



Approval of Minutes





Finances





United Nations Economic Commission for Europe (UNECE) activities: updates on activities and developing impacts on EGEA

Walter Nissler, UNECE Sustainable Transport Division





Statutory





EGEA Membership: Should we enlarge it? Going international?





New look for EGEA website



Updated EGEA website

- First update for the website in six years
- Designed to highlight the latest news and policy work done by the office
- Real focus on our alliances and sponsors contributions such as Automechanika and Autopromotec
- User-friendly member area with a dedicated login and password for each Member/Board Member and WG Members to access all documents, publications and legislative basis → individual usernames + passwords will be sent to you by email





WELCOME

The European Garage Equipment Association aisbl was formed in 1980 and regroups 11 national professional associations and 2 companies representing the interests of both manufacturers and importers of garage equipment.

EGEA objective is to ensure that its associations' members can provide the best equipment and service to the automotive aftermarket by striving to keep members up-todate concerning new vehicle technologies and legislative and standardisation requirements and thus be competitive in the garage and test equipment supply, service and calibration industry.

NEXT EXHIBITION

F

Automechanika Johannesburg

27/09/2017 - 30/09/2017

Johannesburg, South Africa

See all Exhibitions

EXHIBITION CALENDAR

~~		5	Sep 201	7		>>
М	т	W	т	F	S	s
	29			1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

P











Revision of vehicle type-approval legislation RMI provisions (OBD connector, validation of VCIs & reprogramming





27 meetings already in Brussels and 12 at national levels!



Council: Meetings in <u>Brussels</u> organised by AFCAR



- Belgium
- Bulgaria
- Czech Republic
- Estonia
- Finland
- France
- Hungary
- Italy
- Latvia

- Malta
- Netherland
- Poland
- Romania
- Slovakia
- Spain
- Sweden
- UK



Council: Meetings in <u>MSTs</u> organised by AFCAR Coalition



- Austria
- Belgium
- Denmark
- Finland
- France
- Germany
- Italy
- Netherlands
- Poland
- Spain
- Sweden
- UK

In many cases with the participation of the AFCAR secretariat / technical expert

Compromise Amendment (CA) n. 16: Keeping the OBD live port to the vehicle open and accessible, as this connector is the lifeline for the communication with the vehicle, and it is the basis for innovation and choice in the aftermarket sector

Annex XVIII – point 2 – point 2.8 a (new) [Extract]

2.8 a. For the purpose of vehicle OBD, diagnostics, repair and maintenance, the direct vehicle data stream shall be made available through the serial port on the standardised data link connector specified in paragraph 6.5.1.4 of Appendix 1 of Annex 11 to UNECE Regulation No 83 and Section 4.7.3 of Annex 9B to UNECE Regulation No 49.



Keeping the OBD live data port to the vehicle open and accessible

COMMISSION PROPOSAL

COUNCIL AMENDMENTS

AFCAR proposal for Trilogue

Please support EP proposal (AM 248) with the following addendum (two new paragraphs):

For the purpose of vehicle OBD, diagnostics, repair and maintenance, the direct vehicle data stream shall to be made available through the standardized connector as specified in UN Regulation No 83, Annex XI, Appendix 1, para 6.5.1.4 and UN Regulation No 49, Annex 9B.

For new vehicle types, independent operators shall request certificates from an independent body that identifies the operator and electronic tools used when communicating with the vehicle for specific security functions or approved changes of the emission control systems or for read-only in-vehicle OBD, diagnostic, repair and maintenance data when the vehicle is being driven.

Additionally, vehicle manufacturers shall make available key criteria necessary for the safe communication of devices that connect through the standardised serial port (OBD) connector for when the vehicle is being driven.



EP	AN	1EN	IDN	1EN	TS

Article 65 – paragraph 3 a (new) Manufacturers' obligations to provide vehicle repair and maintenance information (AM 248)

For the purpose of vehicle OBD, diagnostics, repair and maintenance, the direct vehicle data stream shall to be made available through the standardized connector as specified in UN Regulation No 83, Annex XI, Appendix 1, para 6.5.1.4 and UN Regulation No 49, Annex 9B.

Recital 37 b (new) (AM 44)

Without prejudice to vehicle manufacturers' obligation to provide repair and maintenance information via their website, the access to in-vehicle data, should remain directly and independently accessible to independent operators.

