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Access to car data: Impacts of new legislation and opportunities for digital services

Prepared for FIA Region I

SBD Automotive Ltd

VESOS Ltd



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FIA REGION I

FIA FOUNDATION

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Executive deck

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July 2026

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Key points meant to be addressed by EU Data Act and Annex X

	EU data act	Annex X
 OEMs	• Shift from “data ownership” toward controlled but broader data sharing obligations. • Architecture and backend design becoming strategic levers.	• Stronger cybersecurity enforcement. Ability to restrict access • OEMs must support other in-vehicle means, APIs, wireless connections and remote access solutions where they are used by the manufacturer or its network.
 Third-party service providers	• Improve access to diagnostic and maintenance data. • Not necessarily access to advanced OEM analytics or vehicle control functions.	• More information channels other than OBD (Vehicle API, backend servers). • Enhanced ability to repair EVs. • Comply with authentication and security requirements. • Only basic/raw OBD access remains free; server-based services may incur charges.
 End consumers	• Better data portability. • More service choice. • Potentially more competitive maintenance and digital-service offers.	• Reduce lock-in to OEM workshops. • More offering for EV related services and repairs from third parties.

Key actions derived from EU Data Act and Annex X

	EU data act	Annex X
 OEMs	• Map the retrievable and available data • Reassess what data is exposed • Prepare more structured access mechanisms	• Publish more detailed repair and diagnostics information. • Provide clear guidelines for fees and misuse of data that could lead to restriction. • Enforce stronger monitoring and access to certain data types and repair processes.
 Third-party service providers	• **Understand potential benefits of newly available data,** especial focus on battery status, ADAS information and fault codes. • **Understand which OEMs are better positioned to share data. Push the ones that are lacking to do so.**	• **Raise awareness to consumers around the ability to service ADAS systems and EVs.** • Gain knowledge on additional access channels • Comply with authentication and security requirements set by OEMs. • **Train repairers and members on the benefits and impacts.**
 End consumers	• Allow data access for desired third parties. • Have higher awareness on the required permissions and data-sharing settings	• Look for alternative sources to repair other than OEM network if needed. • Have higher awareness on the type of repairs and battery systems that can now be repaired by third parties.

Increase awareness to end consumers on the changes brought by both the Data Act and the Annex X **is fundamental for FIA members** to increase take up rates of existing and new services.

How OEMs are approaching the EU Data Act in reality?



BMW, Ford, Mercedes-Benz and Volkswagen are the best-positioned OEMs to support FIA members with data access.



BYD, Tesla and Toyota remain somewhat restrictive in practice regarding data access. FIA members might struggle to access and ingest data from these OEMs.



Only BMW provides a clear a and publicly available pricing model and structure. FIA members need to engage in conversations to better understand the financial viability of accessing the data.

Note: SBD analysed the 10 highest selling OEM groups (by volume) in Europe.

OEMs' relative positioning around EU Data Act compliance

Parameter	BMW	BYD	Ford	Hyundai	Mercedes	Renault	Stellantis	Toyota	Tesla	VW
User Data Access	CarData portal, strong user access.	Requestable structured vehicle data.	Dedicated gateways.	User request based data access.	Guided user data access.	Structured user access.	Structured user data access.	GDPR access, no full Data Act portal yet.	Limited, GDPR-based access.	Data Hub portal, full cross-brand access.
Third-Party Data Sharing	Consent-based CarData sharing.	Data export to third parties, not streamlined.	User-authorized sharing.	Consent mechanisms exist.	Authorized sharing supported.	Consent-based sharing.	User-authorized sharing.	Consent allowed; structured B2B access emerging.	No EU Data Act portal; GDPR requests only.	Data Hub + VEDAS for B2B/B2G.
Data Scope	Core vehicle data shared; sensitive data restricted.	Structured categories, limited details.	Extensive vehicle, driving, EV, charging and location data.	Extensive coverage across telematics, diagnostics, EV.	Broad telematics coverage.	Covers telematics, diagnostics, EV and mobility data.	Covers diagnostics, usage, location, ADAS and event data.	Defined in notices, not fully productized.	GDPR based access data not mapped to data act.	Broad, well-documented vehicle data domains.
Transparency	Clear portals and technical docs.	Published Data Act notice, with no view on data.	Detailed data categories.	Clear privacy consent.	Clear pre-contract notices.	Clear privacy, consent.	Detailed rights.	Strong privacy/legal info.	No Data Act-specific notices.	Clear EU Data Act portals and guidance.
Inter-operability	Standard REST APIs; machine-readable formats.	Machine-readable (JSON/DBC) formats.	JSON-based APIs and continuous data.	APIs support internal services.	Structured, machine-readable formats.	APIs and connected platforms available.	Supports JSON and machine-readable data formats.	Internal platforms, few open APIs.	No documented Data Act API.	Unified platform, limited public specs.
Access by Design Readiness	Backend-mediated access.	User and limited third-party access.	Real-time API architecture.	Implementation details are not yet visible.	Designed for access-by-default.	Connected architecture supports access.	Centralized access model.	Framework ready, details evolving.	Proprietary architecture and not explicitly aligned.	VEDAS/Data Hub built for Data Act access.
Contractual Fairness	Clear pricing structure.	Free, no undue delay access for users.	Third parties may be charged.	No evidence of commercial frameworks.	Terms support user rights.	Commercial terms exist; pricing not publicly disclosed.	Commercial terms exist.	EU-aligned contracts; limited Data Act detail.	No Data Act-specific contractual framework.	Non-discriminatory intent; prices unclear.

Not all use cases are highly relevant for all FIA members.

Use Case	Other stakeholders (DFRS, DRVN)	Roadside providers' members
Pre-emptive maintenance	High	High
Roadside assistance event	High	High
Remote servicing	High	High
Smart charging (EV data points)	Not discussed	High
Remote vehicle check (one point in time)	Not discussed	High
Insurer FNOL (First Notice of Loss)	Medium	High
Driver behaviour and coaching	Medium	Medium
Road condition reporting	Medium	Low
Used Car Certificate	Medium	Medium
Battery health and EV route planning	Medium	Low
Tolls and Parking	High	Low
Support OEM data profile	Low	Low
Usage-based insurance (UBI)	Low	High
Feature usage analysis	Low	Low



Data points used by the majority of use cases are covered under the EU data act, so FIA members should be able to deliver such use cases.



Cost reduction, more safety and UX are highly relevant to end consumers. FIA members should highlight how existing or future services provide such.

Main partnership recommendations for FIA members

	Use case	Potential partners	How to engage?
Consider (Low complexity, high uptake)	• Roadside assistance • Pre-emptive maintenance • Insurer FNOL	• COVESA • AISIN / BOSCH • GeoTab / Octo Telematics	• Sharing and aggregating data from partners • Providing data to key third parties, e.g. insurers
Monitor (Medium complexity, medium uptake)	• Remote servicing • Used car certificate • Driver behaviour and coaching • Usage-based Insurance • Battery health and EV route planning • Support OEM data profile • Tolls and parking	• Lexis Nexis • Chargetrip • Urgently.ly • ARC Europe	• Use infrastructure to enhance existing data with car clubs' information
Ignore (High complexity, low uptake)	• Road condition reporting • Feature usage analysis	• TISA • NHTSA / FHWA • NIRA Dynamics • CEDR	• Best practices sharing • Standardising formatting and data sharing practices

Challenges & Recommendations

Challenge	SBD Recommends
Percentage of cars in EU '**Car Parc**' with OEM connectivity is currently <25%.	Focus on use cases that don't require majority of connected cars to work.
Lack of **awareness** among consumers about data portability rights: OEMs dragging feet.	Build use cases with strong customer appeal so that they want to know more – create 'pull'.
No standard way for consumers to give consent to OEMs, let alone **delegate consent**.	Seek best practice from other sectors for delegated consent – e.g. Network/ISP switching.
No harmonised **access methods** to OEM data sets. No dominant data aggregator.	Assess aggregators in market to determine which could potentially provide normalised data access.
No established **standard for data sets**. Volume and type of data is variable across OEMs.	Build use cases that are viable with lowest common denominator or enhanced by better sets. Support activities such as COVESA for standardisation.
Variable, non-harmonised **pricing** permitted by OEMs for API access.	Prioritise use cases which require 'on-demand' vehicle data (eg roadside assistance) rather than constant data – eg driver behaviour profiling.

Challenges & Recommendations for regulators

Challenge	SBD Recommends
Lack of **awareness** among consumers about data portability rights: OEMs dragging feet.	Make educational campaigns aimed at end users about their Data Portability rights. FIA could support these efforts.
No standard way for consumers to give consent to OEMs, let alone **delegate consent**.	FIA or EU Commission could provide best practices for a simple UX or mandate a clear button or process to give consent (similar to “two-click” termination law).
No established **standard for data sets**. Volume and type of data is variable across OEMs.	Regulation could be updated to consider some specifications along the format of the information
There might be pushback/discomfort on providing certain types of data.	FIA could either make Auto-sector specific 'best practice' guidance for consumer/B2B implementation of the Act, or go further and lobby EU for more formal updates to sector-specific annex(es).

Key pain points found for FIA members

1. Awareness from end consumers (lots of money invested but people are not aware of what Data Act means).

2. Consent process very cumbersome (a streamlined and adequate UX process lacking).

3. Inconsistency on data sets being provided across brands.

4. Uptime assurance of the services / Promises or guarantees that OEMs are making.

5. High cost for always-on services that in some cases do not need to be as such.

Additional Considerations

1. Value lies on enhancing existing use cases with more data rather than creating new ones just for the sake of creating them.

2. Ensure the use cases keep working in abnormal conditions (e.g. underground, no connection zones).

3. Leverage use cases that use punctual pulls of data rather than a continuous flux.

Thank you!



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Access to car data: Impacts of new legislation and opportunities for digital services

WP1: Understanding the Data Act, Annex X & its intentions

Prepared for FIA

May 2026

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VESOS Ltd



Work package 1: Understanding the Data Act & its intentions



Value to FIA members:
“Cut through the documentation to see what the Act intends to change from the perspective of Mobility Clubs”.

Objectives of the study	Method of research	Deliverable
Analyse the practical implications of the Data Act and Annex X Amendment for vehicle data sharing, including changes and opportunities for Mobility Clubs	The EU Data Act is designed to grant businesses as well as consumers rights to access and share data generated from connected products and services, including vehicles. Outline the requirements of the Data Act and the automotive specifics of Annex X, explained in plain English with illustrations of the differences ‘pre-Act’ and ‘post-Act’ to give ‘in theory’ opportunities that could exist for FIA’s members. Look at the opportunities this then brings for wider mobility changes e.g. benefits of shared data to road operator, EU legislative relevance & overall improvements to road safety.	**The ‘in theory’ view** in plain English of what data access opportunities should be opened up to FIA’s members.

Executive Summary

Key points

	EU data act	Annex X
 OEMs	• Shift from “data ownership” toward controlled but broader data sharing obligations • Architecture and backend design becoming strategic levers.	• Stronger cybersecurity enforcement. • OEMs must support other in-vehicle means, APIs, wireless connections and remote access solutions where they are used by the manufacturer or its network.
 Third-party service providers	• Improve access to diagnostic and maintenance data. • Not necessarily access to advanced OEM analytics or vehicle control functions.	• More information channels other than OBD. • Enhanced ability to repair EVs. • comply with authentication and security requirements.
 End consumers	• Better data portability, • More service choice. • Potentially more competitive maintenance and digital-service offers.	• Reduce lock-in to OEM workshops • More offering for EV related services and repairs.

Major changes from analysed legislation

EU Data act

- Vehicle users (consumers, fleets, businesses) gain the legal right to access data generated by their connected vehicles.
- Users can authorise third parties (independent repairers, insurers, fleet managers, and telematics providers) to receive vehicle data directly.
- OEMs must provide data:
  - In a timely manner
  - Continuously where relevant
  - In machine-readable formats
  - Under fair, reasonable, and non-discriminatory (FRAND) conditions
- OEMs cannot unfairly block or technically prevent access to connected vehicle data.
- Cloud switching and interoperability obligations reduce vendor lock-in for connected services and data platforms.
- Data-sharing contracts with SMEs receive stronger legal protections against unfair contractual terms.
- Public authorities may request certain data access in exceptional circumstances (e.g. emergencies or public-interest needs).
- Algorithmic outputs, predictive insights, and vehicle functions remain protected or outside scope.

Update to Annex X Regulation (EU) 2018/858

- Independent operators gain formal rights to access all major vehicle interfaces (OBD ports, Vehicle APIs, OEM backend servers, repair and maintenance information)
- Independent repairers can now perform advanced functions previously more controlled by OEMs, including:
  - Vehicle diagnostics
  - Spare-part coding/programming
  - Software updates via fast Ethernet
  - Access to ADAS and EV battery information
- OEMs are simultaneously granted stronger cybersecurity enforcement powers, such as:
  - Restricting access to authorised/certified repairers
  - Monitoring suspicious repair activity
  - Requiring OEM-approved diagnostic tools compliant with CSMS standards
  - Maintaining commercial and technical influence over aftermarket services
- New OEM “control points”:
  - Diagnostic tools become mandatory gateways for many repairs
  - OEMs and tool manufacturers will negotiate access conditions, pricing, technical standards, and timelines
  - Only basic/raw OBD access remains free; server-based services may incur charges
  - OEMs must guarantee server uptime and service availability
  - A dedicated OBD Forum will oversee disputes and market surveillance.

Key

Beneficial for FIA members

Caution required for FIA members

Key actions from EU data act



OEMs

- **Map which vehicle data are retrievable**, which are readily available, and which can lawfully be obtained from the vehicle backend without disproportionate effort.
- **Reassess what data is exposed**, stored, or processed on-edge.
  - If it is designed to be retrievable, it may need to be shared
- OEMs need to **prepare more structured access** mechanisms:
  - API/backend solutions, and potential compensation frameworks rather than relying on closed-service models.
- **Manage compliance overlaps** with GDPR, type approval, and existing motor vehicle sector rules.



Third-party service providers

- **Understand potential benefits/unlocked digital services** of newly available data. Special focus on battery status, ADAS information and fault codes.
- **Assess current conditions of backend**, in the future, vendor switch might be possible and beneficial.
- Some use cases depend on whether OEMs keep data retrievable, so garages **should push for retrievable signals** in standard vehicle architectures.



End consumers

- **Access to data themselves** and decide which third parties receive it.
- **Consumers may benefit from better digital services**, such as remote control features, charging management, route optimisation, and personalised vehicle settings where these are offered as related services.
- **Have higher awareness of permissions**, data-sharing settings, and the limits of what can be accessed, since not all data or functions are covered

Key actions from Annex X



OEMs

- **Publish more detailed repair and diagnostic information**, including EV battery-specific content and ADAS/DCAS-related data.
- **OEMs will likely face higher compliance and implementation effort** around authentication, server availability, documentation and multi-brand tool compatibility.
- **Provide clear guidelines** for fees and controlled procedures.
- **Enforce stronger monitoring and access** to sensitive data and repair processes.



Third-party service providers

- **Create awareness to consumers around the ability to** service EVs and vehicles with advanced driver assistance systems using multi-brand tools.
- **Gain knowledge on additional access channels**: such as the OBD port, backend and remote access, which could reduce dependence on OEM-only pathways.
- **Comply with authentication and security requirements**, especially for security-related repair and remote service activities
- **Train repairers and members** on the benefits and impacts of the update to the annex.



End consumers

- **Look for alternative sources** to repair other than OEM network.
- **Learn** that battery-related, SW releases and component calibration will be **possible in the future via third-parties.**

ANNEX X Implementation Timeline

- The latest draft of Annex X, dated 23 March 2026, entered into force on 23 June 2026.
- The requirements under Annex X will apply in a phased manner, as detailed below.
- **Information applies for vehicle types** for which the type-approval certificate was first granted **after 1 September 2020.**

	Entry into force 23/06/2026	**3 months after 23/09/2026**	**6 months after 23/12/2026**	**12 months after 23/06/2027**	**18 months after 23/12/2027**	**24 months after 23/06/2028**
Required for all vehicles type approval after 1 September 2020	OBD and RMI must be available to independent operators at vehicle market launch..	Share information necessary for implementing the API between the relevant vehicle manufacturer's and diagnostic tool manufacturers' systems, except related or dependent on performing software updates.		VIN-based API access and electronic maintenance history API access begin.	Information necessary for testing the update functionality and interaction for hardware, for any operation involving or dependent on performing software updates.	Full software-update-related access and support obligations apply.
Vehicles with type approval after 1 September 2020 and before 6 July 2022			Information necessary for implementing the API between the relevant vehicle manufacturer's and diagnostic tool manufacturers' systems.	Independent diagnostic tools must get access to software / information needed for variant coding and reprogramming.		
Vehicles with type approval on or after 6 July 2022			Independent diagnostic tools must get access to software / information needed for variant coding and reprogramming.	Information necessary for implementing the API between the relevant vehicle manufacturer's and diagnostic tool manufacturers' systems.		

Impact assessment of EU Data Act

EU data act – Key points

- E.U. Data Act aims to facilitate data portability and transferability for fair access, but defers back to GDPR compliance for any data sharing under the Act and to establish consumer rights for consent, right to access/know/delete/change/etc.

- The key point under the E.U. Data Act is that OEMs are required to "make use-generated data accessible to the user and **to third-parties of the user's choice."** This allows liability to fall back on the user's consent in these cases. OEMs are required to:
  - Notify the consumer on the types of data to be generated and collected by the use of the product or service, and procedures for accessibility, retrieval, and deletion, prior to entering into a service contract.
  - Provide such data to the consumer or to a **third-party upon the consumer's request**, if not already directly accessible by the consumer.
  - Data provided to a third party must be under "**fair, reasonable, transparent and non-discriminatory terms**, as outlined under contract.

- A key point to consider given this is: How informed consumers can be on how a third party can and will use their services but does not impose an obligation on the OEM to verify third parties chosen by the consumer. In all other cases it would defer to GDPR compliance.

Article No	Article (Verbatim)	Summarized Scope	Impact on FIA members
Article 3	**Obligation to make product data and related service data accessible to the user**	Requires that connected products and related services be designed so that data generated by their use are, by default, easily, securely and directly accessible to the user, and provided on request in machine-readable form.	Automobile groups gathering data need to architect its services so that owners, lessees, fleet operators or drivers can directly obtain in-vehicle data without proprietary lock-in.
		Clear information on the type of data, usage, length of retention, and ways to access data must be made available to consumers BEFORE any services are provided.	Provide such information when applicable BEFORE provision of services.
		Before concluding a contract for the provision of a related service, the provider shall provide the following information to users: The nature, estimated volume and collection frequency	Highlight the existing data to consumers before the end of the services.
		Where data cannot be directly accessed by the user from the connected product or related service, data holders shall make readily available data, as well as the relevant metadata necessary to interpret and use those data, accessible to the user without undue delay, of the same quality as is available to the data holder.	Create processes to allow users data access and retrieval in an easy manner, free of charge, in a comprehensive, structured, commonly used and machine-readable format
		Data holders shall not keep any information, in particular log data, on the user's access to the data requested beyond what is necessary for the sound execution of the user's access request and for the security and maintenance of the data infrastructure.	Automobile groups shall not collect any metadata that is not necessary to complete the user request and to maintain the security of the internal systems.

High impact

Chapter II- Business To Consumer And Business To Business Data Sharing

Article No	Article (Verbatim)	Summarized Scope	Impact on FIA members
Article 4	**The rights and obligations of users and data holders with regard to access, use and making available product data and related service data**	Corresponding obligations, limits and safeguards for data holders (security, trade secrets, privacy).	Automobile groups shall identify any confidential or trade secret information and bear the responsibility to ensure the preservation of such with users via agreements, access protocols, contractual terms or similar.
		The user shall not use the data obtained to develop a connected product that competes with the connected product from which the data originate.	Ensure data gathered does not create products to directly compete with factory-fitted solutions. Enhancement of operation is not discussed so it should be looked into with caution
		Data holders shall contractually bind third parties not to further share data received from them.	Automobile groups might need to review any updated contractual terms as they might impact the data they can use and share from OEMs.
Article 5	**Right of the user to share data with third parties**	Upon request, users can request data holders to share data with third parties. Rights and duties for third parties are similar to those of users, under article 4. Compels OEMs and mobility operators to support user-mandated data portability from vehicles to independent repairers, aftermarket service providers, analytics firms, insurers or motorsport engineering partners, reshaping aftermarket competition and telematics business models.	This also means liability to fall back on the user's consent in these cases. Requiring third parties to reach for user's consent directly.
Article 6	**Obligations of third parties receiving data at the request of the user**	Imposes purpose limitation, security and non-misuse obligations on third-party data recipients when they receive data on user instruction. Those limitations and rules are similar to the ones in article 4.	Automobile groups should increase their due-diligence and contractual oversight requirements on their downstream ecosystems to ensure they are compliant third parties.
		Prevent the user that is a consumer, including on the basis of a contract, from making the data it receives available to other parties.	This creates a responsibility to third parties to ensure consumers do not openly share information that might break previous articles.

