2030 with possible impacts of the emerging trends
- Preliminary recommendations for the Commission, Member States, regions and industry for presentation at the next SHERPA meeting scheduled on 18th November (Note: EGEA not a Sherpa member but FIGIEFA is)

Evaluation of Machinery Directive: EU Public Consultation

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EU Public Consultation on Machinery Directive

- EU Public Consultation launched by European Commission to evaluate the Machinery Directive 2006/42/EC – deadline 16th December 2016
- The Machinery Directive aims to facilitate the functioning of the internal market for machinery while ensuring a high level of health and safety protection for machinery users (workers, consumers and other exposed persons) as well as environment protection for machinery used in pesticide applications.
- It defines mandatory essential health and safety requirements for machinery placed on the market or put into service within the EU (expressed by means of CE marking), and sets out requirements for associated conformity assessment, monitoring and enforcement procedures.
- **Aim of the public consultation**: The provisions of this Directive have been incorporated into national laws. This consultation asks for your experience of the Directive as applied directly, and also as implemented through national laws.

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Update on WG activities

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Update on WG1 activities

WG1 – Brief update (1/2)

- Last WG1 meeting held on 27th of April in Brussels – report was done at the last General Assembly meeting in Cambridge
- Last CEN TC98/WG3 held on 21st & 22nd of June in Bologna:
  - EN1493 was reviewed and discussed by all members
  - EGEA to :
    - Review load distributions of normative vehicles
    - Prepare testing procedure of arm locking devices
    - Review definitions (incl. competent body definition)
  - Next meeting initially scheduled on 2nd & 3rd November 2016 but has been postponed, new date tbc

WG1 – Brief update (2/2)

- Next WG1 meeting scheduled on the 5th of December in Brussels
  - To review the updated EN1493 document and share concerns, if any, with members
  - To organize data research to assess the adequacy of Normative Vehicle
  - **PROSAFE initiative**: representatives in charge of that initiative will be invited to report on state of affairs and how best can EGEA be involved without endangering its members but promoting safety installation/use/market surveillance/inspection of vehicle lifts
  - Installation and periodical check of vehicle lifts in EU – creation of EGEA guidelines to harmonise requirements across EU

Update on WG2 activities

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CITA SET II Study

WG2 – CITA SET II Study

- Call for funding was sent to all members
- Interest expressed by several companies and national associations
- Following discussion with CITA, the costs will be 70.000€ (to be divided by 2)
- Financial contribution for each company: 3.000€
- Question: how to proceed if CITA and EGEA do not have the same understanding/opinion on a decision made. How to decide if both associations have 50% of the decision?
- Next steps: collect money + invoicing details → CITA will directly send all invoices

WG2 – CITA SET II Study

Direct Companies (FOG Automotive, Actia, Capelec, Hella, Maha, WOW Group, TEN Equipment, Opus Equipment, AVL, Bosch,…) will receive directly an invoice from CITA	35.000€
Associations (AICA & GEA confirmed 6.000€) will receive an invoice from EGEA	15.000€
EGEA will directly pay to CITA its symbolic contribution	1.000€
TOTAL	**51.000€**

WG2 – CITA SET II Study

- CITA had their Bureau Permanent meeting 2 weeks ago but official minutes are not yet ready
- First feedback from Eduard Fernandez:
  - CITA wants to keep the independence
  - CITA wants to keep the decision power on the project
- And according to CITA, this makes difficult our common agreement
- Unofficial feedback: CITA would like to have either EGEA as member or all members interested in the CITA SET2 Study to become CITA members to be able to join the study
- Next steps? How to move forward?
- Next CITA SET II Study is scheduled on the 15th of November 2016 in Brussels to prepare the field tests → Should EGEA participate?

Update on WG4 activities

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WG4 – Report from last WG4 meeting of 19th of October in Bologna

- Results of elections:
  - Chairman: Bernhard Hoffmann
  - Vice-Chairman: Cristiano Tarozzi

- WG4 members agreed to develop a proposal for a EU standard for tire changers, based on the proposed Italian standard with a focus mainly on the safety in the operation of the tire changer, as there is no EU standard except the Machinery Directive until now.
  - It is a Type-C safety standard as explained in the EN ISO 12100 starting with passenger car tires for vehicles up to 3,5 tonnes
  - The Italian standard should be finalised by end of November before officially requesting its transposition at EU level (CEN).