Annex XVIII – point 2 – point 2.8 a (new)

Access to vehicle OBD and vehicle repair and maintenance information (AM 324)



For the purpose of vehicle OBD, diagnostics, repair and mainter direct vehicle data stream shall be made available through the ial port on the standardised data link connector specified in b 6.5.1.4 of Appendix 1 of Annex 11 to UNECE Regulation No 83 and on 4.7.3 of Annex 9B to UNECE Regulation No 49.



e, the

However, the EP amendments could be enhanced to address all possible concerns, we therefore invite you to support the added supplementary text (underlined):

Article 65 – paragraph 3 a (new) and Annex XVIII – point 2 – point 2.8 a (new) :

For the purpose of vehicle OBD, diagnostics, repair and maintenance, the direct vehicle data stream shall to be made available through the standardized connector as specified in UN Regulation No 83, Annex XI, Appendix 1, para 6.5.1.4 and UN Regulation No 49, Annex 9B.

For new vehicle types, independent operators shall request certificates from an independent body that identifies the operator and electronic tools used when communicating with the vehicle for specific security functions or approved changes of the emission control systems or for read-only in-vehicle OBD, diagnostic, repair and maintenance data when the vehicle is being driven.

Additionally, vehicle manufacturers shall make available key criteria necessary for the safe communication of devices that connect through the standardised serial port (OBD) connector for when the vehicle is being driven.



Scope of data to be maintained

• all diagnostics and RMI-related in-vehicle generated data

When shall this comprehensive data be made available?

• Vehicle stationary: OBD port to be accessible without any security restrictions that are related to remote data access. Only security measures within the scope of the SERMI scheme shall be active.

AFCAR/EGEA Position Paper

- In motion, but for read-only data:
 - evaluation and verification of dynamic vehicle generated data should be possible
 - plug-in devices that are compatible with the OBD port to be installed for remote services (e.g. diagnostics, prognostics or predictive maintenance services) should be allowed
- No writing of data to the vehicle's control units is required when the vehicle is in motion. Remote actuation/re-coding would only be done when the vehicle is stationary.

Safe and secure use of the OBD connector

To address potential safety and security issues when using the OBD connector, independent operators could accept for new types of vehicle, a company accreditation and certification scheme for the safe and secure use of tools connected to the OBD connector.

AFCAR/EGEA Position Paper

2 elements:

- A company identification certificate for the independent operator
- Electronic communication certificates for connected devices

+ suggestion to use **the existing SERMI certification scheme** for access to security-related RMI to act as the independent certification body.





- Improving the definition of "RMI" (Am. 60) → incl. of roadworthiness testing info as part now of RMI
- RMI in machine readable/ electronically processable form (Am. 247)
- Fast reprogramming and VCI (Vehicle Communication Interfaces) validation (Am.327)
 - High speed updates (DoIP)
 - > New proprietary communication protocols to be made available by VMs
 - > VCI validation process: VMs test environment or CEN/ISO standard
 - > Ensure compliance with existing standards for reprogramming





Next meetings:

EUROPEAN GARAG

- 1 September 2017 (and all the next Fridays) :
- 6 September 2017:
- 13 September 2017 :
- 26 September 2017
- 9 October 2017:
- 10 October 2017:
- 18 October 2017
- 23 October 2017 :
- 30 October 2017
- 27 November 2017:
- 13 December 2017:

Technical Trilogue

First Political Trilogue

Council Working Group on Technical Harmonisation

Council Working Group on Technical Harmonisation

EP shadow meeting in view of Political Trilogue

II Political Trilogue

Council Working Group on Technical Harmonisation

MSTs should insist with the Estonian Presidency to put RMI in the Agenda of the next Council meeting!



Telematics – In-vehicle Data: TRL Study on Access to in-vehicle data and it resources





3 technical solutions assessed

3 technical solutions assessed:

- Data-Server platform:
 - Extended vehicle
 - Shared-server
 - B2B Marketplace
- In-vehicle interface OBD+
- On-board Application Platform

OTP (AFCAR)



- TRL report assessed **legal**, **technical** and **cost-benefit implications** of the most likely scenarios for access to in-vehicle data and the associated resources in the near future
- Any possible policy measure?

The report first recommends monitoring how the eventual technical solutions selected by the market comply with the 5 guiding principles agreed by C-ITS WG6 (where EGEA was involved).

 If any European Commission intervention → then exhaustive impact assessment will be necessary and incl. cost-benefit analysis



Legal assessment:

- Existing legal framework supports all proposed solutions
- Competition law should be sufficient but practical application is complex: model of access to in-vehicle data should mitigate concentration of power with one group of market participants + prevent situation of a distorted market to detriment of consumers before competition law can be applied.