High impact

Chapter III- Obligations For Data Holders Obliged To Make Data Available Pursuant To Union Law

Article No	Article (Verbatim)	Summarized Scope	Impact on FIA members
Article 7	**Scope of business-to-consumer and business-to-business data sharing obligations**	Obligations in this chapter are excluded to data generated through the use of connected products manufactured or designed or related services provided by a microenterprise or a small enterprise	Several mobility groups might fall under this microenterprise or small enterprise category. Therefore not required to comply with the articles of the data act from this chapter. Small enterprise : Employs < 50 persons and annual turnover < € 10 million. Micro enterprise: Employs <10 persons and annual turnover < € 2 million.
Article 8	**Conditions under which data holders make data available to data recipients**	Sets conditions around transparency, non-discrimination and reasonable terms under which data holders must make data available when obliged by Union law.	Automobile groups to ensure data access when requested is provided in a timely manner and any contractual terms do not provide unfair access based on this act.
		A data holder shall not discriminate regarding the arrangements for making data available between comparable categories of data recipients	Ensure data provision processes are consistent independent of the source of the request (company or individual).
Article 9	**Compensation for making data available**	Regulates how data holders may charge for mandated data sharing, including cost-based constraints and SME-friendly rules.	Limits OEMs' ability to monetise mandatory data access by imposing cost-oriented compensation rules.
		Where the data recipient is an SME or a not-for-profit research organisation and where such a data recipient does not have partner enterprises or linked enterprises that do not qualify as SMEs only the costs incurred in making the data available should be charged	Several automobile groups and FIA members might fall under the SME categorization so should benefit from lower fees.
		The data holder shall provide the data recipient with information setting out the basis for the calculation of the compensation to assess whether the requirements fair charge requirements are met.	Develop a clear calculation methodology to ensure clear charges and data receivers have an understanding on what are the fees.

High impact

Chapter III- Obligations For Data Holders Obliged To Make Data Available Pursuant To Union Law

Article No	Article (Verbatim)	Summarized Scope	Impact on FIA members
Article 10	**Dispute settlement**	Requires Member States to provide dispute resolution mechanisms for disagreements over mandated data access.	Creates a quasi-regulatory dispute environment in which OEMs, independent service providers, suppliers and platform partners can challenge each other's behaviour over vehicle-data sharing, increasing litigation and regulatory-interface risk that must be factored into governance.
		If the dispute is in favour of the user or of the data recipient, the data holder shall bear all the related fees and expenses incurred. If the dispute is in favour of the data holder, the data recipient shall not be required to reimburse any. Unless the dispute settlement body finds that the user or the data recipient manifestly acted in bad faith.	Provide safeguards to data recipients and places a higher risk for data holders. In some cases, it might be easier for data holders to provide access to data instead of entering into a dispute.
Article 11	**Technical protection measures on the unauthorised use or disclosure of data**	Allows and regulates technical measures to prevent unauthorised use or disclosure of data made available, including monitoring and revocation.	Although not specific measure is enforced, several options are recommended to embed technical enforcement (access tokens, rate limiting, secure APIs) into vehicle-data platforms, while requiring such measures to be proportionate and non-obstructive to lawful access by users and data recipients.
Article 12	**Scope of obligations for data holders obliged pursuant to Union law to make data available**	Defines boundaries of Chapter III obligations for data holders already obliged under sectoral Union law.	Ensures that any future EU automotive-specific data-access regimes (for safety, emissions, automated driving, competition) will be interpreted consistently with the Data Act baseline, so automobile groups must treat these conditions as the horizontal benchmark.

High impact

Chapter IV- Unfair Contractual Terms Related To Data Access And Use Between Enterprises

Article No	Article (Verbatim)	Summarized Scope	Impact on FIA members
Article 13	**Unfair contractual terms unilaterally imposed on another enterprise**	Makes unfair, non-negotiated B2B contract terms on data access and use unenforceable, particularly in asymmetrical bargaining situations.	Prevents enforcement of unfair, non-negotiated B2B data-sharing terms, especially where there is unequal bargaining power. Strengthens fairness in data contracts by limiting one-sided or imposed conditions on access and use.
		The party supplying the standard contractual term must demonstrate that it was not unilaterally imposed (i.e., that it was genuinely negotiated).	Shifts the burden of proof to the party providing the contractual term, requiring them to show it was not imposed unilaterally. Ensures that standard terms are genuinely negotiated rather than one-sidedly enforced.

High impact

Chapter V- Making Data Available To Public Sector Bodies, The Commission, The European Central Bank And Union Bodies On The Basis Of An Exceptional Need

Article No	Article (Verbatim)	Summarized Scope	Impact on FIA members
Article 14	**Obligation to make data available on the basis of an exceptional need**	Requires data holders to make data available to public sector bodies, the Commission, the ECB or Union bodies upon a duly reasoned request demonstrating exceptional	Requires OEMs, mobility providers, and fleet operators to support emergency access to connected vehicle and operational data through secure and compliant processes.
Article 15	**Exceptional need to use data**	Defines and limits what constitutes “exceptional need” (public emergencies, other specific cases laid down in law).	Clarifies circumstances under which authorities may request automotive, traffic, or mobility-related data during crises or major incidents.
Article 16	**Relationship with other obligations to make data available to public sector bodies, the Commission, the European Central Bank and Union bodies**	Aligns Data Act obligations with existing EU and national sectoral data-sharing frameworks.	Requires OEMs and stakeholders to coordinate Data Act compliance with transport, safety, telematics, and regulatory obligations.
Article 17	**Requests for data to be made available**	Establishes formal requirements for public-sector data requests, including scope, justification, and format.	Requires OEMs and mobility providers to implement structured intake, validation, tracking, and response procedures for authority requests.
Article 18	**Compliance with requests for data**	Defines timelines, procedures, and conditions for complying with or refusing public-sector data requests.	Forces organizations to establish rapid-response governance and escalation processes for emergency and regulatory data disclosures.

High impact

Chapter V- Making Data Available To Public Sector Bodies, The Commission, The European Central Bank And Union Bodies On The Basis Of An Exceptional Need

Article No	Article (Verbatim)	Summarized Scope	Impact on FIA members
Article 19	**Obligations of public sector bodies, the Commission, the European Central Bank and Union bodies**	Imposes safeguards on public bodies regarding reuse, security and confidentiality of obtained data.	Allows OEMs, suppliers, and other stakeholders to protect proprietary telemetry, vehicle software, performance algorithms, and engineering data while still complying with mandatory data-sharing obligations. OEMs can comply with requests while maintaining safeguards over commercially sensitive information.
Article 20	**Compensation in cases of an exceptional need**	Sets rules on when and how data holders are compensated for B2G data provision in exceptional-need cases.	Enables automotive and mobility organisations to recover reasonable costs associated with extracting, processing, and securely transferring requested vehicle or operational data.
Article 21	**Sharing of data obtained in the context of an exceptional need with research organisations or statistical bodies**	Regulates onward sharing of data by public bodies with research or statistical entities.	Regulates when and how public bodies can share obtained data with research and statistical entities. Helps protect sensitive information by placing controls on onward data sharing and limiting use to authorised purposes.
Article 22	**Mutual assistance and cross-border cooperation**	Provides rules for cooperation and mutual assistance among public sector bodies.	Supports cost recovery for OEMs and mobility-service providers investing in compliance infrastructure, secure APIs, data processing, and emergency-response systems.

High impact

Chapter VI- Switching Between Data Processing Services

Article No	Article (Verbatim)	Summarized Scope	Impact on FIA members
Article 23	**Removing obstacles to effective switching**	Requires providers of data processing services to remove pre-commercial, commercial, technical, contractual and organizational obstacles to switching, and to enable switching and multi-provider use.	Reduces dependence on single cloud or analytics providers used for connected vehicles, ADAS platforms, telemetry systems, and motorsport operations. Encourages more flexible and competitive digital ecosystems.
Article 24	**Scope of the technical obligations**	Establishes mandatory contractual conditions to facilitate switching between data-processing service providers.	Cloud and platform providers serving automotive industry must offer transparent migration support, exit provisions, and fair switching conditions. This improves bargaining power for OEMs others.
Article 25	**Contractual terms concerning switching**	Establishes mandatory contractual conditions to facilitate switching between data-processing service providers.	Reduces financial barriers to migrating telemetry, simulation, mobility, and connected vehicle workloads between cloud providers, enabling greater operational flexibility and vendor diversification.
Article 26	**Information obligation of providers of data processing services**	Information on available procedures for switching and porting to the data processing service, including information on available switching and porting methods and formats as well as restrictions and technical limitations	Information on alternative data processing services shall be made available to FIA members and from FIA members to consumers.
Article 27	**Obligation of good faith**	Establishes safeguards against unlawful non-EU governmental access to EU non-personal data.	OEMs, suppliers, and other stakeholders using global cloud infrastructure must strengthen controls over sensitive engineering, telemetry, operational, and vehicle-performance data stored or processed outside the EU. This may influence cloud-provider selection and data localization strategies.

High impact

Chapter VI- Switching Between Data Processing Services

Article No	Article (Verbatim)	Summarized Scope	Impact on FIA members
Article 28	**Contractual transparency obligations on international access and transfer**	Requires cloud and data-processing providers to disclose policies and safeguards regarding international governmental access to EU data.	OEMs gain greater visibility into how cloud providers manage sensitive vehicle, telemetry, engineering, and operational data outside the EU. Supports supplier risk assessments and data sovereignty strategies.
Article 29	**Gradual withdrawal of switching charges**	Requires providers to progressively eliminate charges linked to switching between data-processing services. From 12 January 2027, providers of data processing services shall not impose any switching charges on the customer for the switching process.	Reduces long-term migration costs for OEMs and mobility companies moving connected vehicle, analytics, simulation, or telemetry workloads between cloud providers.
Article 30	**Technical aspects of switching**	Establishes technical requirements ensuring portability, continuity, and interoperability during switching processes.	Encourages OEMs to adopt interoperable cloud and telemetry architectures, reducing operational disruption during provider migration.
Article 31	**Specific regime for certain data processing services**	Introduces tailored obligations for services where full switching or portability may not be technically feasible.	Impacts highly specialised automotive simulation, AI, and motorsport telemetry platforms where functional equivalence may be difficult to achieve across providers.

High impact

Chapter VII- Unlawful International Governmental Access And Transfer Of Non-personal Data

Article No	Article (Verbatim)	Summarized Scope	Impact on FIA members
Article 32	**International governmental access and transfer**	Requires providers of data processing services to implement safeguards against unlawful third-country governmental access to non-personal data held in the Union and sets conditions for recognizing foreign access orders.	Protects non-personal vehicle and fleet data stored in EU-based clouds from conflicting foreign government demands, critical for global OEMs using extra-EU CSPs for telemetry, OTA and simulation; requires due-diligence on CSP compliance and contractual clauses reflecting Art. 32 safeguards

High impact

Chapter VIII - Interoperability

Article No	Article (Verbatim)	Summarized Scope	Impact on FIA members
Article 33	**Essential requirements regarding interoperability of data, of data sharing mechanisms and services, as well as of common European data spaces**	Establishes baseline interoperability requirements for data formats, interfaces, and data-sharing services so that datasets and platforms can exchange information across organizational and sectoral boundaries.	Encourages standardized automotive and mobility data ecosystems, improving interoperability across OEMs, suppliers, smart mobility systems, and FIA-related data platforms.
Article 34	**Interoperability for in-parallel use of data processing services**	Requires technical and contractual arrangements that allow a customer to use multiple data processing services concurrently and to avoid functional lock-in during switching.	Facilitates multi-cloud strategies for connected vehicle platforms, race telemetry, simulation environments, and mobility analytics systems.
Article 35	**Interoperability of data processing services**	Requires providers to improve open interoperability specification between data-processing services and infrastructures.	Set requirements for interoperability of data processing services. Open interoperability specifications shall comply with Annex II to Regulation (EU) No 1025/2012.
Article 36	**Essential requirements regarding smart contracts for executing data sharing agreements**	Defines the minimum technical and functional requirements for smart contracts used to automate data-sharing agreements, including control, reversibility, and auditability expectations.	Impacts automated vehicle-data marketplaces, connected mobility ecosystems, and telemetry-sharing arrangements relying on programmable data-access mechanisms.

High impact

Chapter IX - Implementation And Enforcement

Article No	Article (Verbatim)	Summarized Scope	Impact on FIA members
Article 37	**Competent authorities and data coordinators**	Requires Member States to designate competent authorities and, where relevant, a national data coordinator responsible for supervision, cooperation, and enforcement of the Data Act.	Automotive OEMs, motorsport bodies, mobility platforms, and connected-vehicle ecosystems will face coordinated regulatory oversight for vehicle-data access, cloud portability, and interoperability obligations. Internal governance, auditability, and regulator-facing compliance functions become critical.
Article 38	**Right to lodge a complaint**	Grants parties the right to file complaints regarding infringements of the Data Act.	Increases litigation and regulatory exposure for OEMs, suppliers, cloud providers, and mobility operators where data access or portability obligations are disputed.
Article 39	**Right to an effective judicial remedy**	Provides legal remedies against decisions or failures by competent authorities.	Enables automotive and motorsport organisations to challenge enforcement decisions, penalties, or regulatory interpretations before courts.
Article 40	**Penalties**	Requires Member States to establish effective, proportionate, and dissuasive penalties for infringements of the Data Act.	Non-compliance with obligations relating to vehicle-data sharing, B2B access, interoperability, or cloud portability could lead to substantial fines and reputational risk. Automobile groups will need dedicated Data Act compliance controls alongside GDPR, cybersecurity, and product-safety frameworks.
Article 41	**Model contractual terms and standard contractual clauses**	Encourages development of standard contractual clauses supporting fair data-sharing arrangements.	Standardized clauses are likely to emerge for connected-vehicle platforms, motorsport telemetry exchange, supplier ecosystems, and mobility-data partnerships.
Article 42	**Role of the EDIB**	Defines the advisory and coordination role of the European Data Innovation Board (EDIB) in supporting consistent implementation of the Data Act.	EDIB guidance may influence future automotive and mobility data-sharing standards, interoperability frameworks, and industry best practices.

High impact

Chapter X- Sui Generis Right Under Directive 96/9/Ec

Article No	Article (Verbatim)	Summarized Scope	Impact on FIA members
Article 43	**Databases containing certain data**	Clarifies that the sui generis database right under Directive 96/9/EC cannot be used to prevent users from accessing, using, or sharing data generated by connected products or related services under the Data Act.	Automotive OEMs, motorsport organizations, and connected-vehicle platform operators cannot rely on database-right protections to block access to vehicle-generated data such as telemetry, diagnostics, repair information, usage data, or mobility-service outputs. OEMs may need to redesign proprietary data-control strategies, contractual restrictions, and licensing models to accommodate broader third-party access rights and portability obligations.

High impact

Chapter XI- Final Provisions

Article No	Article (Verbatim)	Summarized Scope	Impact on FIA members
Article 44	**Other Union legal acts governing rights and obligations on data access and use**	Clarifies that database rights cannot be used to prevent lawful access to or use of data under the Data Act.	Automotive and motorsport stakeholders must manage overlapping compliance regimes across the Data Act, GDPR, type-approval rules, cybersecurity regulations, intelligent transport systems, and future sector-specific mobility-data legislation.
Article 45	**Exercise of the delegation**	Establishes rules governing the Commission's delegated powers under the Regulation.	Automotive and motorsport stakeholders must expect future refinement of technical and operational requirements affecting automotive and mobility data ecosystems.
Article 46	**Committee procedure**	Establishes the committee procedure supporting the Commission in adopting implementing acts under the Data Act.	Future technical implementation measures affecting connected vehicles, mobility-data sharing, interoperability standards, and cloud infrastructure may be shaped through committee-led procedures. Automotive industry associations and FIA-affiliated groups may need active regulatory engagement and lobbying participation at EU level.
Article 47	**Amendment to Regulation (EU) 2017/2394**	Amends the Consumer Protection Cooperation Regulation to include infringements of the Data Act within EU consumer-protection enforcement cooperation mechanisms.	Consumer authorities across Member States may coordinate enforcement actions against OEMs or mobility-service providers over unfair vehicle-data practices, connected-service restrictions, or misleading data-access policies.
Article 48	**Amendment to Directive (EU) 2020/1828**	Extends representative action mechanisms to Data Act infringements.	Opens potential exposure to collective legal actions against OEMs, cloud providers, mobility operators, or FIA-related organisations for systemic non-compliance with Data Act obligations.

High impact

Impact assessment of Annex X to Regulation (EU) 2018/858

Impact assessment of Annex X

Point no.	Item	Summarized scope	Impact on FIA members
Point 1	**Introduction**	Expands Annex X to cover technical requirements for access to vehicle OBD information and repair/maintenance information regardless of powertrain type.	Broadens the scope from traditional ICE-focused Repair and Maintenance Information (RMI) to all powertrains, including EVs and hybrid systems. OEMs, suppliers, and FIA-affiliated technical stakeholders will need to treat OBD/RMI access as a cross-powertrain compliance obligation rather than a legacy diagnostic topic.
Point 2.1	**Standardised website compliance**	Presumption of compliance is tied to EN ISO 18541:2021 / 18541-5:2018 conformity.	Raises the importance of ISO-based digital RMI architecture, standardisation, and conformity testing. Automotive groups will need to align websites, portals, APIs, and content structures with the referenced standards to reduce compliance risk.
Point 2.5.1	**Vehicle identification and fitted options**	Requires unequivocal vehicle identification and the list of factory-fitted options and relevant systems/components.	Increases data quality requirements for VIN-based information services and parts lookup. This is operationally significant for OEM aftersales, independent repair access, and motorsport technical workflows involving exact vehicle configuration traceability.
Point 2.5.4	**ADAS/DCAS repair information**	Requires repair/diagnostic data including calibration values and information needed for ADAS/DCAS repair.	Strongly impacts vehicle dynamics, calibration, and advanced driver assistance service operations. Automotive groups will need richer ADAS/DCAS diagnostic content, while FIA-related actors may see relevance where calibrated systems affect safety-critical or performance-sensitive vehicles.
Point 2.5.7	**Software update / variant coding determination**	Requires information to determine whether software update or variant coding is needed for repair.	Makes software-aware servicing a formal RMI obligation. OEMs, tool providers, and independent operators will need better visibility on when coding or updating is required, especially where serviceability depends on software state.
Point 2.5.7a	**Correct update / coding identification**	Adds information needed to identify the correct software update or variant coding, with a backend exception.	Expands the service-data obligation while preserving a narrow backend-linked carve-out. This may become a negotiation point for OEMs that rely on server-side logic, and a priority issue for tool makers seeking machine-readable update logic.