- The new EU standard should include amongst other key points:
  - Rules on how the machines have to be handled after they have been delivered to the customer (i.e. regular inspection etc.).
    The rules for that should be for the tire changers in general, not only for the pressure gauge.
  - Instructions for TPMS/TPG: handling during mounting & how to scan the TPMS sensor

- Next WG4 meeting scheduled on February 23, 2017 in Brussels (EGEA offices)

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Update on WG6 activities

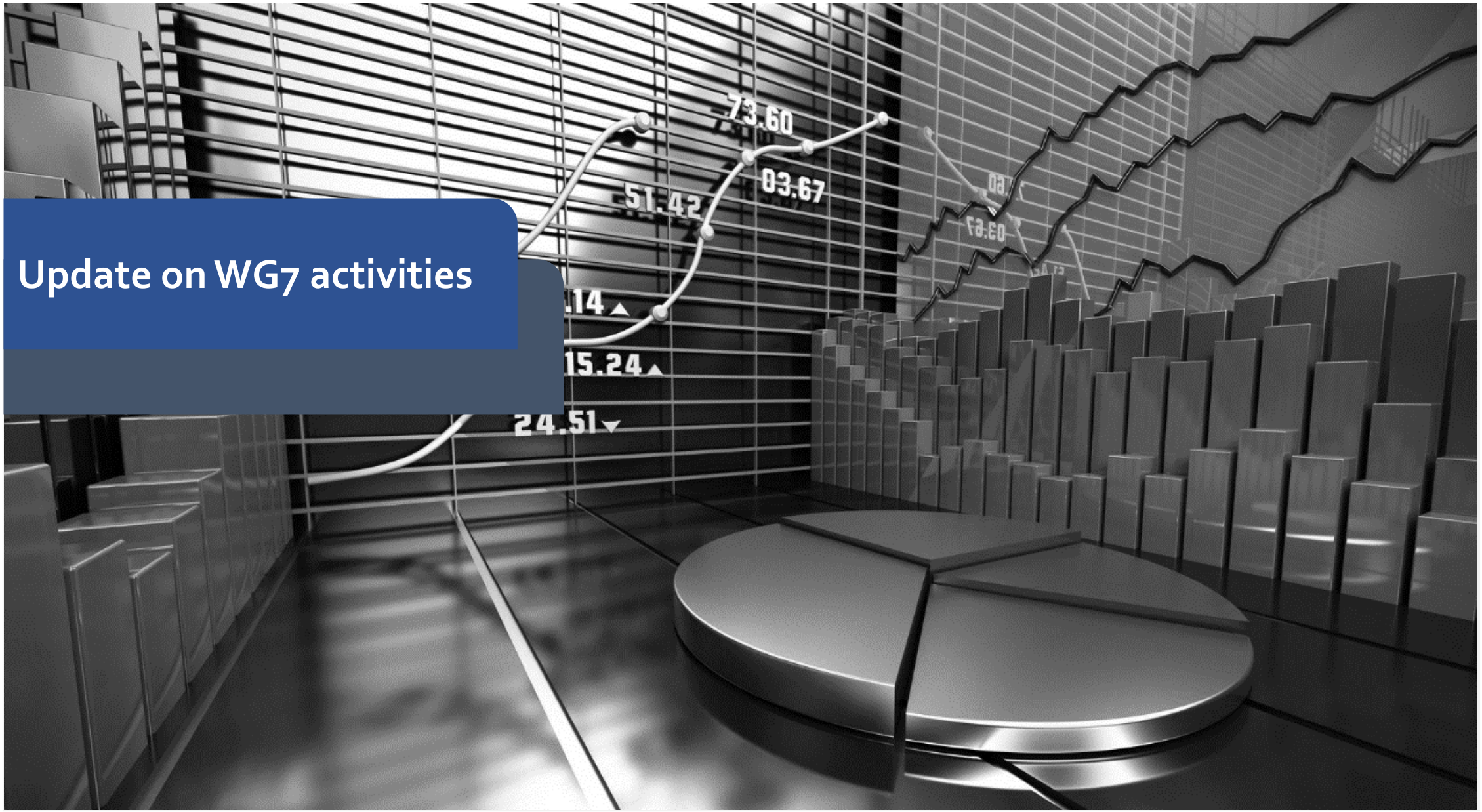
WG6 – Blackroom Suspension activities

- Last meeting held on 28th of September – without Bosch and Maha as they did not sign the confidentiality agreement!
- After expression of their respective disappointment that the 2 major players were not present, the participants agreed for a single specification.
- Next steps would be the drafting of these specifications to be finalised asap (tbc).
- As it is now at a blackroom project, no minutes and no information will be circulated.