Assessment



Technical assessment

- All proposed solutions are technical feasible and exist in the market with advantages to a specific stakeholder group
- Data-server platform concepts cannot support real-time data
- Equal access to the vehicle HMI only via on-board application
- On-board application require more investments in safety and security
- Data server solution can be established in 1-2 yrs, in-vehicle solutions need approx. 5 yrs

Impact assessment – conclusions

- Socio-economic effects from use of data are improvement in safety and environmental performance;
- Access of in-vehicle data could support a large number of new and existing services (i.e. remote diagnostics/prognostics, pay as you drive insurance, incentives to drivers, ..);

Assessment

- TRL confirmed that it is possible to achieve safety and security for all technical solutions
- Costs involved in developing, setting up, operating and maintaining the various elements of the technical solutions are similar for data-server solutions <u>BUT</u> higher costs for on-board platform and in-vehicle interface;
- Stakeholder preferences:
 - Vehicle manufacturers & CLEPA: Extended Vehicle + neutral server (e.g. CARUSO)
 - FIA (automobile clubs & roadside repair): Shared-server
 - EGEA/AFCAR: On-board application platform and continuance of OBD port (+ in-vehicle physical datalink interface)



Impacts of technical solutions

the overall impacts. In these qualitative assessments, the rating scale ranged from --- (most negative) to +++ (most positive).

Impacts	On-Board Application Platform	In-vehicle Interface	Data Server - Extended Vehicle	Data Server - Shared Server	Data Server - B2B Marketplace	Extended Vehicle/ Neutral Server
Component costs			+++	+++	+++	+++
Consumer choice	+++	+		++	++	++
Competitiveness	+++	· · · · · ?		++	++ ?	(++)?
SMEs	î	? (?		++	+	++
Public authorities	() î	?	0	-	0	-
Innovation and research	+++	+++	+	+	+	+

Clarification from the Commission will be requested as EGEA and the AFCAR colleagues have still some concerns!



Assessment of compliance with WG6 guiding principles

Technical solution	Data provision conditions – consent	Fair and undistorted competition	Data privacy and data protection	Tamper-proof access and liability	Data economy		
On-board Application Platform							
In-vehicle Interface							
Data Server – Extended Vehicle							
Data Server – Shared Server							
Data Server – B2B Marketplace							
Assessment of compliance with WG6 guiding principles Rating							
Compatible with guiding principles							
Minor issues with compatibility or issues that could be addressed with low cost/impact							
Issues with compatibility or issues that could be addressed with medium cost/impact							
Significant issues with compatibility or could be addressed with high cost/impact							
Incompatible with guiding principles in current form							



a list of possible EU intervention....if necessary

Mandating timescales for access to the OBD port while the vehicle is in motion for regulated parameters and remote diagnostics for all market participants To allow market participants that would be affected by the closure of the OBD port while the vehicle is in motion or restriction on the data parameters available sufficient time to adapt their business models

3 scenarios pre-selected +

Next steps

- An AFCAR press release will be drafted
- A technical roadmap will be identified by AFCAR technical experts (OBD → In-vehicle interface → SVI → OTP)
- AFCAR is constantly undermined by the 'continuous' discussions between VMs and CLEPA (CLEPA proof of concept going on for around one year with limited results)

Assessment

- Alternative open data platform roadmap will now be discussed within AFCAR
- Discussion at next WG2 meeting on November 9th is crucially needed



EGEA Members activities: Report from all national associations





Working Group activities: Report from all WG Chairmen





Test equipment calibration according to ISO 17025 and potential conflict with PTI – updates from members



Background

- In some EU countries (e.g. Germany, Norway,...), PTI organisation must be accredited according to ISO 17020 which mandates that PTI equipment must be calibrated according to ISO 17025
- In EU PTI Roadworthiness Directive 2014/45/EU:
 - 'Member States shall ensure that the testing centres or, if relevant, the competent authority maintain the testing facilities and equipment in accordance with the specifications provided by the manufacturers.'

Assessment

 Equipment used for measurements shall be periodically calibrated in line with Annex III and verified in accordance with the specifications provided by the Member State concerned or by the manufacturer of the equipment.

Issues

- National issues only?
- Expanded to EU?
- Calibration must be independent from manufacturers to avoid conflict of interests (third party calibration can be considered)

Assessment

Next steps?

- Any experience from members to share?
- Any recommendation on how to ensure independence of calibration from equipment manufacturers?
- Organisation of any EGEA workshop on calibration?