High impact

Impact assessment of Annex X

Point no.	Item	Summarized scope	Impact on FIA members
Point 2.5.8	**Proprietary tools and calibration**	Requires information supplied with proprietary tools/equipment and any additional tooling and user instructions needed for calibration.	Reduces asymmetry between OEM tools and independent tools, especially for calibration-heavy systems. Automotive stakeholders should expect pressure to make calibration workflows more transparent and repeatable across brands.
Points 2.5.12 and 2.5.13	**Traction battery diagnosis and safety handling**	Adds traction battery diagnosis/repair information and safety information for electric, thermal, and chemical hazards.	Material for EV aftersales, battery safety, dismantling, and repairability. This is particularly relevant for electrification strategy, battery servicing standards, technician training, and safe workshop procedures.
Point 2.6.2	**Diagnostic description data**	Requires machine-readable, directly processable diagnostic description data with equivalent detail to OEM tools and documentation of off/on-board interactions.	Significantly increases the technical burden on OEMs to expose structured diagnostic datasets. This should improve tool interoperability and repair capability, but it also increases IP, cybersecurity, and data governance pressures.
Point 2.6.3	**How to acquire tools**	Requires information on how to acquire proprietary tools and equipment.	Improves transparency for independent repairers and tool vendors, reducing barriers to sourcing OEM-specific equipment. It also creates a clearer procurement and onboarding pathway for ecosystem participants.
Point 2.6a	**ADAS/DCAS tool access**	Requires OEMs to make ADAS/DCAS repair, maintenance, and diagnosis information available to repair equipment and generic diagnostic tool makers.	This is a substantial enabler for aftermarket ADAS servicing. It may accelerate tool competition, but it also raises the bar for standardised calibration support and validation of diagnostic equipment.
Point 2.9	**Bi-directional access to vehicle data stream**	Requires bi-directional access through standard connector, other in-vehicle access means, and remote access facilities; allows limited read-only mode while moving and proportionate security conditions.	One of the most consequential changes for connected vehicles. It expands access beyond the physical port to Ethernet, APIs, WLAN, and remote facilities, increasing opportunities for diagnostics and remote service while forcing OEMs to justify security controls proportionately.

High impact

Chapter XI- FINAL PROVISIONS

Point no.	Item	Summarized scope	Impact on FIA members
Point 6.1	**Standardised RMI publishing**	Confirms ISO 18541-based compliance, permits negotiated duplication/republishing rights, and allows training material via other media.	Reinforces that “website compliance” is not enough unless the data is usable and processable. Automotive stakeholders should expect more structured licensing discussions and clearer boundaries between access, reuse, and republication rights.
Point 6.1.1	**RMI file format and API access**	Requires direct electronic processing formats, updates aligned with dealer timing, use-case packaging, VIN-based API access for some use cases, and electronic maintenance history API access.	This materially shifts RMI delivery toward API-based, machine-readable access. It will affect aftermarket platform design, OEM IT architecture, and customer consent workflows for digital maintenance histories.
Point 6.1.2	**Parts database**	Requires a machine-readable database of VIN-linked OE parts and relevant attributes, regularly updated.	Improves parts identification, interchangeability, and repair planning. It should benefit independent repairers and data-driven service platforms, but it also increases OEM obligations to maintain highly structured master data.
Point 6.2.2	**TLS standard**	Updates the security transport requirement to TLS 1.2 or successors.	Tightens the baseline for secure communications between RMI systems and independent operators. Automotive IT and tool vendors will need to keep their access infrastructure aligned with current cryptographic compliance requirements.
Point 6.2.3	**Mutual authentication certificates**	Requires ISO/IEC 9594-8:2020 certificates for mutual authentication.	Formalises authentication infrastructure and certificate management as a core compliance issue. This will matter for OEM portals, diagnostic tool vendors, and federated access ecosystems.
Point 6.4	**Reprogramming and variant coding hardware**	Requires reprogramming and activation using non-proprietary hardware, with support for ISO 22900-2, SAE J2534, RP1210B, or SOVD, plus validation support for VCIs.	For the tooling market, this is a strong competition measure because it reduces reliance on OEM hardware, lowers aftermarket entry barriers, and requires OEMs to support broader interoperability and validation.
Point 6.4a	**Independent diagnostic tool software access**	Requires OEMs to provide software or webservice interfaces, or equivalent information/processes, to enable variant coding and reprogramming in independent tools.	Major expansion of independent tool capability. This creates direct compliance pressure on OEMs and should materially affect the diagnostic-tool market, software integration strategy, and repair ecosystem access.

High impact

Chapter XI- FINAL PROVISIONS

Point no.	Item	Summarized scope	Impact on FIA members
Point 6.4b	**Transitional remote service provisions**	Keeps OEM diagnostic hardware/software fee parity for remote service providers and requires APIs / test information to be shared on staged timelines.	Important for remote service suppliers and FIA-type remote technical operators. It creates a transition framework but also opens the door to disputes over fees, timing, and what constitutes equivalent access.
Point 6.4c	**Decoupling of components**	Creates a structured process for decoupling/re-coupling parts, including reused and remanufactured parts, with equal access for independent operators.	Highly relevant for circular-economy, remanufacturing, and parts-reuse strategies, this may also matter to motorsport and advanced automotive operators because it supports controlled replacement and restoration workflows with traceability.
Points 7.2 and 7.3 deleted; point 7.4 replaced; point 7.5 added	**Certificate presumption and market availability timing**	Removes former provisions, preserves a presumption of adequate arrangements if no complaint exists, and requires OBD/RMI information by market placement date.	Accelerates the time at which repair information must be ready and removes some previous procedural detail. OEM launch planning will need to ensure RMI content is available at SOP, not after-market launch.
Appendix 2, point 3	**Diagnostic tools manufacturing information**	Requires diagnostic tool functions, repair links, and troubleshooting information, with possible reasonable fee.	Supports multi-brand diagnostic tool development and reduces information asymmetry. Potentially benefit aftermarket tool manufacturers, while also requiring OEMs to formalize content packaging and fee structures.
Appendix 3 amendments	**SERMI / RSS definitions and scheme governance**	Adds remote service supplier concepts, updates certificate handling, and requires sanctioned interpretations management.	Expands SERMI-type governance to remote service actors, which is relevant for digital repair ecosystems and any FIA-linked remote technical support model. It also increases governance complexity around access certification and interpretation consistency.
Appendix 4	**Conditions and procedure to access vehicle OBD information**	Creates a detailed access regime covering obligations, authentication, traceability, cybersecurity, credentials, authorisation criteria, suspension, and OBD Forum oversight.	This is the operational core of the new regime. It affects OEM portals, diagnostic suppliers, remote service suppliers, and independent operators by turning access into a controlled but enforceable process with clear rights, restrictions, and escalation routes.

High impact

Chapter XI- FINAL PROVISIONS

Point no.	Item	Summarized scope	Impact on FIA members
Appendix 4, section 3	**Authentication**	Establishes when tools, operators, or employees must be authenticated and when exceptions apply.	Sets the compliance architecture for who can access what, and when. Automotive groups will need identity, role, and authorisation processes that can support legitimate repair access without creating unnecessary friction.
Appendix 4, section 4	**Connection requirements**	Introduces one-time online connection and, for software-altering activities, continuous online connectivity.	This directly affects workshop connectivity, remote diagnostics, and cloud-linked repair workflows. It also gives OEMs leverage to impose controlled online authorisation for high-risk operations.
Appendix 4, section 5	**Traceability requirements**	Allows VIN, job logging, timestamps, topology inspection, and post-repair health check logging for certain operations.	Increases auditability and accountability in repair operations. This may help cybersecurity and warranty control, but it also raises data retention, privacy, and platform design issues.
Appendix 4, section 6	**Cybersecurity requirements**	Lets OEMs require cybersecurity compliance, TISAX/ISO 27001, and software update management requirements for certain operations.	Aligns repair access with cybersecurity governance, which is highly relevant for connected vehicles. Automotive stakeholders will need to balance secure access with non-discrimination and proportionality obligations.
Appendix 4, section 7	**Access credentials**	Requires credentials to be issued without delay once conditions are met, allows VIN-specific credentials, and sets validity periods.	Creates a practical service-level expectation for access provisioning. Delays or restrictive credential handling may become a compliance and commercial issue for OEMs and tool providers.
Appendix 4, section 8	**Authorisation criteria**	Limits refusal grounds mainly to insurance and legitimate automotive activity, with additional employee checks for software-altering operations.	Tightens the grounds on which OEMs may block access and reduces the scope for ad hoc barriers. This should help independent operators, while also requiring stronger documentary compliance from service providers.
Appendix 4, section 10	**Operator information access and suspension**	Allows targeted OEM access to operator records for misuse, liability, warranty, or cybersecurity cases, with notification and review safeguards.	Provides an enforcement and incident-response mechanism, but only for defined reasons. Automotive groups will need internal governance to avoid overuse of suspension rights and to manage appeal/reinstatement processes.

High impact

Chapter XI- FINAL PROVISIONS

Point no.	Item	Summarized scope	Impact on FIA members
Appendix 4, section 11	**Information to diagnostic tool manufacturers**	Requires RMI systems to disclose contact, integration, terms, fees, technical specifications, and support information at type approval.	This significantly improves transparency for diagnostic tool vendors. It should reduce onboarding uncertainty, but OEMs will need well-structured integration documentation and support processes.
Appendix 4, section 12	**OBD Forum**	Gives the OBD Forum a formal coordination and monitoring role over authentication, credentials, and access restriction issues.	Creates a governance platform that industry groups can use for interpretation and dispute resolution. FIA-related groups and automotive associations will likely want active participation because the Forum may shape practical implementation.

High impact

Access to car data: Impacts of new legislation and opportunities for digital services

WP2: In-practice OEM approaches to the Data Act

Prepared for FIA

June 2026

SBD Automotive Ltd

VESOS Ltd



Work package 2: In-practice OEM approaches to the Data Act



Value to FIA members:
"What can Mobility Clubs expect to change in practice regarding new and fair opportunities to access vehicle data?".

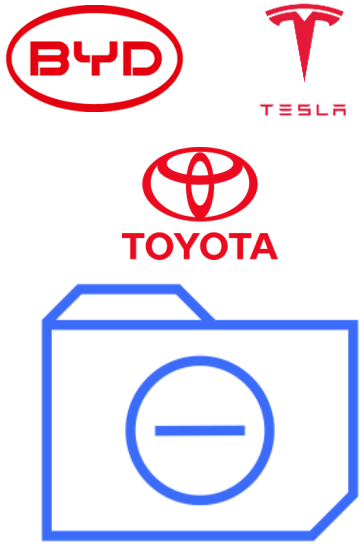
Objectives of the study	Method of research	Deliverable
Identify specific challenges and benefits arising from these developments for service provision and operations	While all OEMs are obliged to comply with the Act, some are embracing the goals of the Act in terms of democratising data while others are more actively protecting their business interests. This can be evidenced by the way that some OEMs are now separating the way that they serve data access requests to consumers versus businesses. Research the data handling approaches by the main automotive brands (by volume) in Europe. Investigate their stated and inferred positions on data sharing with consumers and businesses and how this translates into 'in practice' data access and usage realities for FIA's members. Observations on realities of EU mandates and legislation based on access to vehicle data , including eCall and other data sources from OEMs. Look at use of standards, access to data via open interfaces and terms and conditions. Look specifically at DFRS as a model for data sharing.	**The 'in practice' view** of how Europe's 10 highest selling OEMs are approaching compliance with the act, some of whom (evidenced) are aiming to continue to protect their business interests/advantage, despite the Act. Which of these are DFRS partners for road safety?

Executive Summary

Key summary – WP2



BMW, Ford, Mercedes-Benz and Volkswagen are the best-positioned OEMs to support FIA members with data access.



BYD, Tesla and Toyota remain somewhat restrictive in practice regarding data access. FIA members might struggle to access and ingest data from these OEMs.



Pricing model and structure is not publicly available by most OEMs. FIA members need to engage in conversations to better understand the financial viability of accessing the data.

OEM’s relative positioning around EU Data Act compliance

Parameter	BMW	BYD	Ford	Hyundai	Mercedes	Renault	Stellantis	Toyota	Tesla	VW
User Data Access	CarData portal, strong user access.	Requestable structured vehicle data	Dedicated gateways	User request based data access	Guided user data access	Structured user access.	Structured user data access.	GDPR access, no full Data Act portal yet	Limited, GDPR-based access	Data Hub portal, full cross-brand access
Third-Party Data Sharing	Consent-based CarData sharing.	Data export to third parties, not streamlined	User-authorized sharing.	Consent mechanisms exist	Authorized sharing supported	Consent-based sharing	User-authorized sharing	Consent allowed; structured B2B access emerging	No EU Data Act portal; GDPR requests only	Data Hub + VEDAS for B2B/B2G.
Data Scope	Core vehicle data shared; sensitive data restricted	Structured categories, limited details	Extensive vehicle, driving, EV, charging and location data.	Extensive coverage across telematics, diagnostics, EV	Broad telematics coverage	Covers telematics, diagnostics, EV and mobility data.	Covers diagnostics, usage, location, ADAS and event data.	Defined in notices, not fully productized.	GDPR based access data not mapped to data act	Broad, well-documented vehicle data domains
Transparency	Clear portals and technical docs	Published Data Act notice, with no view on data	Detailed data categories	Clear privacy consent	Clear pre-contract notices	Clear privacy, consent	Detailed rights	Strong privacy/legal info	No Data Act-specific notices	Clear EU Data Act portals and guidance
Inter-operability	Standard REST APIs; machine-readable formats	Machine-readable (JSON/DBC) formats	JSON-based APIs and continuous data	APIs support internal services	Structured, machine-readable formats	APIs and connected platforms available	Supports JSON and machine-readable data formats.	Internal platforms, few open APIs	No documented Data Act API	Unified platform, limited public specs
Access by Design Readiness	Backend-mediated access	User and limited third-party access	Real-time API architecture	Implementation details are not yet visible.	Designed for access-by-default	Connected architecture supports access	Centralized access model	Framework ready, details evolving	Proprietary architecture and not explicitly aligned	VEDAS/Data Hub built for Data Act access
Contractual Fairness	Clear pricing structure	Free, no undue delay access for users	Third parties may be charged.	No evidence of commercial frameworks.	Terms support user rights	Commercial terms exist; pricing not publicly disclosed.	Commercial terms exist	EU-aligned contracts; limited Data Act detail	No Data Act-specific contractual framework	Non-discriminatory intent; prices unclear

Compliance-first data monetization dominates OEM strategies

Parameter	BMW	BYD	Ford	Hyundai	Mercedes-Benz	Renault	Stellantis	Tesla	Toyota	Volkswagen
Monetization Logic	CarData B2B licensing for data access	No information is disclosed about the monetization of the data.	User access is rights-based	Centralized handling via Hyundai Connected Mobility	Licensing of B2B vehicle-data products	B2B licensing; free data access for users	Rights-led access through Stellantis' Privacy Portal	B2B licensing; free data access for users	Connected-service bundles and telematics; EDA-Data Portal data embedded in services	Data Hub / fleet services subscriptions; data packaged into fleet, charging and telematics offers
Business strategy	Premium UX for users, CarData platform for partners, regulated reporting for authorities.	Control led data sharing approach, with data access upon request only	Two-channel model with Continuous Connected Data and Historical Connected Data portals	Clear governance and regional compliance structure	Premium, regulated data-sharing with strong governance to enhance luxury user experience	Structured, policy-driven access	Multi-brand privacy/data handling architecture	Innovation led data platform, encouraging third party developers	Compliance-led data sharing with value-add services for fleets and mobility partners	Platform-first Data Hub and VEDAS, covering users, fleets and public authorities across brands
Pricing model	Transparent B2B card rates (per vehicle/month, per key/event, discounts) plus B2C subscriptions	No publicly available information on Pricing model	Does not publish a simple public tariff	No public pricing information	Subscription model for B2C and potentially contract pricing for data and fleet offerings	No public retail-style tariff	No transparent public pricing	Transparent pricing model with discounts for individuals and small applications	No public tariffs; pricing folded into telematics packages and partner contracts	Enterprise subscriptions via Data Hub; partner and fleet contracts, no public per-API fees
Pricing structure	Real-time streaming fee + REST key/event fees + historic data packages with volume discounts	No publicly available information on Pricing structure	B2B pricing is contract based	Policy-led rather than tariff-led	Tiered service packages; B2B data typically bundled into fleet or platform contracts.	User access is free; third-party compensation is possible and may be capped	Access appears to be request-based and policy-based	Pay-per-use pricing model with charging incrementally on usage	Tiered service packages (Standard/Premium telemetry, charging data) and partner-specific	Bundled; tariffs not publicly disclosed
SBD insight	Most mature, transparent data pricing; clear separation between consumer features and B2B data products.	Tightly controlled data sharing approach with access and information upon requests	Ford is more operationally mature; exposes distinct access channels	Strong on compliance visibility, weak on commercial transparency	Robust governance and a premium positioning, complex data pricing and often bundled into service offerings.	Compliance-first with controlled monetization	Monetization layer is less visible and likely more contract-driven	Commercial model designed to support innovation among individual developers B2B collaborations.	Strong governance but pricing remains service-centric and less visible; relies on aggregators and private deals.	Strong cross-brand platform; monetization is strategic but largely contract-driven

OEM’s relative positioning around pricing details

Channel	Parameter	BMW	BYD	Ford	Hyundai	Mercedes-Benz	Renault	Stellantis	Tesla	Toyota	Volkswagen
B2B	**Pricing strategy**	Pay as you grow model	No publicly available information	User-rights-led model with third-party charging	Compliance-led access through a centralized EU Data Act rights page	Tiered service packages; B2B data typically bundled	User access free, third-party compensation possible	Portal-led access through privacy/data-rights	Explicit pay-per-use, usage-metered APIs	Bundled within services, not sold as standalone data	Bundled; tariffs not publicly disclosed
	Pricing model for streaming	Monthly fee for individual vehicle configuration. Price for individual data points or events		Continuous connected data access	No publicly available information	Not mentioned explicitly	Not mentioned explicitly	No publicly available information	Pay-per-use pricing model	Streaming supported, pricing not mentioned separately	Central data hub supports near-real-time access; pricing unclear
	Pricing model for data download	Pricing mentioned for historical data download		Historical data available		Per vehicle data cost for SMEs and large enterprise	Historical access is covered under the data policy		Pay-per-use pricing model	Tiered service packages (Standard/Premium tiers)	Access via Data Hub; pricing not publicly itemized
	Pricing	4€/vehicle monthly fees for streaming, 0.29 €/key, 0.09 €/event, 49 € per historic package, 5€ monthly cap		Not published		€3.84 per month /vehicle for B2B large enterprises; €2.88 for SMEs	Not published		$1 per 15,000 streaming signal; $1 per 500 data requests	No public tariffs; pricing folded into telematics packages and partner contracts	Enterprise subscriptions via Data Hub; partner and fleet contracts, no public per-API fees
B2C	**Pricing for personal vehicle user data access**	Free user access	Free user access	Free user access	Free user access	Subscription model for B2C	Free user access	User access via privacy portal	Free user access	Free basic connectivity	Free user access via brand apps
SBD Insights		Real-time streaming fee + REST key/event fees + historic data packages with volume discounts	No information disclosed about B2B pricing.	Clear user-free / third-party-paid direction, but tariff still undisclosed	Strong compliance visibility, weak monetization transparency	Tiered service packages; B2B data typically bundled into fleet or platform contracts	Structured and contract-driven, with controlled monetization	Access-controlled and compliance-led, but commercial detail remains hidden	Pay-per-use pricing model with charging incrementally on usage	Pricing remains service-centric and less visible	Pricing details not yet transparent; offers bundled approach

OEM's relative positioning around data sharing strategy

Parameter	Channel	BMW	BYD	Ford	Hyundai	Mercedes-Benz	Renault	Stellantis	Tesla	Toyota	Volkswagen
Data catalogue offered (Categories)*	***B2B***	Usage based data, basic vehicle data, vehicle status, EV data, metadata, tire data	Warranty and repair records, charging network data, maintenance data	Diagnostic trouble codes, fuel level, odometer, oil life, tire pressure, battery status, vehicle location, EV charge status	Vehicle status, diagnostics, location, trip data, EV battery status, charging data	Body features, energy and consumption, IVI, diagnostics, navigation, trip data, vehicle operation	Vehicle telemetry, location, mileage, fuel consumption, diagnostics, EV charging data, battery health	Vehicle telemetry, diagnostics, fuel/energy consumption, location, mileage, maintenance alerts, EV charging data	Repair records, charging network data, fleet business account, mileage, diagnostics	Trip movement, vehicle diagnostic and monitoring, event notifications, collision and accident data	Charging, vehicle access, maintenance, parking data, trip stats, vehicle status, navigation, IVIs
	B2C	Vehicle status, charging session, vehicle usage, high voltage battery data, vehicle telemetry	Vehicle-generated data: telemetry, battery SoH/SoC, charging, diagnostics	Vehicle health alerts, location, remote start/lock, fuel level, tire pressure, oil life, EV charge management	Remote start/lock, climate control, vehicle status, trip info, EV charge scheduling, diagnostics alerts	Vehicle telemetry, driving behavior, infotainment usage, diagnostics, charging, location	Vehicle status, remote climate/lock, trip stats, EV charge scheduling, navigation, maintenance alerts	Vehicle status, remote functions, trip data, fuel economy, maintenance reminders, EV charge status	User details, account details, diagnostics, driving data, GPS, app usage analytics	Vehicle telematics data, user details, trip data, maintenance records, location	Vehicle status, location, mileage, fuel/EV-battery level, HMI usage and selected diagnostics
Delivery channel for data sharing	***B2B***	APIs (BMW CarData / partners)	Standardized APIs, secure data interfaces	Ford Pro Intelligence APIs, FordPass Connect APIs, partner integrations	Hyundai Connected Car APIs, partner platforms (Geotab, fleet management integrations)	Fleet Portal, APIs, partner platforms	Renault Fleet APIs, Mobilize platform	Stellantis Fleet APIs, Free2Move Connect Fleet platform	Tesla Fleet API	REST APIs and event streaming via B2B / Data Act platforms	VW GIS Data Hub / Vehicle Data System interfaces, brand partner portals
	B2C	BMW ConnectedDrive / MyBMW App	BYD App / DiLink with data access & sharing controls	FordPass App, Ford Pro Intelligence platform	Bluelink App (Hyundai), MyHyundai App	Mercedes me App, MBUX (in-vehicle)	MY Renault App, Renault Easy Connect	Brand-specific apps (Uconnect, MyPeugeot, MyCitroën)	Tesla App, in-vehicle UI	MyToyota app, Data act portal	We Connect / My Volkswagen app, VW GIS Data Hub
	B2G	Regulator-specific reporting	Not mentioned explicitly	Not mentioned explicitly	Not mentioned explicitly	Regulatory reporting pipelines	Not mentioned explicitly	Not mentioned explicitly	Not mentioned explicitly	Not mentioned explicitly	VEDAS (Vehicle Data System)

Various OEMs are members of Data for Road Safety (DFRS)

Key points:

- DFRS objective is to create a trusted ecosystem for sharing safety-related traffic information (SRTI) among vehicle manufacturers, road authorities, service providers, and infrastructure operators so that hazards such as accidents, slippery roads, roadworks, and adverse weather can be detected and communicated more quickly across brands and borders.
- OEMs benefit by receiving access to a broader ecosystem of safety information, improving hazard detection and warning services for their customers.
- **An OEM can participate in DFRS while still meeting its Data Act obligations to vehicle users and authorized third parties.**
- OEMs must ensure that participation in DFRS does not limit the user-access and third-party-access rights introduced by the EU Data Act.