WG6 – New CEN Standard – Safety of roller brake testers

- Draft standard EN 17003 was put for vote/comments at national level (deadline: 16th September 2016). Upon request of WG6 members, no coordination was done from EGEA secretariat.
- CEN TC301/WG11 met on 5th & 6th of October to discuss all comments
- CEN TC301/WG11 officially asked for the support of EGEA members, English native speakers, to review the standard which was poorly written.
  - GEA & Neil Pattemore will share the draft standard and review it (still to be done)
- Next CEN TC301/WG11 Meeting scheduled on 10th & 11th of January 2017 in Paris

Update on WG7 activities



WG7 – European Market Data Study (1/2)

- Common understanding that there is a need to create an EU market data study for the EU garage and test equipment market
- After discussions, it appears that AICA does not trust the results generated by Leo-Impact consulting despite the fact that it was taken into consideration to supply aggregated data from the association instead of company data.
- Meetings took place to discuss how to finalise our agreement and how to continue our work together but differently
- After internal discussion between AICA/ASA/EGEA, AICA & ASA finally decided that no project could be done together → decision to sign a termination contract with Wolk & Leo-impact consulting

WG7 – European Market Data Study (2/2)

- Next steps:
  - AICA/ASA/EGEA signed the termination contract mid of September 2016
  - Payments to be done once final invoices/cancellation invoices are received

	AICA	ASA	EGEA
26.000€ to be paid by the 22nd of September 2016	12.380€	12.380€	1.240€
50.000€ to be paid by the end of December 2016	23.810€	23.810€	2.380€
3.240,90 € zzgl. 615,77 € - Lawyers' fees to be paid by the end of December 2016	1.836,5€	1.836,5€	184€
Translation fees for the termination contract	tbd	tbd	tbd

  - AICA & ASA already in discussion to combine their figures at national level
  - What about others EGEA members? How to move forward?

Update on WG9 activities

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WG9 – EGEA Label - MACs

- Legal process:
  - Statutes have been officially updated and published into the Belgian Moniteur belge.
  - Decision made by all Board Members to stay with the anonymous pre-filling and not to submit any official ruling process (4 more months of legal procedure without starting labelling activities). No further action required.
  - The secretariat to subscribe to indemnity insurance

- Website update + creation of logo:
  - EGEA logo will be updated
  - New label logo will be created
  - EGEA website will be updated, inclusion of a new 'Get your label!' dedicated tab/page with the list of approved equipment

- Registration of collective trademark
  - Once EGEA label logo and colours defined, EGEA to register the collective trademark
  - 1000€ registration fee

WG9 – EGEA Label - MACs

- **Business plan/Fees/Payment modalities**:
  - Business plan has been updated: updated costs for manpower + introduction of new category of applicants.
  - 'Collective application': for EGEA members only, application/renewal/3rd party versions as a fixed fee of 10.000€/year without limitation on the number of units. 2 EGEA Members already committed to apply for that category.
  - Applications, whether individual or collective, are paid at the point of application in full.
  - All payments for renewals and collective application will be due by the 31st of March of each year.
  - If a product (type/model) is already approved against VDA specification, then the EGEA label can be granted.

- **Last open points:**
  - To finalise the MAC servicing best practice guide – WG9 members will be invited to comment
  - To create a certificate of compliance to EGEA specification (incl. Number of application + signature of EGEA President)
  - To create an application form + label procedures manual (incl. Flow chart) + appeal procedures
  - To legally check the terms & conditions documents with lawyers
  - To discuss what to do if a report from laboratories is sent in Polish, how to deal with it? Specifications will be available in EN, DE, IT.

WG9 – EGEA Label - MACs

- Next steps:
  - To finalise last open points
  - To circulate final and official documents to all WG9 members for final approval
  - The Board of Directors to officially approve the launch of the label
  - The next WG9 meeting will be scheduled in February 2017 to discuss:
    - last open points if needed
    - first feedback from applications
    - new specification for CO_2 (R744)
    - Election of WG9 Chairman/Vice-Chairman

Update on WG10 activities

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Finances

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BREXIT – Potential Impacts?

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Industry changes

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Digitalisation & Connectivity – what does that change?