Compliance to Data Act does not imply easy access to data

Although most OEMs are formally Data Act compliant some of them remain restrictive in practice regarding data access.

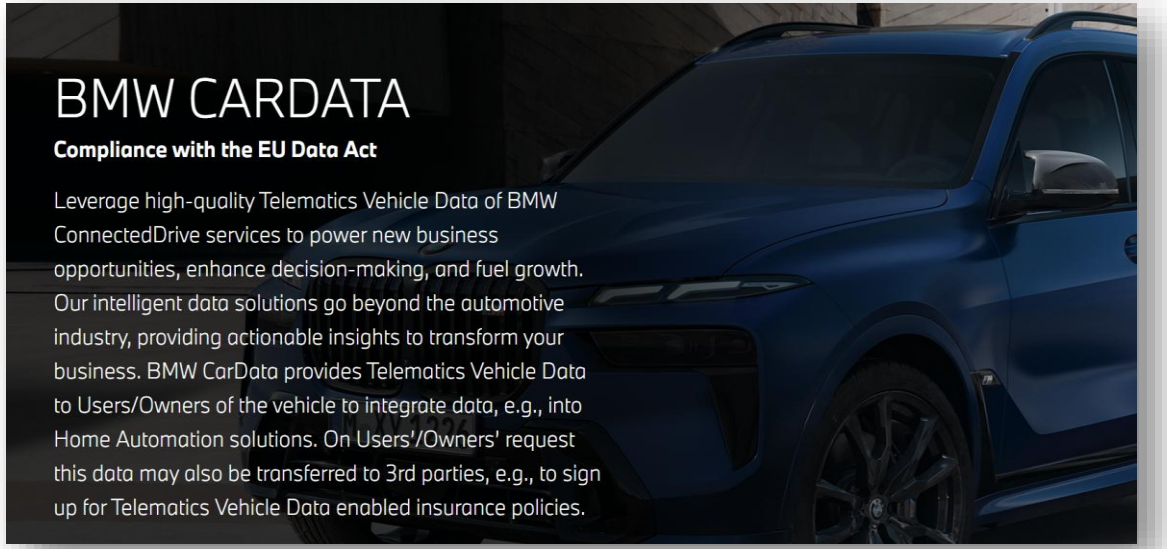
Parameter	BMW	BYD	Ford	Hyundai	Mercedes	Renault	Stellantis	Toyota	Tesla	Volkswagen
Data access	High	Low	High	Medium	High	Medium	Medium	Medium	Low	High
Analysis	CarData provides structured APIs and strong data access remains BMW-controlled.	Requestable structured vehicle data but Data export to third parties, not streamlined.	Connected Data Gateway offers real-time APIs and historical data.	Strong technical capabilities through Bluelink,but limited public APIs and B2B commercialization.	Guided user data access, Authorized sharing supported.	Connected ecosystem supports compliance, but external developer ecosystem is still evolving.	Mobilisights enables commercial data sharing, although API transparency and pricing remain limited publicly.	Strong privacy compliance but limited public APIs and commercial data-sharing capabilities.	Limited, GDPR-based access, No EU Data Act portal.	Data Hub and VEDAS provide one of the most mature and standardized third-party access models.

OEM Profiles

OEM EU Data Act Compliance: Overview

Overview

- BMW operates a dedicated data-sharing platform (BMW CarData) that enables users to access vehicle telematics and connected car data via the BMW ConnectedDrive ecosystem.
- Vehicle users can grant explicit consent for third-party access (e.g., insurers, fleet managers, service providers) through BMW CarData, supporting EU Data Act user-controlled data sharing requirements.
- Data is made available in structured, machine-readable formats via REST APIs, enabling near real-time access rather than manual or document-based exports.
- BMW defines a clear data scope, including vehicle status, mileage, location, driving behavior, and selected diagnostic data, with transparency on what is shareable versus restricted.
- Access to BMW CarData for third parties follows a commercial licensing and subscription model, with standardized onboarding and governance processes.



Link to data portal: https://www.bmw.co.uk/en-gb/mybmw/public/cardata-eudataact

Tools used behind the scenes

BMW's data access APIs are built on standard REST-based technologies for on-demand data retrieval. Event-based and near-real-time data delivery is enabled through BMW's backend streaming and messaging infrastructure.

Data for Road Safety partnership

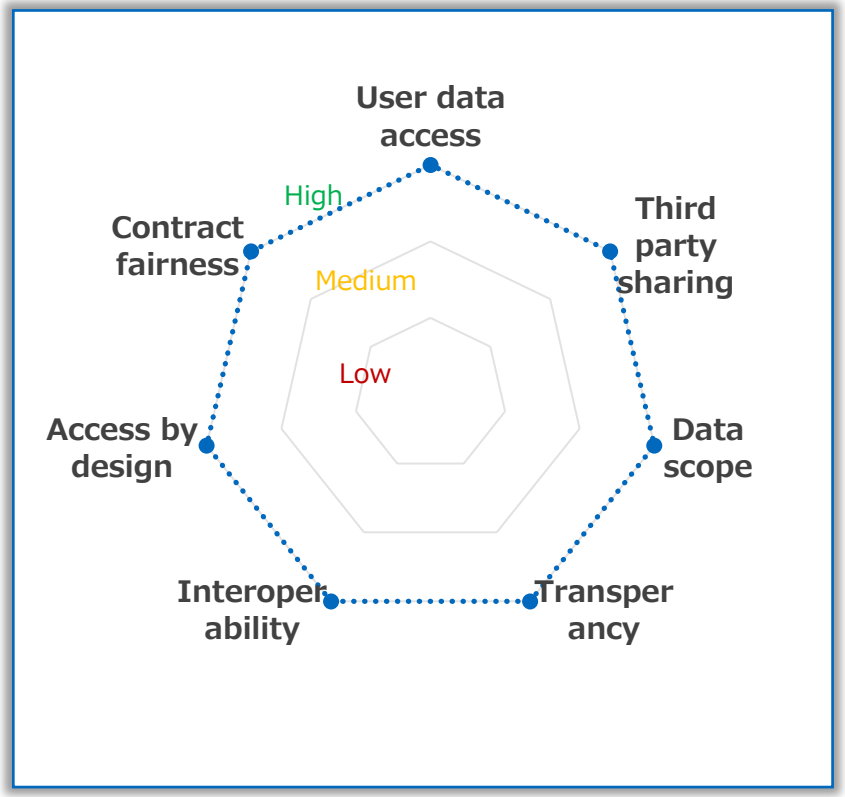
Yes

*BMW follows an **enablement-led data strategy**, provides structured, API-based access to vehicle data while retaining governance and monetization control through a centralized platform.*

Overview of Data Act requirements

EU Data Act Requirement	Compliance	SBD Insight
User Data Access	**High**	Provides structured user access to vehicle data via the BMW CarData platform, aligning with EU Data Act requirements for user access to product data.
Third-Party Data Sharing	**High**	Enables explicit user-controlled third-party sharing (e.g., insurers, fleet operators, service providers), fulfilling consent-driven sharing obligations.
Data Scope	**High**	Defines a controlled data scope, including vehicle status, mileage, location, and selected diagnostics
Transparency	**High**	Publishes clear documentation on data availability and usage limitations through official portals and developer documentation.
Interoperability	**High**	Data is exposed via standardized REST APIs in machine-readable formats, supports interoperability and third-party integration.
Access-by-Design Readiness	**High**	Connected vehicle architecture supports backend-mediated access, though access remains platform-centric rather than fully embedded at the vehicle edge.
Contractual Fairness	**High**	Third-party access is governed by standardized commercial terms and licensing models, which are transparent.

BMW compliance to EU Data Act



*BMW **leads on access, transparency, and interoperability**, while still improving on selective control over data scope and pricing.*

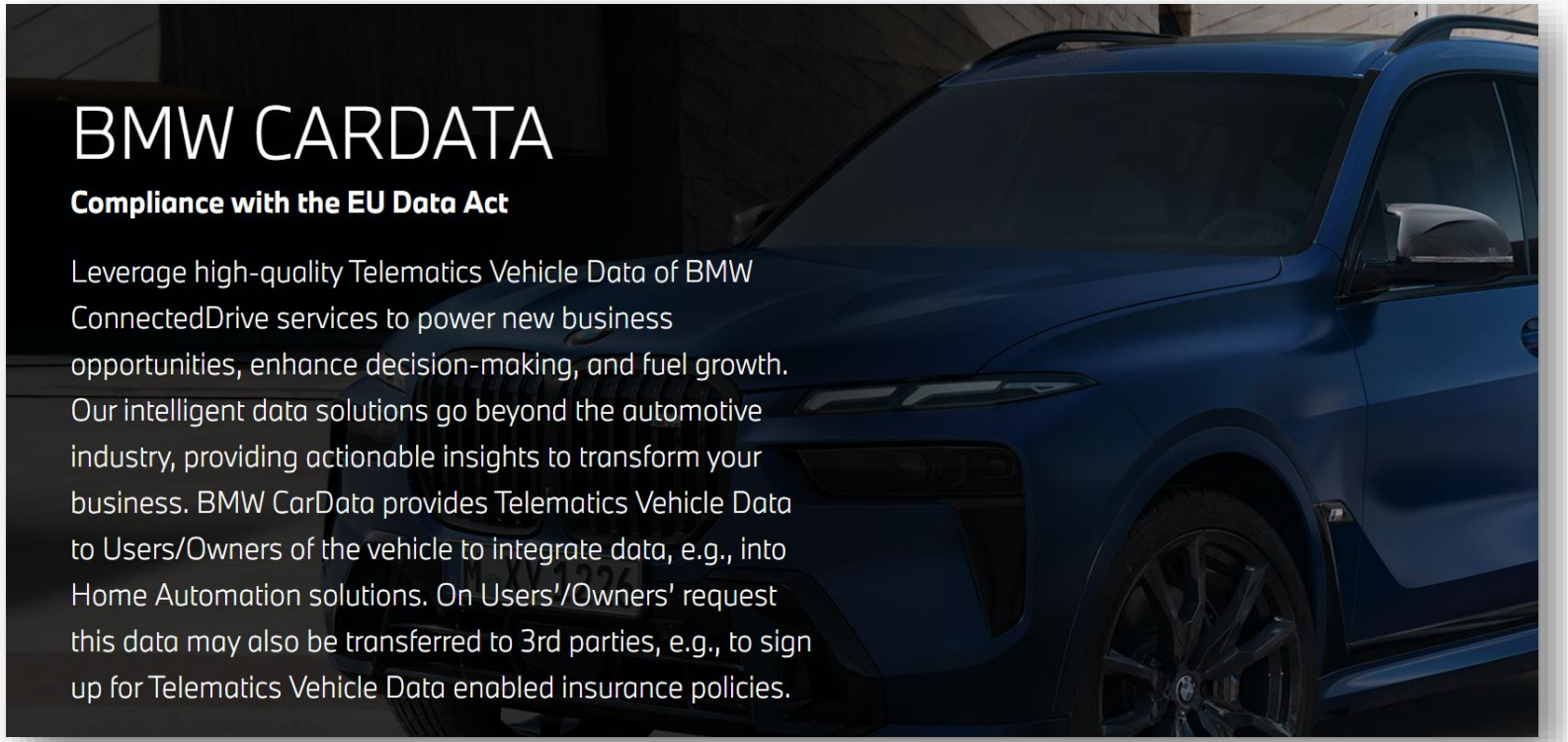
BMW Data commercialization strategy

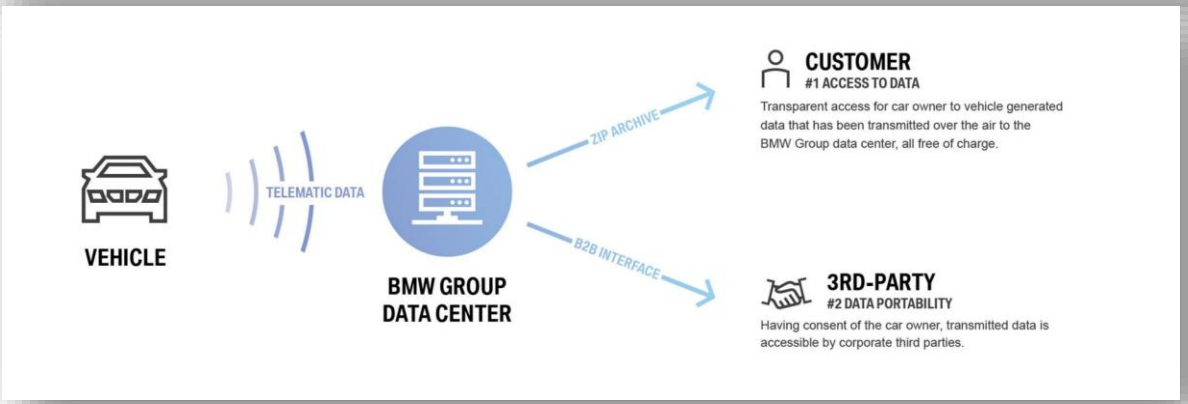
Dimension	B2C Strategy	B2B Strategy	B2G* Strategy
Core Value	Convenience, safety, comfort, better UX (remote services, OTA updates)	Operational efficiency, risk scoring, maintenance, usage-based products.	Compliance with safety, emissions, and reporting obligations
Data used	Vehicle telemetry, position, diagnostics, infotainment usage (consent-based).	VIN/product data, mileage, status, diagnostics, charging, location	Safety-relevant telemetry, eCall / incident data, emissions
Delivery channel	BMW ConnectedDrive / MyBMW App	APIs (BMW CarData / partners)	Regulator-specific reporting interfaces and secure data-exchange
Monetization logic	Sell data-enabled features & subscriptions (ConnectedDrive packs, digital services); but free access to user data standalone	Data access licensing & ecosystem integration	Generally, non-commercial
Role of consent/GDPR	Customer controls sharing in account/app settings.	Explicit driver consent required before third-party access; strict governance.	Sharing based on legal obligation and public-interest grounds
Data Access Model	Included or subscription-based digital services	API-based access with explicit user consent	Backend-mediated, regulated access rather than open APIs
Data Control	User controls data sharing via privacy settings	User-authorized, purpose-limited access	BMW retains technical and governance control

**Business to Government*

- ***B2C uses data to enhance the in-car experience and app services***, monetized mainly via feature bundles and subscriptions rather than selling raw data directly.
- ***B2B uses standardized, consent-based data access to enhance partners' services*** (fleets, insurers, workshops), positioning BMW as a data platform in the wider mobility ecosystem.

BMW Approach: EU Data Act – (1/2)



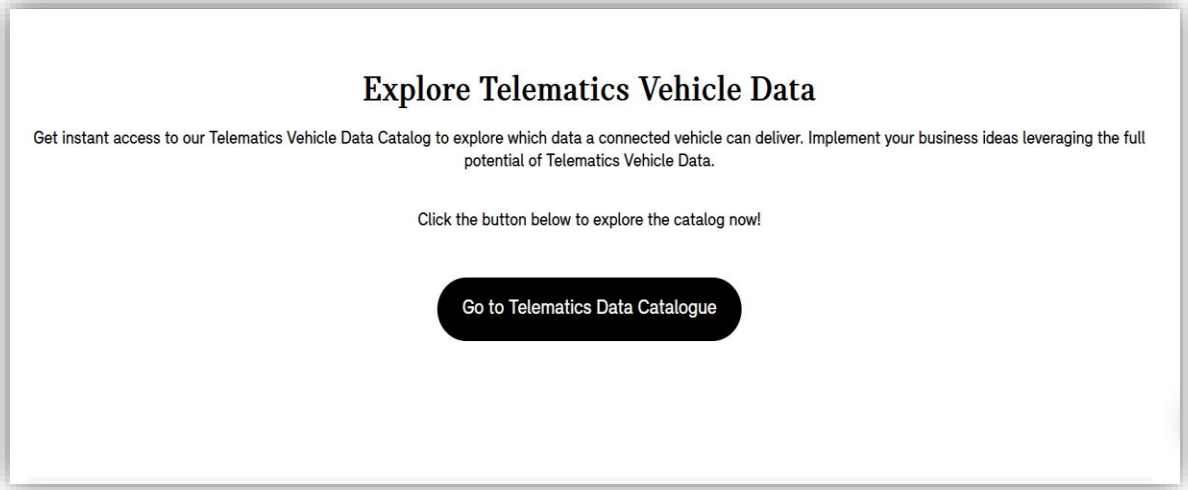


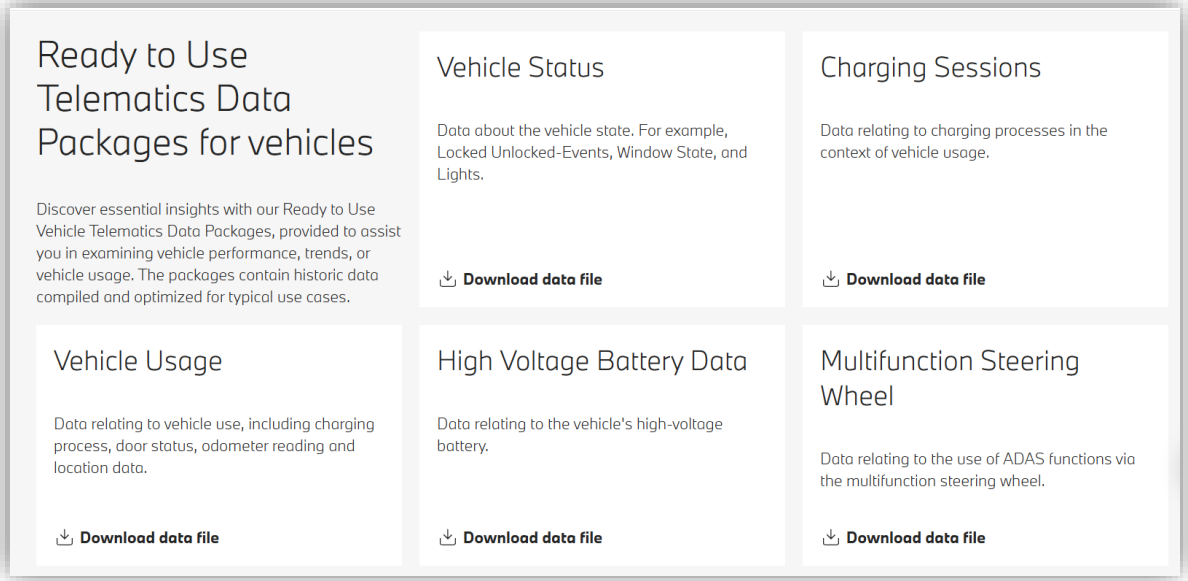
BMW's Strategy

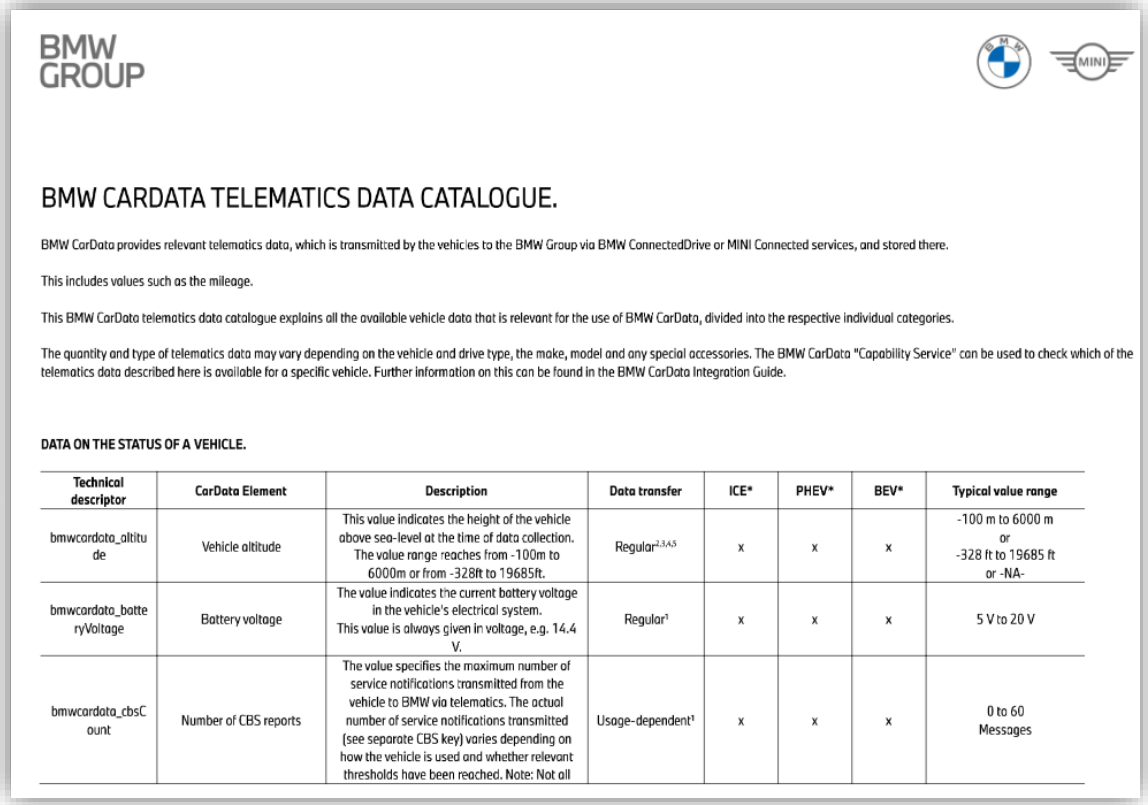
- BMW has operationalized its EU Data Act response through BMW CarData, establishing a single, standardized platform for compliant vehicle data access across the EEA.
- The platform follows a consent-driven extended vehicle architecture, with all data mediated by BMW backend systems and shared only after explicit user authorization.
- Public documentation confirms non-discriminatory B2B access via machine-readable REST APIs and event-based streaming, supporting scalable third-party integration.
- Features such as vehicle capability discovery and subscription-based events demonstrate a shift from bespoke integrations to a robust, platform-led data model.
- While access is EU Data Act–compliant, BMW retains commercial control over data monetization, with pricing managed through partner onboarding rather than public tariffs.

BMW Approach: EU Data Act – (2/2)

BMW operates a dedicated data-sharing platform (CarData) that enables users to access vehicle telematics and connected car data via the BMW ConnectedDrive ecosystem. Below view gives some snapshots of the CarData screen which details out the vehicle data catalogue available on the portal.







BMW GROUP

BMW CARDATA TELEMATICS DATA CATALOGUE.

BMW CarData provides relevant telematics data, which is transmitted by the vehicles to the BMW Group via BMW ConnectedDrive or MINI Connected services, and stored there.

This includes values such as the mileage.

This BMW CarData telematics data catalogue explains all the available vehicle data that is relevant for the use of BMW CarData, divided into the respective individual categories.

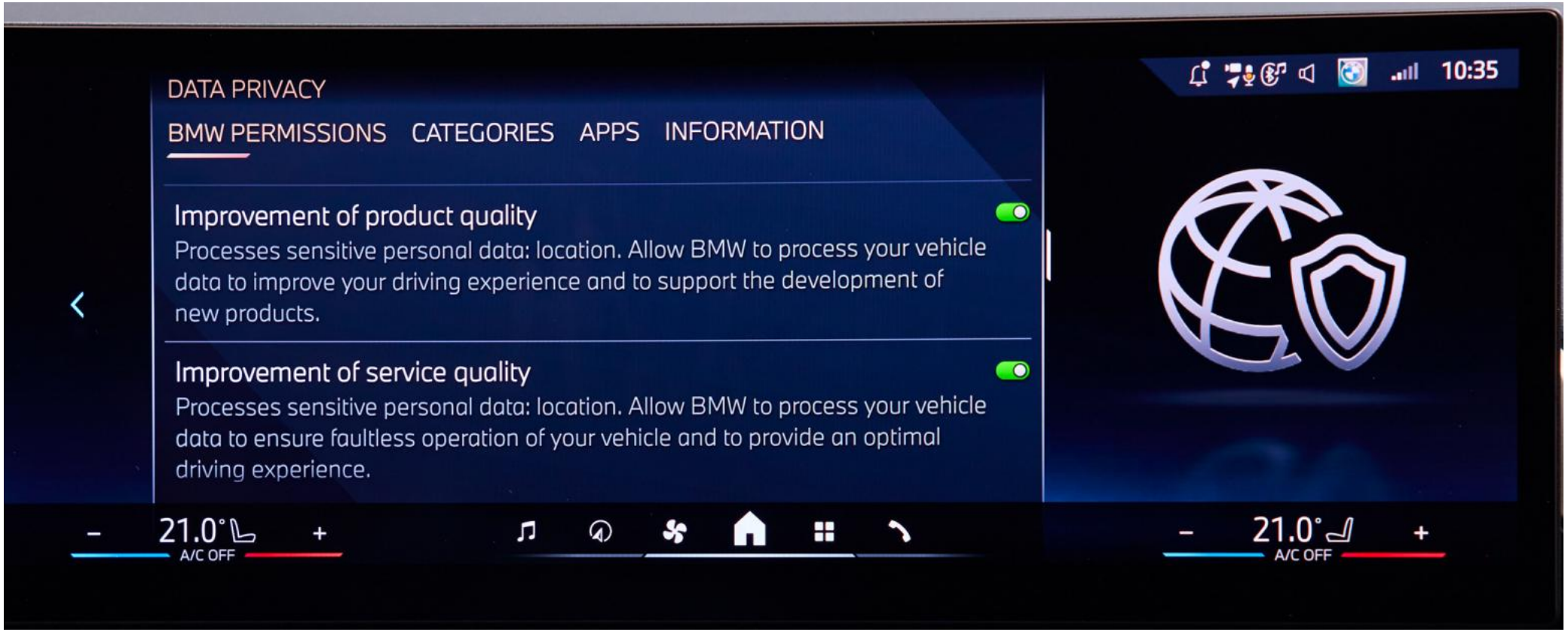
The quantity and type of telematics data may vary depending on the vehicle and drive type, the make, model and any special accessories. The BMW CarData "Capability Service" can be used to check which of the telematics data described here is available for a specific vehicle. Further information on this can be found in the BMW CarData Integration Guide.

DATA ON THE STATUS OF A VEHICLE.

Technical descriptor	CarData Element	Description	Data transfer	ICE*	PHEV*	BEV*	Typical value range
bmwcardata_altitude	Vehicle altitude	This value indicates the height of the vehicle above sea-level at the time of data collection. The value range reaches from -100m to 6000m or from -328ft to 19685ft.	Regular[2,3,4,5]	x	x	x	-100 m to 6000 m or -328 ft to 19685 ft or -NA-
bmwcardata_batteryVoltage	Battery voltage	The value indicates the current battery voltage in the vehicle's electrical system. This value is always given in voltage, e.g. 14.4 V.	Regular[1]	x	x	x	5 V to 20 V
bmwcardata_cbsCount	Number of CBS reports	The value specifies the maximum number of service notifications transmitted from the vehicle to BMW via telematics. The actual number of service notifications transmitted (see separate CBS key) varies depending on how the vehicle is used and whether relevant thresholds have been reached. Note: Not all	Usage-dependent[1]	x	x	x	0 to 60 Messages

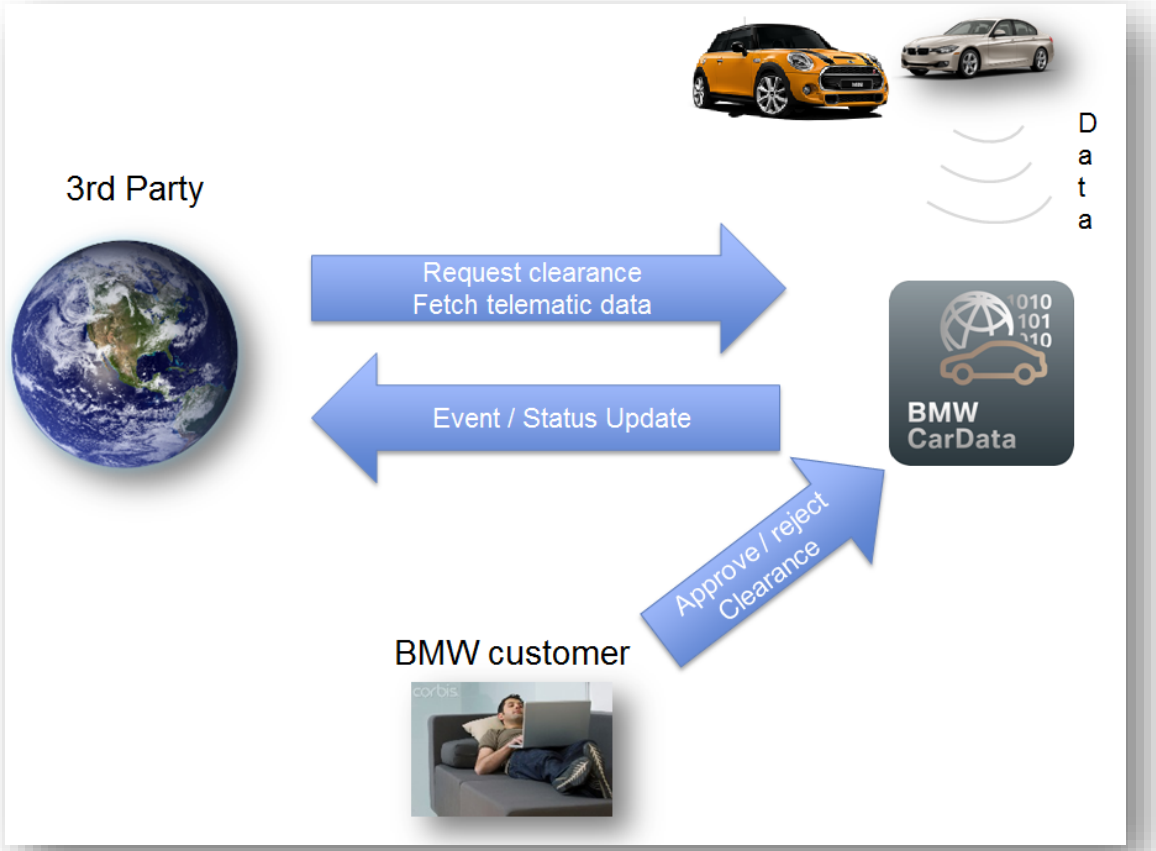
Source

Data Transparency notice



- The Data Protection Notice is always publicly accessible online.
- Vehicle users can review and manage their data-sharing preferences through the Privacy settings available in the vehicle, the MyBMW app, or the ConnectedDrive portal.
- The design of the in-vehicle privacy menu differs by infotainment system generation, but in all cases, users can select their preferred level of data sharing, ranging from full activation of services (including analytical data) to disabling connected services entirely.

BMW Data sharing platform solutions

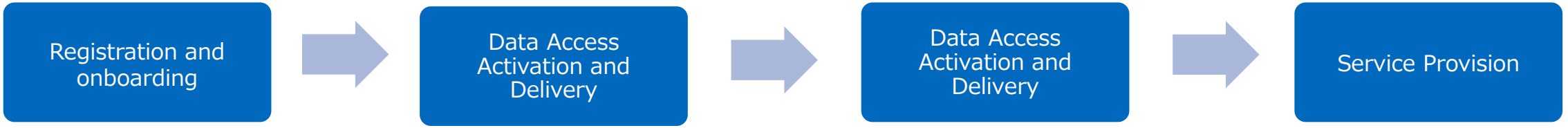


- BMW uses CarData as an OEM-mediated Extended Vehicle data-sharing platform, where vehicles transmit telematics data exclusively to BMW backend systems and third parties never access vehicles directly.
- Vehicle data is exposed through standardized APIs only after user authentication, explicit customer consent, and vehicle capability checks, ensuring controlled, compliant, and technically robust data access.
- This architecture enables both B2C and B2B use cases, with B2C focused on customer-authorized services and B2B designed for scalable third-party access by workshops, insurers, fleet operators, and mobility service providers.
- BMW places strong emphasis on data security, privacy, and transparency, using encrypted backend connections, consent management, and anonymization where appropriate, while allowing customers to always view and control their data.
- While CarData forms the foundation of BMW's EU Data Act compliance, data sharing is positioned as a trust- and compliance-driven capability rather than a core data-monetization business model, with full alignment to GDPR and other applicable regulations.

B2B Data sharing platform: Onboarding flow

CarData allows B2B data sharing platforms for service providers.

- Service Providers (workshops, insurers, fleet managers):
  Third parties can register with CarData and — with the customer's explicit consent — request telematics data for tailored services (e.g., pay-as-you-drive insurance, maintenance scheduling).
- Standardized Access: Data is provided via a REST API (machine-readable) and with support for event push/streaming notifications to third parties when customers consent to a data share.
- Non-discriminatory & consent-driven: Access is non-discriminatory, and BMW mandates customer permission and transparency reporting.



- Company registers as a BMW CarData service provider
- Legal, technical, and security checks completed
- Data usage scope and purpose defined

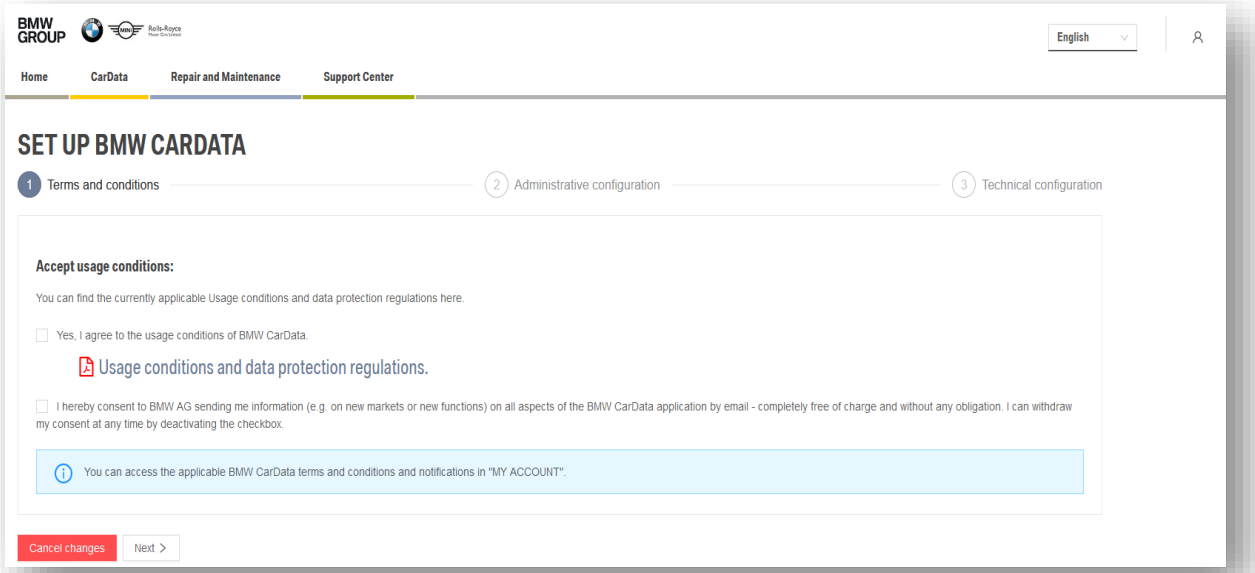
- Partner integrates BMW CarData REST APIs
- Secure authentication and authorization setup
- Vehicle user explicitly authorizes data sharing
- Consent granted via BMW ConnectedDrive / MyBMW

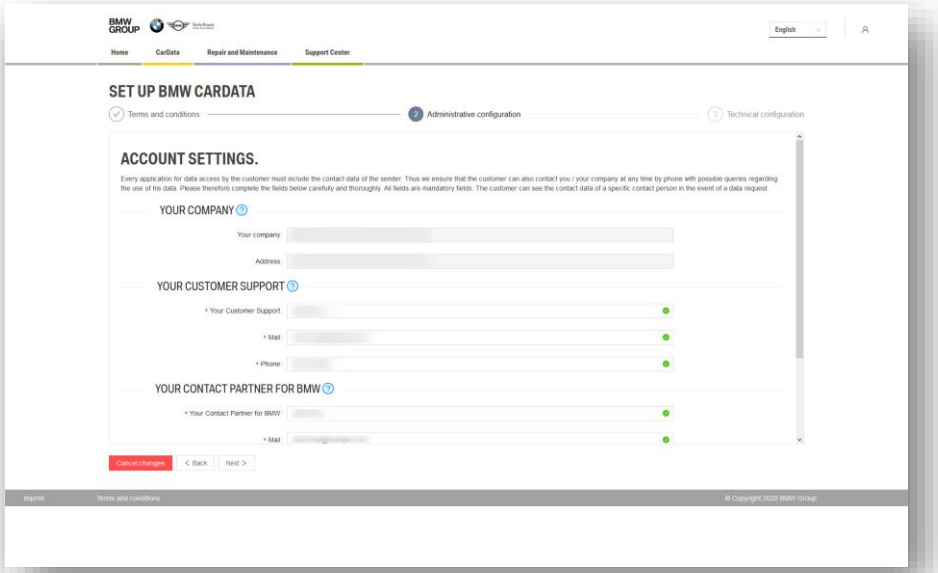
- BMW backend validates consent and permissions
- Data access enabled for approved use cases
- Vehicle data provided in structured, machine-readable format
- Continuous or event-based data flow via APIs

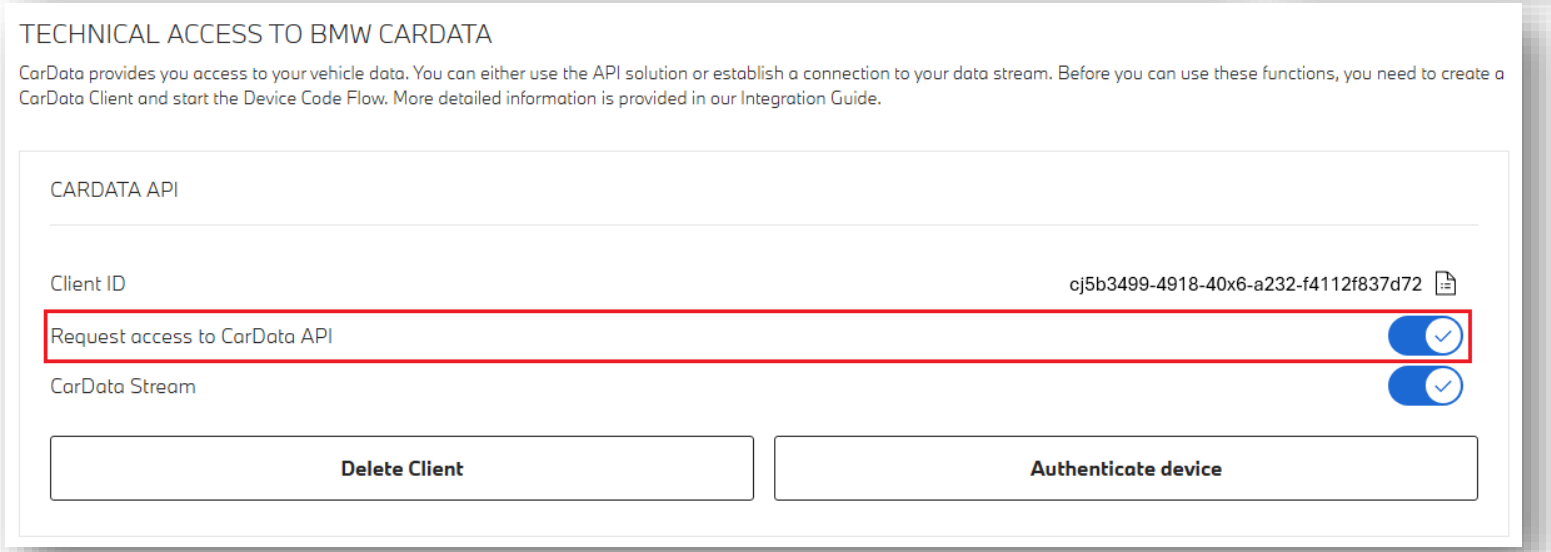
- Partner delivers customer-facing or operational service
- Ongoing access governed by consent and contractual terms

BMW CarData setup landing pages

Below snapshots show the basic user flow of CarData setup pages and how users can register to access the data through the portal:







User can access the data either through APIs solution or by enabling a data stream connection.