- Consumer expectations are increasing due to the connectivity, prognosis/predictive maintenance and remote diagnostics
- Focus is not on the repair side anymore but on the proposed third party cross-sectoral services offered in the vehicle, this will increase with autonomous vehicles
- Not anymore speaking about ‘consumer goods’ but SERVICES.
- Innovation is taking place in the OBD dongles (e.g. for repair services, PTI testing, gathering vehicle data) but only if the OBD port remains open!
- Direct acces to in-vehicle data is key

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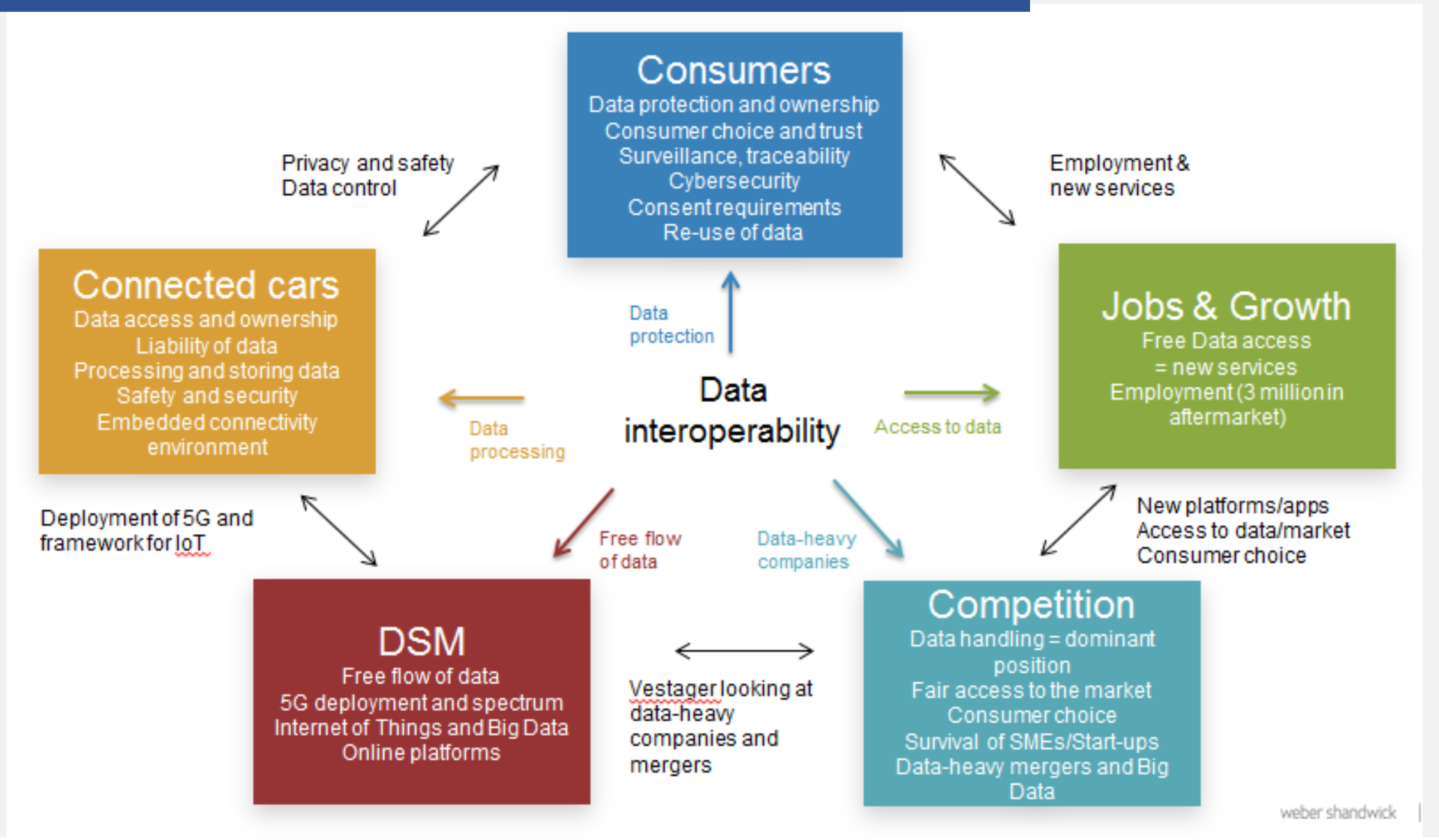
It's all about data control and functionalities



Industrialisation – what does that change?