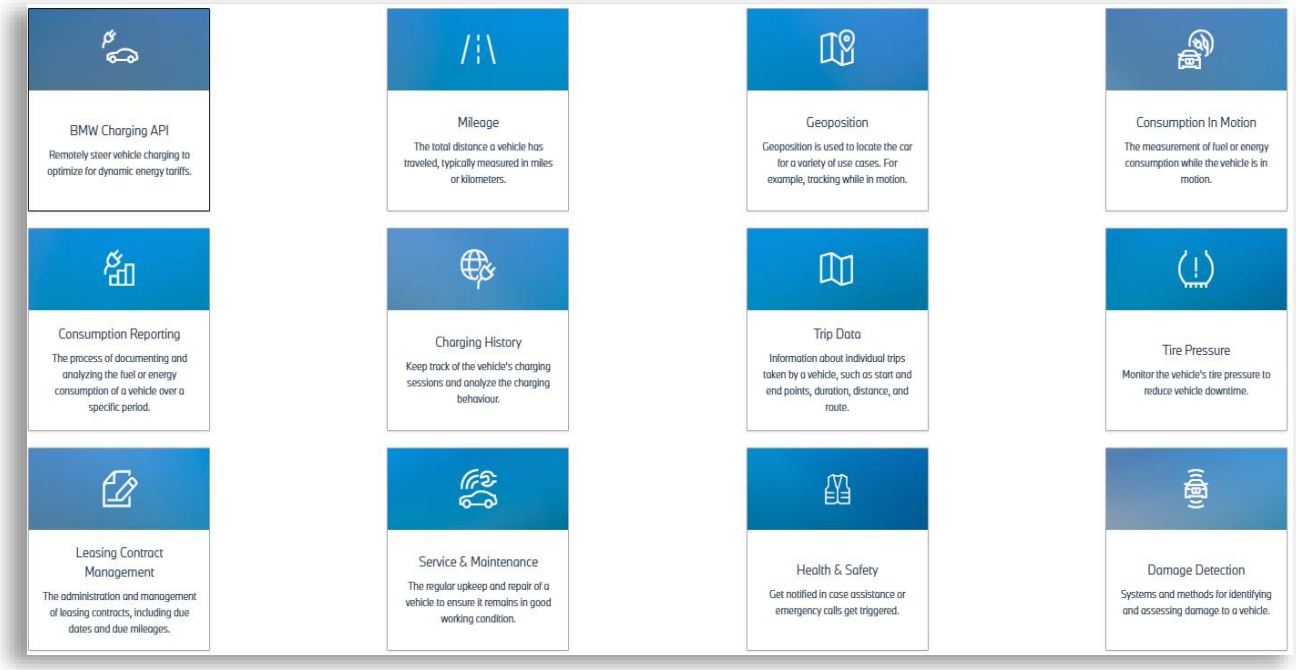
This screen shows option for the users to opt for the method of access.

B2B Data sharing platform: Data types

The CarData API and B2B Connect Portal is designed for sharing B2B data use cases with:

- Fleet operators
- Insurance providers
- Charging & energy platforms
- Workshops & service networks
- Mobility service providers

Data Categories



Sample Data Key

Key Name	Method	Type
average_mileage_per_week	Pull/Push	Vehicle data
contract_status	Pull/Push	Vehicle data
expected_mileage_exceedance	Pull/Push	Vehicle data
mileage_forecast	Pull/Push	Vehicle data
remaining_contract_days	Pull/Push	Vehicle data
remaining_mileage	Pull/Push	Vehicle data

- *BMW CarData is available regionally in Europe via BMW Group's CarData platform.*
- *Third-party access is provided through standardized APIs and governed by a contract-based commercial model, rather than pure pay-per-use pricing, with access subject to explicit customer consent.*
- *Additionally, BMW also uses Group B2B connect portal for data sharing with fleet operators, service providers. B2B Connect Portal*

Data Aggregators using BMW Connected FleetData

echoes.

"Echoes is delighted to have built a strong, long-term collaboration with BMW Connected FleetData over the years. Through this partnership, we are able to provide our customers with direct access to secure, high-quality vehicle data that drives innovation and efficiency. Working closely with BMW, we continue to unlock new opportunities in connected mobility."

- Mathieu Chènebit - CEO

GEOTAB.

"Geotab is proud to maintain a long-standing partnership with BMW Connected FleetData, evolving over the years alongside the shift from traditional dongle technology to direct OEM data. This collaboration allows us to provide our customers with accurate, high-quality vehicle insights that enhance fleet management and operational efficiency. Together with BMW, we are driving the future of connected, data-driven mobility."

- Christoph Ludewig - VP OEM, Europe

High Mobility

"We are proud to be a trusted partner of BMW Connected FleetData, a collaboration that has successfully grown over many years. This long-standing partnership empowers us to deliver reliable, OEM-grade insights to our customers, helping them build smarter and more innovative fleet solutions. Together with BMW, we are shaping the future of data-driven mobility."

- Kevin Valdek - CTO, Founder

SIXT

"At SIXT, BMW Connected FleetData helps us deliver our premium experience across the entire customer journey. The data enables lean digital processes such as seamless invoicing and on-demand vehicle insights as well as greater efficiency in our fleet management. Together with BMW, we are shaping the future of connected car rental."

- Alexander Boone - Senior Director Mobility Digitalization

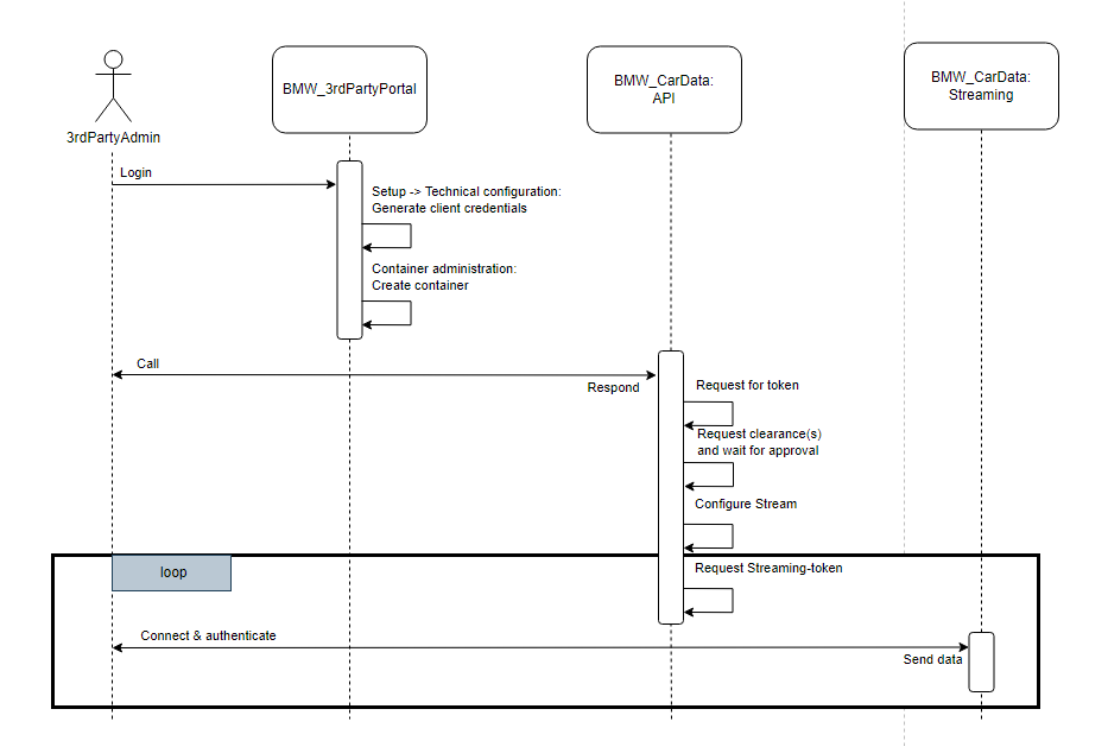
Rest APIs and Data streaming solution

Data streaming overview

- BMW and MINI customers can request a CarData data report on the BMW ConnectedDrive or MINI Connected customer portal at any time.
- Third parties can access selected telematics data only with the customer's explicit direction at CarData.
- Service providers can use CarData via the BMW Group's Aftersales Online Services portal (AOS).

REST APIs

- BMW CarData exposes a standardized REST API for telematics data delivery once consent is granted.
- Some of the technical details included in the documentation are:



Sequence diagram of streaming configuration

Protocol/APIs	Description
MQTT Protocol	Data is transmitted using the MQTT (Message Queuing Telemetry Transport) protocol
SSL/TLS for Data Security	To safeguard the data in transit, all streaming communication is encrypted using SSL/TLS (Secure Sockets Layer / Transport Layer Security) protocols
Quality of Service (QoS) Level	Supports QoS 0 (at most once delivery). If another QoS level is requested (QoS 1 or QoS 2), the messages will still be delivered using QoS 0
Connection Rate Policy	For optimal system performance and resource allocation, there is a one-minute monitoring window defined, to detect and mitigate rapid connection attempts to the CarData Stream.

Source

B2B Data Pricing Details

	Price
Maximum monthly amount per clearance	5,00 €*

Real-Time Data

The following prices apply to the use of BMW CarData:

Streaming	Price
Monthly fee per individual vehicle configuration (1)	4,00 €*

(1) You will be charged as soon as your stream is configured, regardless of usage and data transfer.

REST API	Price
Individual data keys (applies for both data fetch and subscription) (2)	0,29 €*
Individual event keys per receival (2)	0,09 €*

(2) You only pay for the provision of the keys that you have actually requested and received.

BMW CarData will only charge you for data transfers per clearance up to a maximum monthly limit. This means that even very data-intensive services can be provided at fair conditions.

Historic Data

The following prices apply to the use of BMW CarData:

Historic Data	Price
Individual data package request (3)	49,00 €*

* All prices are net prices excluding VAT at the currently applicable rate, in as far as applicable.
(3) You will be charged as soon as your request has been processed, even if no data is available for the selected timeframe and package.

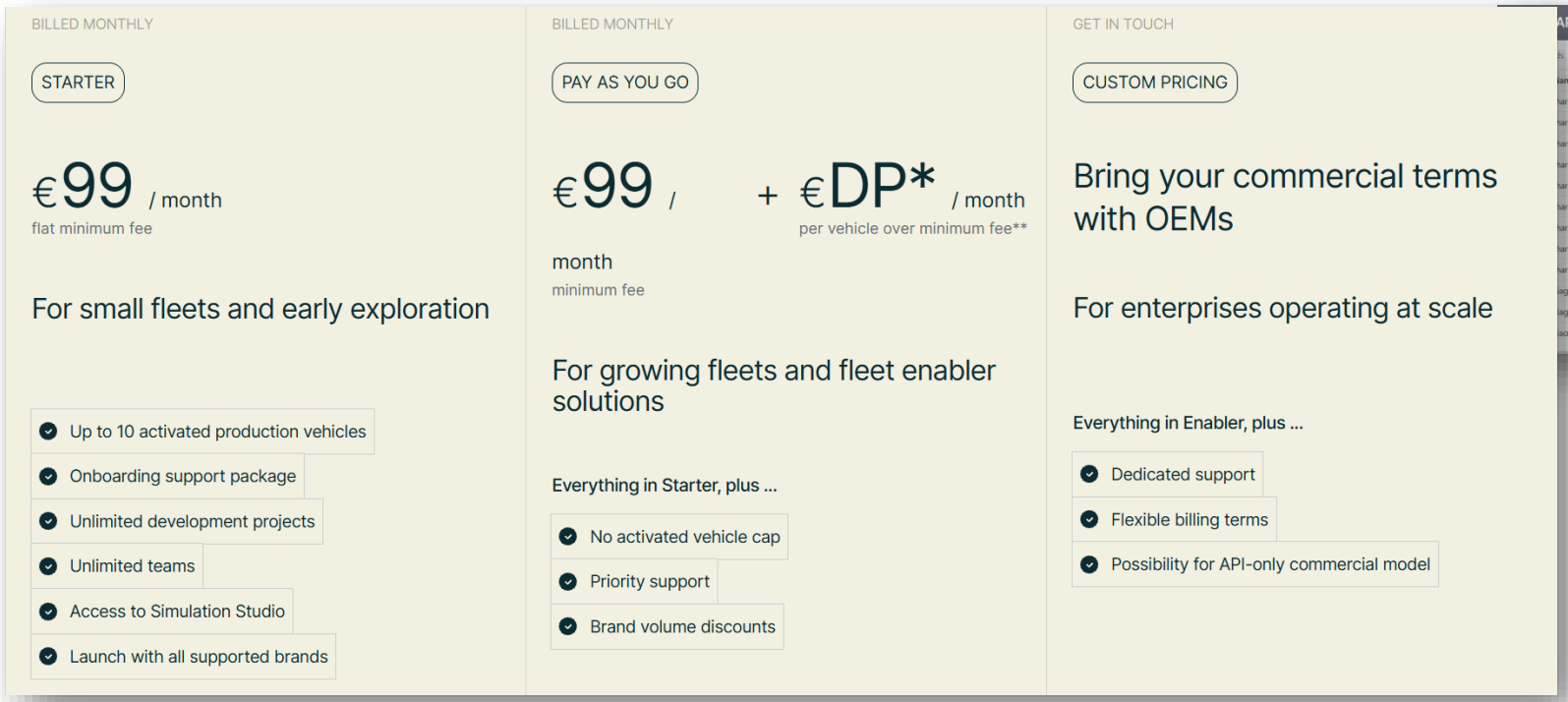
The number of vehicles that telematics data was collected for over the accounting month	Discount
1 - 999	0%
1,000 - 2,499	5%
2,500 - 7,499	10%
7,500 - 14,999	20%
15,000 - 24,999	30%

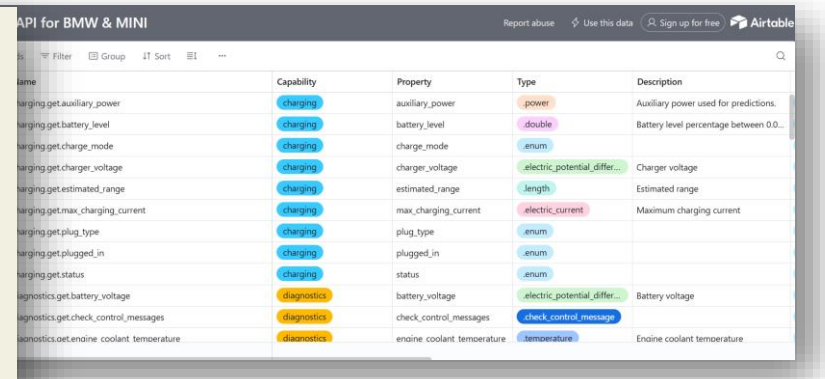
Source

- BMW's CarData B2B price list *shows a clear "pay-as-you-grow" model* with caps and volume discounts that make high-volume data use predictable and scalable for partners.
- BMW *charges per vehicle data stream, per REST-API key/event*, and per historic data package, but limits total cost per vehicle per month (e.g., 4€ for streaming, 0.29 €/key, 0.09 €/event, 49€ per historic package, and a maximum monthly fee per vehicle of 5€), plus discounts up to 70% for very large fleets.

B2B Partner pricing: BMW Data Packages via High-Mobility

- The BMW Data API (via High-Mobility) provides businesses with standardized access to live and historical telematics.
- This partnership preserves BMW's OEM-managed data control while enabling faster B2B integrations.
- Access is *delivered through a developer portal and SDK*, with flexible provisioning and simulation tools to support integration and testing.
- While High-Mobility's offering provides tiered access and usage options, *pricing is typically contract-negotiated based on data scope and business use case*, rather than simple per-call billing, and is structured to align with enterprise-grade security and compliance requirements.
- High-Mobility supports multiple OEMs positioning it as a neutral intermediary.

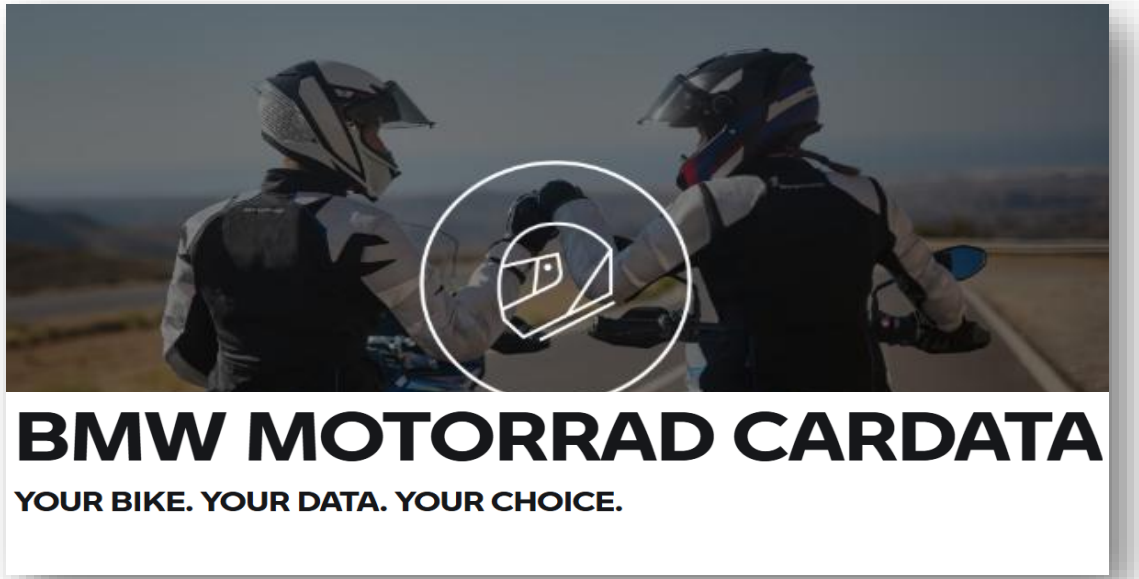


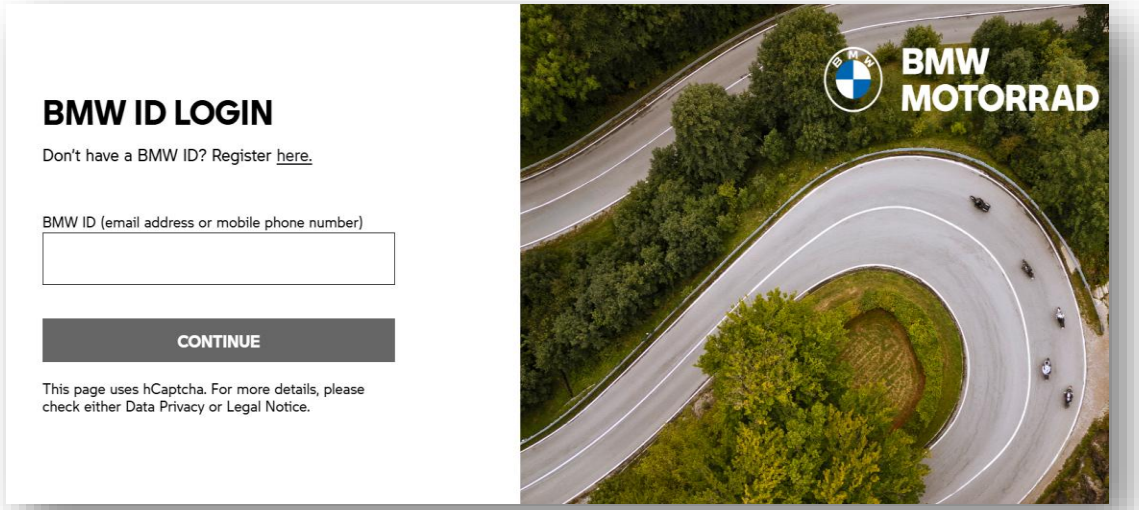


Source

- **Tiered pricing model**: Starts at €99/month for small fleets and testing, *scales to pay-as-you-go pricing with per-vehicle charges* for growing fleets and moves to custom enterprise contracts at large scale.
- **Scales with usage and support needs**: *Higher tiers remove vehicle caps, add priority/dedicated support*, enable volume discounts, and allow OEM-aligned commercial terms for API-only or large-scale deployments.

BMW Motorrad Data solution overview





- For motorcycles, EU data act is managed and operationalized through BMW Motorrad CarData, which gives riders a secure digital access point to view, download, and manage their own motorcycle data.

B2C Data Access:

- User portal/app access**:** Riders with a BMW ID and a ConnectedRide-capable bike can log into the My BMW Motorrad Portal to view and download key telematics data at any time.

B2B Data Sharing:

- User-mediated consent**:** Third parties (e.g., workshops, insurers) can be granted access to selected motorcycle data only with explicit rider consent through CarData.

- Secure backend interface**:** Data requests are processed via BMW Group's secure backend, using the CarData API and streaming infrastructure where supported.

Streaming Solutions:

- Supports real-time data streams when authorized by the user. A third party can receive the most recent data post-transmission to backend systems, subject to user consent.

- Data is not accessed directly from the motorcycle in real time over the air; it flows through backend services (secure, VPN-protected) and is then exposed to authorized services.

Source

BMW Motorrad Data categories and pricing details

Categories	Description
Vehicle master data and status	Vehicle type, equipment, service data (oil level, brake wear, due date for service).
Telematics / environment	Dynamic traffic information, environmental data (temperature, rain), mileage and other usage parameters linked to VIN
Route and ride information	Trips and route logs recorded by the BMW Motorrad Connected app and ConnectedRide Navigator, synchronized to the rider's BMW ID
User profile and settings	Navigation, media and communication preferences, driver/rider assistance settings, stored as part of the customer's BMW ID

Pricing Details

B2B Pricing:

- Contractual/usage model**:** BMW offers data to third parties under commercial agreements through CarData; detailed pricing is not publicly published for Motorrad and is typically negotiated.
- Pricing for real-time and archive access is handled bilaterally with service providers rather than through a public rate card.

B2C Pricing:

Riders can access their own data free of charge in a structured, machine-readable format: this is provided at no cost via the BMW Motorrad portal and apps.

Key takeaways on BMW's data platform approach

Strength

- **Clear CarData platform and EU-Data-Act positioning:** BMW operates a dedicated CarData data-sharing platform with brand-neutral documentation that explains how vehicle data can be accessed and shared by users and third parties, **aligned with Data-Act concepts of user-controlled sharing.**
- **Structured, API-first implementation:** Vehicle data is exposed via standardized REST APIs and streaming/event subscriptions, with **OpenAPI/Swagger-style endpoint catalogues** that let partners select individual data keys and configure push subscriptions.
- **Well-defined data scope and commercial model:** BMW explicitly defines which product and service data can be shared and ties access to **a transparent licensing / subscription model**, including a published CarData price list.



Weakness

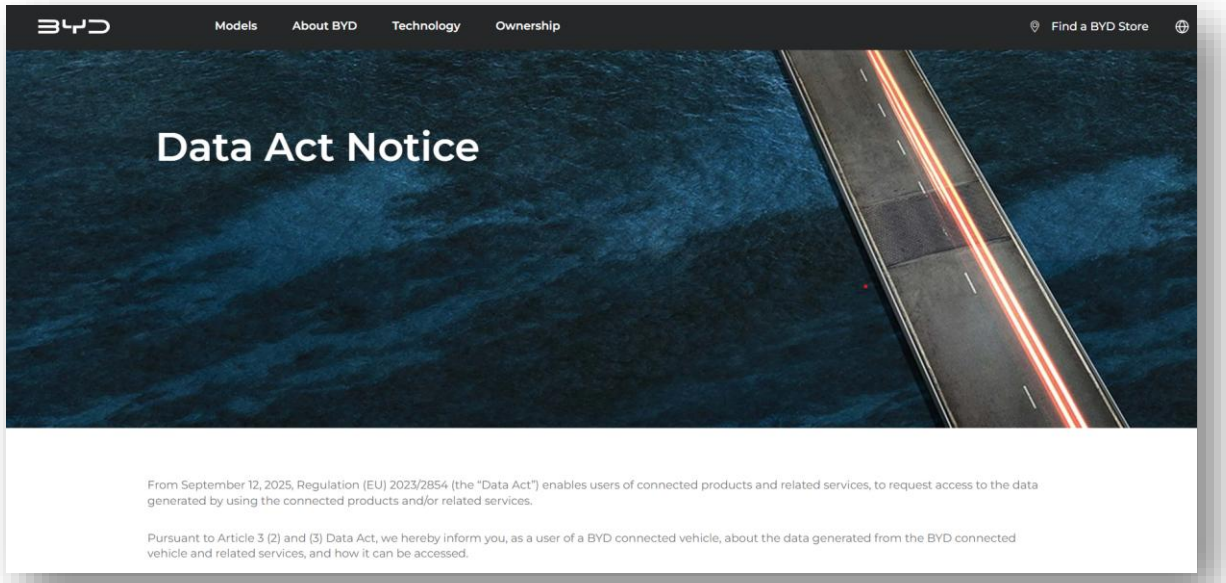
- The EU Data Act requires vehicles manufactured after September 2026 to **comply with "access-by-design" principles**, which may challenge BMW as its current Extended Vehicle architecture **relies on backend-mediated access rather than data access natively enabled at the vehicle end**.
- **Pre-Contractual Information Delivery Timing:** It is unclear whether BMW provides Data Act-specific information during the vehicle purchase process.



BYD EU Data Act Compliance: Overview

Overview

- BYD's data act notice provides limited information on how users, businesses, or third-party developers can access or download data.
- Data access is only available through requests submitted by email or letter, and the portal does not support real-time data streaming.
- BYD asserts ownership and the right to retain product and related service data as long as necessary, in accordance with applicable terms of use, legal obligations, or to protect its own or others' interests
- BYD outlines user access rights but has not yet established a transparent commercial model for business data access.



Link to data portal: https://www.byd.com/eu/data-act-notice

Tools used behind the scenes

BYD has not publicly disclosed information on tools and techniques used behind the scenes for data synthesis or analyses.

Data for Road Safety partnership

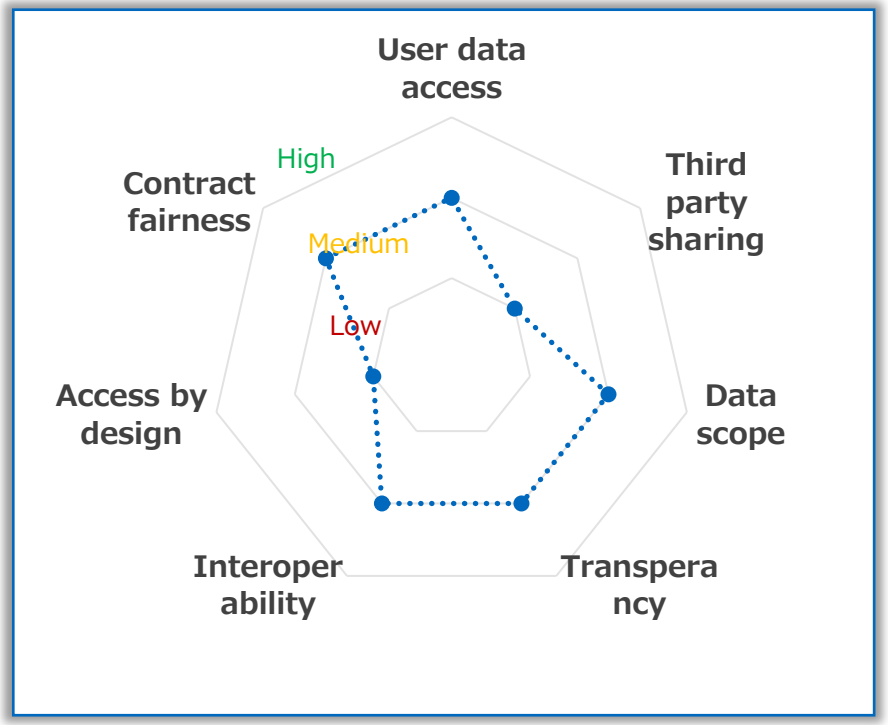
No

BYD tightly controls data access, requiring written requests from users or businesses to obtain access to the data

BYD EU Data Act compliance requirements

EU Data Act Requirement	Compliance	SBD Insight
User Data Access	**Medium**	BYD has published an official EU Data Act notice that explains how users can request access to product data in a structured, machine-readable format for free of charge.
Third-Party Data Sharing	**Low**	BYD enables third-party to request for vehicle data primarily via manual request either by email or a letter to BYD Europe, Netherlands.
Data Scope & Completeness	**Medium**	While BYD provides the structure and category, They don't provide much details into the data points and database to fairly assess the data scope and completeness.
Transparency	**Medium**	BYD has an official EU Data Act notice outlining rights and access procedure.
Interoperability	**Medium**	Data is made available in structured, machine-readable formats (JSON), supporting interoperability.
Access-by-Design Readiness	**Low**	Data access is made available on request for user/ vehicle data. For third party, BYD may allow one or more third parties, such as affiliated companies to access and use the data for purposes lawfully permitted.
Contractual Fairness	**Medium**	Terms and conditions explicitly reference user rights and regulatory obligations, reducing risk of unfair contractual limitations.

BYD compliance to EU Data Act



BYD's Data Act notice indicates compliance with the EU Data Act, but its data access mechanisms are less mature compared to those offered by European OEMs

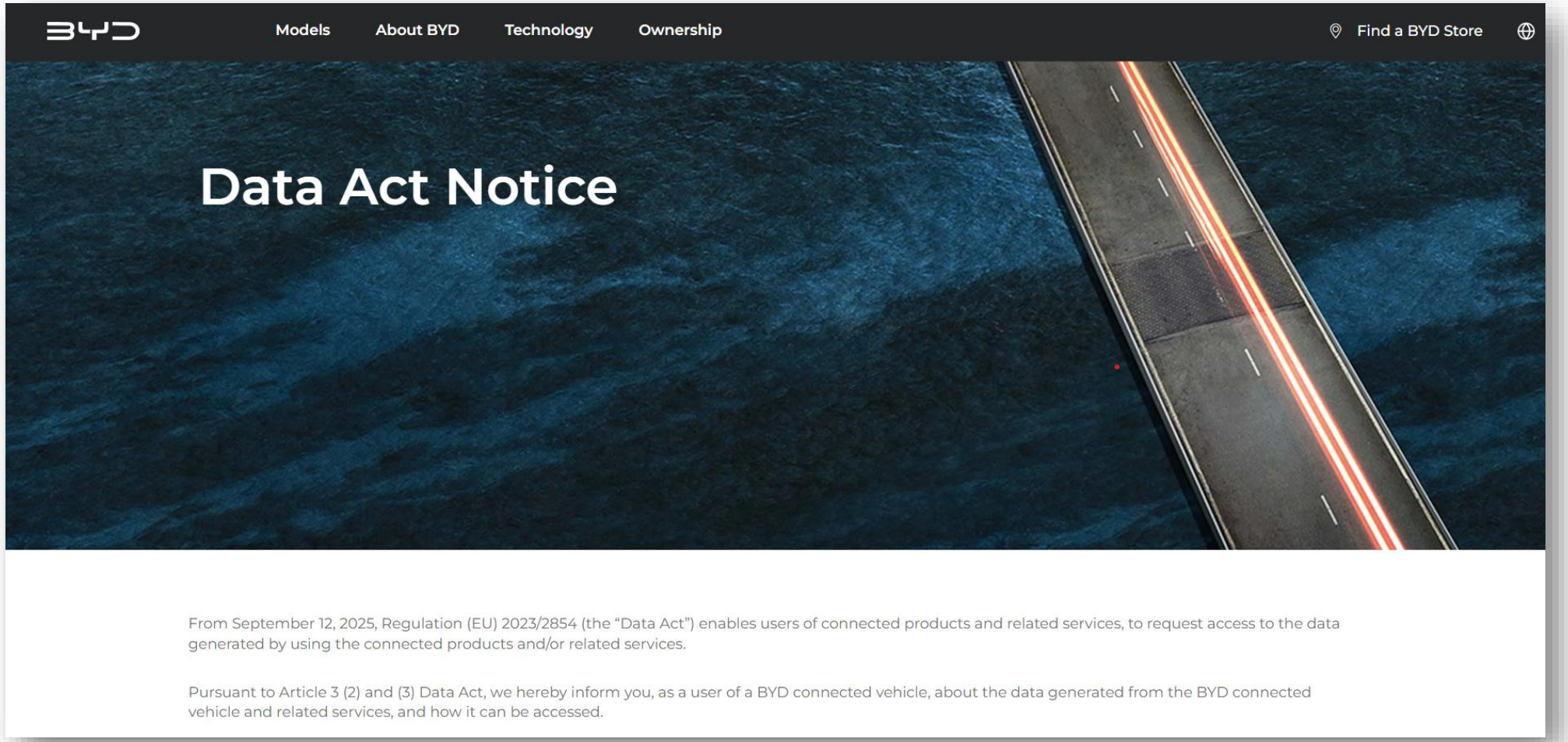
BYD Data strategy

	B2C Strategy	B2B Strategy	B2G Strategy
Core Value	User control, data portability, access to third-party services	Fair data access enabling competition and fleet efficiency	No information on how BYD will make data accessible for government or public services
Data Used	Vehicle-generated data: telemetry, battery SoH/SoC, charging, diagnostics	VIN-level vehicle, battery, energy, maintenance data	
Delivery Channel	BYD App / DiLink with data access & sharing controls	Standardized APIs, secure data interfaces	
Monetization Logic	Data is offered free of charge	No information	
Consent / GDPR	User is data holder (EU Data Act); GDPR consent applies	Fleet owner as data holder by contract	
Data Access Model	User-initiated, machine-readable, third-party sharing	No information	
Data Control	User decides who accesses data and why	Fleet administrator controls sharing	

Data structure and categories

Data	Format	Estimated volume	Frequency of data generated
Data related to vehicle conditions and states, such as door lock status, gear status, window and sunroof status, tire pressure status, mileage, speed, battery temperature, State of Charge (SOC).	• JSON • Binary and Hexadecimal files	Depending on usage, every vehicle generates between 0-0.05 GB per month. The volume of data can vary depending on individual Product features, parameters, and services used.	Data can be generated continuously and in real-time within the vehicle and regularly collected and uploaded to backend cloud every 30 seconds.
Data related to the OTA system is collected, such as basic vehicle information, upgrade process log, system version, upgrade result.	• JSON • Txt file	5-10MB per month	Vehicle daily (ON mode) and during OTA software upgrade, will sync with OTA backend product regarding the software status via OTA Master deployed in vehicle. Vehicle upload the sync process and result data to OTA backend product cloud.
Refers to signals generated from various ECUs and sensors in vehicle, including gear, mileage, speed, accelerated speed, battery status, voltage, State of Charge (SOC)	• DBC files • Json	100-150MB per month	Data can be generated continuously and in real-time within the vehicle, and regularly collected and uploaded to backend cloud every 60 seconds
Diagnostics may include details about vehicle configuration, firmware, energy use, electronic systems state, and other system data used to identify bugs and conduct technical evaluations.	• Xlsx	500KB-1000KB per month	Remote diagnostic data is automatically collected once per day. When a specific event occurs (e.g., a clear vehicle fault), with the user's consent, BYD after-sales personnel may proactively request a vehicle diagnostic, and the diagnostic data will be collected. Data is not stored on the vehicle, and the collected data is uploaded via the diagnostic application to its dedicated product cloud database hosted on Google Cloud (GCP) in EU.

BYD Data Act Notice



BYD data act notice page does not offer a transparent view of the data-sharing framework (for businesses, third-party developers, users, or use cases), nor does it clarify the business models or pricing structures.

BYD's approach to data sharing

5. Use of readily available data by BYD and third parties

(a) We intend to make use of the readily available data for our own purposes, for example,

- Provision & operation of the related service or products;
- Diagnostics, maintenance & repair;
- Safety, security, and system integrity;
- To respond to legal requests or comply with applicable laws; etc.

(b) We may allow one or more third parties, such as affiliated companies within our corporate group, business partners, service providers, to access and use the data for purposes lawfully permitted, including:

- assisting us in achieving the purposes permitted under clause 5(a);
- achieving, in collaboration with us as data holder or through special purpose companies, the purposes permitted under clause 5 (a);
- in relation to any of their own purposes, independent from BYD, to the extent lawfully permitted.

"BYD's Data Act notice allows data sharing with affiliates, partners, and service providers, while independent third-party use is permitted only as legally allowed."

Key takeaways on BYD's Data approach

Strength



- Users can **request, retrieve, and delete** their vehicle data in a **structured, machine-readable format, free of charge.**
- Users can direct BYD to **share their data with third-party** recipients and can **stop sharing at any time**.

Weakness

- BYD has **not publicly shared** the **data structure, data points, pricing information in detail**.
- BYD **retains certain trade secrets** in the data, which could **limit the detail or scope** of what users can access.



OEM EU Data Act Compliance: Overview

Overview

- Ford has one of the most API-centric EU Data Act implementations, offering both continuous and historical vehicle data access through dedicated Connected Data Gateways.
- Ford provides separate pathways for users and third parties, enables user-controlled sharing while supporting commercial integrations for insurers, fleets, and mobility providers.
- The platform supports real-time and historical data access, including vehicle health, driving behaviour, location, EV, charging, trip, and security data.
- Defines clear consent, request, and access workflows, positioning its Connected Data Gateway as the central mechanism for EU Data Act compliance.
- Compared with most OEMs, Ford exposes a broader public view of available data categories and technical access methods, although commercial pricing remains undisclosed.