- Equipment for the manufacturing is not sold anymore but more and more leased/rent → new service provided!
- Multitask hybrid equipment will be created
- New training needed for human capital
- Increased level of intelligence in the process
- Questions:
  - Are there new composants/materials?
  - How will you ensure transition from ‘old products’ to new products generation?
  - What about human capital?

Industry changes

Changes	Impacts
Lifts	No major changes → only change would be the decrease of workshops and with Electric Vehicles the increase of more specialised workshops using more specialised equipment such as for battery carrier or replacement battery lift
Diagnostics	• Without OBD port remaining open and no possibility anymore to reverse engineering, the main threat is that diagnostic will be done only via VMs on their website, no necessity anymore to have an independent diagnostic. • Remote diagnostics and prognostics will support new business models and cloud-based services and eco-systems • With EVs, hybrid and plug-in hybrid vehicles, OBD plug is not mandatory and therefore not present in many of these vehicles, but still need to be tested in PTI for safety-relevant systems. New clear procedure (standardised) are required to access high-voltage parts safely during repair and road-side recovery. New types of equipment will be needed.
Emission testers	Opportunity to develop new test methods for NOx/NO2/SO2 but threat that this will be remotely tested (e.g remote sensing) or OBD only

Industry changes

Changes	Impacts
Lights	Electronic headlight tester should become more important
Tyres	TPMS/TPG but in reality no major changes
Suspension	
Brakes	No major changes → only change would be the decrease of workshops and with Electric Vehicles the increase of more specialised workshops using more specialised equipment
ECSS	• Need new test methods but to be based on CBA • Lack of evidences (e.g. failures, accidents, statistics) • This question will increase with the semi-/autonomous vehicles
Exhaust extraction system	Vehicles are much cleaner, exhaust is less critical and major decrease on the number of workshops in the future, new equipment for CNG
MACs	Connectivity is the key issue to remotely monitor MACs (simple algorythms) and the vehicle to conduct remote system diagnostics

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Industry changes

Changes	Impacts
Special equipment for batteries replacement	Opportunity with increase of Electric Vehicles to propose new special dedicated equipment
Technicians	Additional training for technicians to handle advance vehicle systems and using new garage equipment. Likely to need certification of their competency to work on new automated systems and vehicles
Software and additional services	With connectivity, opportunities to develop related services notably regarding electronic maintenance service history/booklet
ADAS	• New test methods would need to be defined for PTI • A completely new level of info needed to handle the increased complexity (e.g. wheel alignment may require recalibration of the radar/camera) • Question: dynamic vs. Static calibration: how to carry out calibrations during a driving cycle (e.g. with environmental constraints)

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How to address these changes?

- How to address these changes?
- How to become more effective?
- How to raise EGEA profile to address these new challenges?
- How to improve relationships with…
  - Members?
  - National governements? And EU Council?
  - Allied associations at EU & national levels?
  - EU Commission?
  - EU Parliament?
- How to improve communication?

Exchanges of good practices between Members

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Dates of meetings in 2017

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Dates of meetings – proposal for 2017

	Time	Event	Attendants	Venue
Wednesday, 3rd May 2017	10^{30} - 17^{00}	Board Meeting	Board Members	?
Wednesday, 3rd May 2017	19^{30} –	Dinner	EGEA Members and Guests	?
Thursday, 4th May 2017	9^{00} - 16^{00}	General Assembly	EGEA Members and Guests	?
Tuesday, 10th October 2017	10^{30} - 17^{00}	Board Meeting	Board Members	Brussels
Tuesday, 10th October 2017	19^{30} –	Dinner	EGEA Members and Guests	Brussels
Wednesday, 11th of October 2017	9^{00} - 16^{00}	General Assembly	EGEA Members and Guests	Brussels

Thank you!


THANK
YOU
GRACIAS
ARIGATO
SHUKURIA
TASHAKKUR ATU
YAQHANYELAY
SUKSAMA
EKHMET
MEHRBANI
GRAZIE
BOLZÏN
MERCI
JUSPAXAR
KOMAPSUMNIDA
GOZAIMASHITA
EFCHARISTO
SPASSIBO
SNACHALHUYA
NUHUN
CHALTU
WABEEJA
MAITEKA
SPASIBO
DENKAUJA
NENACHALHYA
MERASTAWHY
GAEJTHO
TAVTAPUCH
MEDAWAGSE
AGUYJE
FAKAAUE
MAAKE
PALDIES
SIKOMO
MAKETAI
MINMONCHAR