Link to data portal: https://www.ford.ie/useful-information/terms-and-privacy-policy-hub/eu-data-act

Tools used behind the scenes

Ford appears to use a centralized Connected Data Gateway architecture that collects vehicle telematics through embedded connectivity modules and processes the data in cloud-based backend systems. Data is exposed through REST APIs and structured JSON formats, while FordPass-based consent management, identity controls, and cybersecurity mechanisms govern user and third-party access.

Data for Road Safety partnership

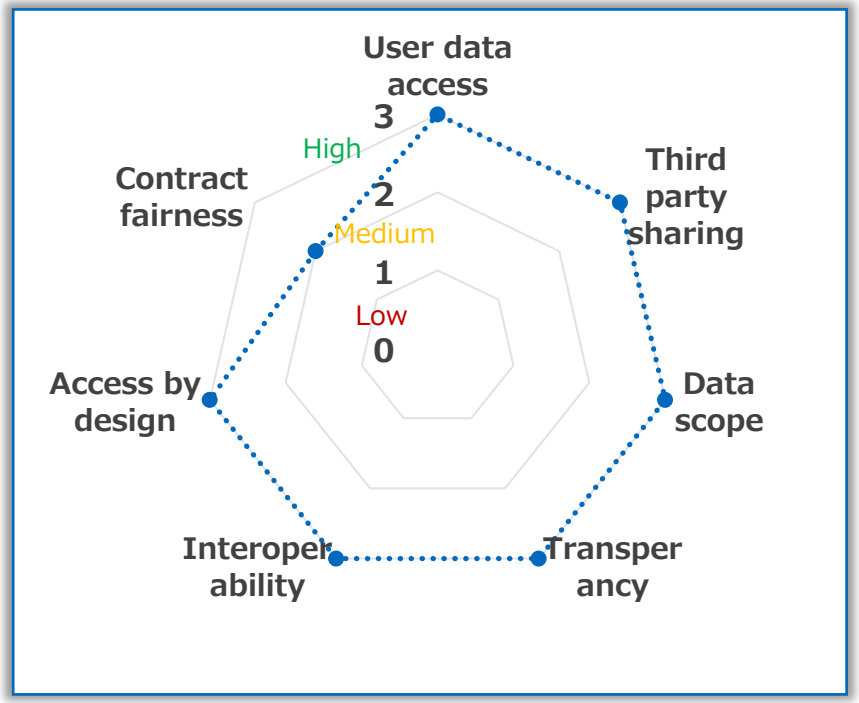
Yes

Ford has implemented a dedicated EU Data Act framework through its Connected Data Gateway, providing both real-time and historical vehicle data access. The platform enables user-controlled sharing with third parties via APIs, supports a broad range of telematics and EV data, and is one of the most mature API-driven Data Act implementations among OEMs.

Overview of Data Act requirements

EU Data Act Requirement	Compliance	SBD Insight
User Data Access	**High**	Dedicated gateways for API and historical data access.
Third-Party Data Sharing	**High**	User-authorized sharing through formal third-party workflows.
Data Scope	**High**	Extensive vehicle, driving, EV, charging and location data.
Transparency	**High**	Detailed data categories, cadence and access process published.
Interoperability	**High**	JSON-based APIs and continuous data delivery supported.
Access-by-Design Readiness	**High**	Real-time API architecture explicitly supports Data Act access.
Contractual Fairness	**Medium**	Third parties may be charged; tariffs not publicly disclosed.

Ford compliance to EU Data Act



Established one of the most mature EU Data Act frameworks among OEMs, offering both real-time API access and historical vehicle data retrieval through its Connected Data Gateway.

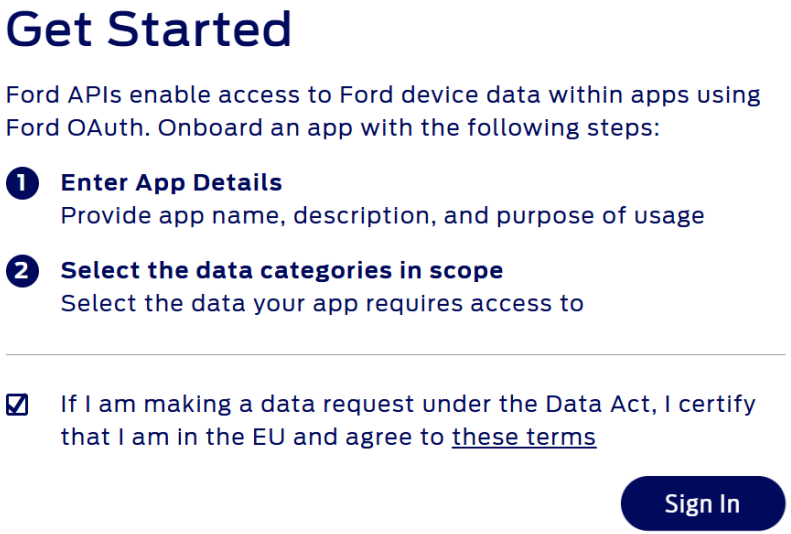
Ford’s Data strategy

	B2C Strategy	B2B Strategy	B2G Strategy
Core Value	User transparency and connected services	Enable fleet, insurance and mobility use cases	Support regulatory and public-interest data access
Data Used	Vehicle status, trip, EV, location, vehicle health	Telematics, driving behaviour, diagnostics, EV and charging data	Incident, safety, location and compliance-related data
Delivery Channel	FordPass, Connected Data Gateway	APIs and Connected Data Gateway	Formal authority request process via Ford gateway
Monetization Logic	Free user access under EU Data Act	Commercial access and potential compensation model	Regulatory compliance, not revenue-focused
Consent / GDPR	User-controlled consent and permissions	User authorization required before sharing	Legal and regulatory basis for access
Data Access Model	Self-service access and downloads	Continuous APIs and historical data retrieval	Governed request-and-approval workflow
Data Control	User retains control of shared data	User-directed third-party access	Ford-controlled access under legal obligations

Ford has adopted an API-first data strategy that separates free user access from commercial third-party integrations. Its Connected Data Gateway supports real-time and historical vehicle data sharing across B2C, B2B and B2G use cases.

Ford’s Data sharing platforms

- Ford typically centralizes EU Data Act access through a brand-owned data portal or connected-vehicle platform, rather than a single cross-brand group hub for eg like VW.
- The portal supports B2C, B2B, and B2G access flows, with clear segmentation between private users, fleet/business users, and public-authority requests.
- Data generally is exposed as downloadable machine-readable records or API-based access, depending on the specific implementation and request type.
- Ford’s setup would likely sit on top of its connected-vehicle backend, with identity verification, vehicle entitlement checks, consent management, and partner access workflows.



B2C (Private Users):

- Customers would log in through a Ford account / app / owner portal.
- They authenticate, identify the vehicle, and choose which data to access, download, or share with a third party.
- The process follow a flow like: login → vehicle selection → data request → consent/share/download.

B2B (Business Users):

- Fleet operators or commercial customers access vehicle data through a fleet portal or business data interface after confirming ownership, lease, or contractual rights.
- Access usually support operational use cases such as fleet management, maintenance planning, diagnostics, and telematics integration.
- Third-party sharing would be governed by consent, contract, and role-based permissions.
- Ford would likely use a governance layer to manage which business entities can access which vehicle datasets.

B2G (Public Authorities):

- Public-authority requests need a dedicated workflow for emergency and regulatory access.
- The process would normally require formal identity verification, legal basis, and approval handling.

Source

Ford sample data categories

Vehicle Location

Name	Desc.	Unit	Value	
COMPASS_DIRECTION	Compass direction (N, NE, E, etc.)		ENUM_VALUE	COMPASS_D
HEADING	Vehicle heading information. The heading value can also include the uncertainty, and an indication of the source of the heading estimate.	deg	HEADING_VALUE	HEADING_VA
POSITION	Current coordinates, heading, and altitude of the vehicle, and related data.	degrees for Latitude/Longitude, m for Altitude	POSITION_VALUE	POSITION_V
WHEEL_ROTATION_SPEED	Wheel rotation speed. A tag indicates which wheel.	rps	DOUBLE_VALUE	
YAW_RATE	Yaw velocity.	deg/s	DOUBLE_VALUE	

Vehicle Data

Name	Desc.	Unit	Value	Enum
ABS_STATUS	Indicates whether ABS is on or off.		ENUM_VALUE	OFF_ON_STATUS
AMBIENT_TEMP	Ambient temperature.	Cel	DOUBLE_VALUE	
ANONYMITY_STATUS	Indicates anonymity status of vehicleData reported.		ENUM_VALUE	OFF_ON_STATUS
ANTENNA_SOURCE	Indicates whether the primary or backup antenna is being used. Can include a tag that indicates the antenna type.		ENUM_VALUE	ANTENNA_SOURCE
BATTERY_LOAD_STATUS	Indicates current state of the 12V battery load. Load signifies the power currently being drawn from the battery by accessories within the vehicle.		ENUM_VALUE	BATTERY_LOAD_STATUS

Vehicle Security

Name	Desc.	Unit	Value	
ALARM_STATUS	Status of the vehicle alarm (disarmed, armed, etc).		ENUM_VALUE	ALARM_S
DOOR_LOCK_STATUS	Status of the door lock (locked, unlocked). Can include tags that indicate which door and occupant role, if applicable.		ENUM_VALUE	DOOR_LO
DOOR_PRESENCE_STATUS	Indicates whether the specified door is present or not. Can include tags that indicate which door and an occupant role, if applicable. Multiple instances of this signal can be reported for a certain point in time because there can be multiple doors.		ENUM_VALUE	DOOR_P
DOOR_STATUS	Status of the door (closed, ajar). Can include tags that indicate which door and an occupant role, if applicable.		ENUM_VALUE	DOOR_ST
PANIC_ALARM_STATUS	Indicates whether the panic alarm is on or off.		ENUM_VALUE	OFF_ON_
WINDOW_STATUS	Window open expressed as a percentage range. Can include tags that indicate which window and occupant role, if applicable.	%	RANGE	RANGE

Trip Data

Name	Desc.	Unit	Value	Enum
TRIP_DISTANCE_ACCUMULATED	Distance travelled since the last ignition on.	km	DOUBLE_VALUE	
TRIP_FUEL_CONSUMED	Fuel consumed since the last ignition on.	l	DOUBLE_VALUE	
TRIP_FUEL_CONSUMED_IDLE	Fuel consumed while idle since the last ignition on.	l	DOUBLE_VALUE	
TRIP_FUEL_ECONOMY	Fuel economy since the last ignition on.	L/100km	DOUBLE_VALUE	
TRIP_MAXIMUM_SPEED	Maximum speed recorded since the last ignition on.	m/s	DOUBLE_VALUE	
TRIP_XEV_BATTERY_CHARGE_REGENERATED	Estimated electrical charge that was recovered through regeneration during a trip.	%	DOUBLE_VALUE	
TRIP_XEV_BATTERY_DISTANCE_ACCUMULATED	Distance travelled using only electric energy during a trip.	km	DOUBLE_VALUE	
TRIP_XEV_BATTERY_RANGE_REGENERATED	Estimated battery range that was recovered through regeneration during a trip.	km	DOUBLE_VALUE	

Ford appears to offer user access at no charge under the Data Act, while charging third parties for direct data transmission; published pricing is not disclosed publicly.

Source

Key takeaways on Ford's Data approach

Strength

User-rights-led access model: Ford frames Data Act access as a user entitlement for FordPass and Ford Pro users, with clear rights to access and share data.



Structured gateway design: Separates Continuous Data via API from Historical Data via downloadable files, which creates a clean access architecture for different use cases.

Broad data coverage: Ford publicly lists multiple data categories, including vehicle, health, driving, location, EV, charging, trip, and security data.

Clear B2C/B2B routing distinguishes between FordPass users, Ford Pro users, third parties, renters, fleet operators, and public-sector requests.

Weakness

Commercial pricing is not public: Mentions it may charge the **third party** for direct transmission, but it does not publish a transparent public tariff or rate card.

Data scope is conditional: The data available varies by model, subscriptions, enabled features, and settings, so coverage is not fully uniform across the fleet.



Technical detail is limited in public-facing material: Ford explains JSON format, data volume, and real-time versus historical delivery, but does not publish a detailed commercial/API specification publicly

Hyundai EU Data Act Compliance: Overview

Overview

- Hyundai's EU Data Act setup looks compliance-first and centralized. The public-facing model points users to Hyundai Connected Mobility as the European data holder, while the seller, renter, or lessor is responsible for providing connected-vehicle information to the user.
- Current model focuses on monetizing services enabled by data rather than monetizing data itself.
- Compared with BMW CarData or Stellantis Mobilisights, Hyundai remains earlier in the commercialization journey but possesses the underlying assets required to scale rapidly if market demand and regulation converge.



Link to data portal: https://connected-mobility.hyundai.com/data-rights-en

Tools used behind the scenes

Data for Road Safety partnership

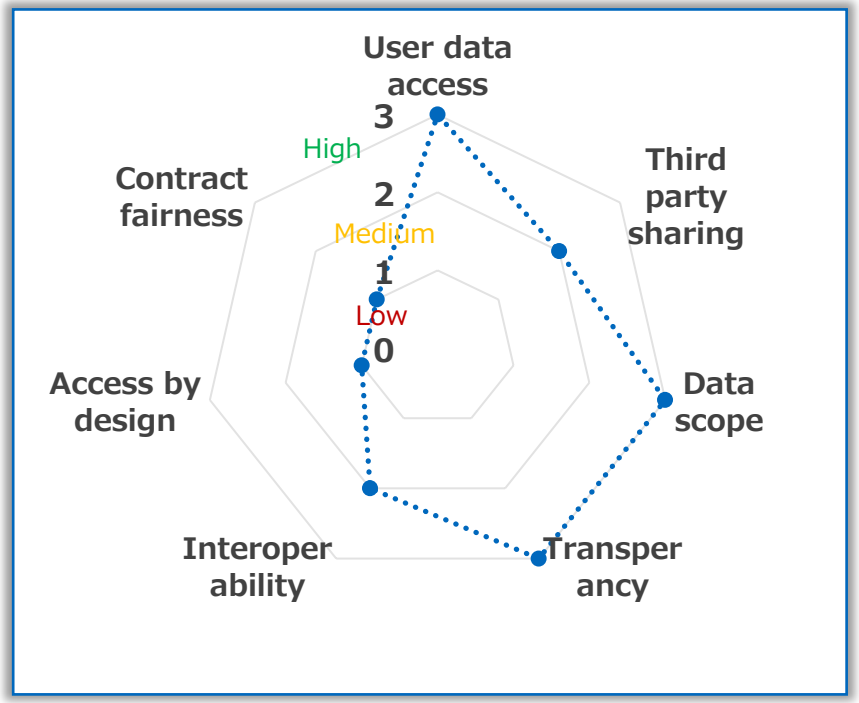
Hyundai's architecture is centered on Bluelink, cloud analytics, SDV platforms, and consent management rather than a dedicated external data marketplace; uses EU data act portal for data flow.	No

Hyundai demonstrates strong foundational readiness for EU Data Act compliance through broad connected vehicle capabilities and mature infrastructure. However, unlike BMW, Ford or VW, its external data-sharing and monetization ecosystem remains relatively underdeveloped, meaning its a compliance-first rather than commercialization-first approach.

Overview of Data Act requirements

EU Data Act Requirement	Compliance	SBD Insight
User Data Access	**High**	User request-based data access for B2B and B2Cs.
Third-Party Data Sharing	**Medium**	Consent mechanisms exist, but structured commercial access models remain limited publicly.
Data Scope	**High**	Extensive coverage across telematics, diagnostics, EV, charging and mobility data domains.
Transparency	**High**	Clear privacy, consent and connected-service documentation.
Interoperability	**Medium**	APIs support internal services, but external developer ecosystems remain limited.
Access-by-Design Readiness	Low	Mentions the future compliance support, though implementation details are not yet visible.
Contractual Fairness	Low	No public evidence of standardized third-party commercial frameworks.

Hyundai compliance to EU Data Act



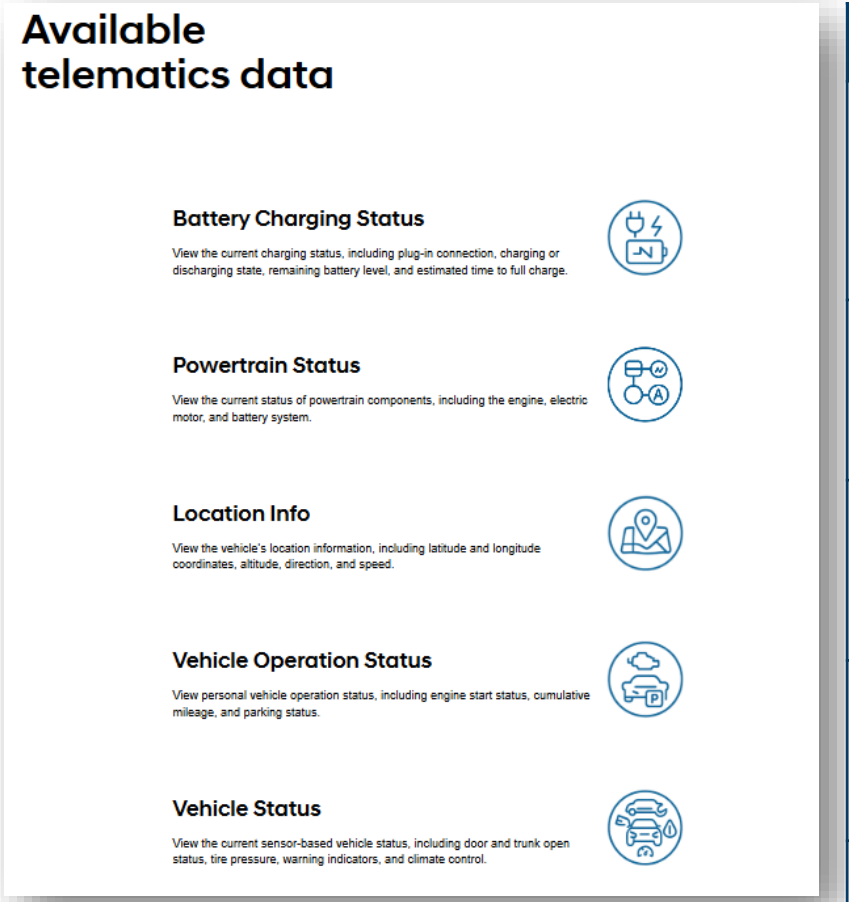
Hyundai is well-positioned on legal transparency and governance, but relatively conservative on public operational detail. That usually signals that it is prepared for compliance but has not yet fully exposed its data-sharing model as a commercial platform.

Hyundai’s Data strategy

	B2C Strategy	B2B Strategy	B2G Strategy
Core Value	Connected customer experience	Enable fleet, insurance and mobility services	Support regulatory obligations
Data Used	Vehicle status, diagnostics, EV and usage data	Telematics, fleet, maintenance and mobility data	Safety, compliance and incident data
Delivery Channel	Bluelink app and customer portals	APIs and partner integrations	Formal authority access process
Monetization Logic	Connected service subscriptions	Data-enabled partnerships and services	Compliance-driven
Consent / GDPR	User-controlled permissions	User authorization required	Regulatory basis
Data Access Model	Customer access and requests	Partner integrations	Governed request workflow
Data Control	User retains control	User-directed sharing	Hyundai-controlled legal access

Hyundai's connected vehicle ecosystem supports near real-time telematics and remote vehicle services through Bluelink, although detailed public API catalogues and streaming architectures are less visible than Ford or Mercedes.

Sample Data categories



API	Endpoint URL	Description
Get Battery Charging Status	https://api.pleos.ai/v1/vehicles/{vin}/batteries	Retrieve the current charging status, including plug-in connection, charging or discharging state, remaining battery level, and estimated time to full charge.
Get Powertrain Status	https://api.pleos.ai/v1/vehicles/{vin}/powertrains	Retrieve the current status of powertrain components, including the engine, electric motor, and battery system.
Get Location Info	https://api.pleos.ai/v1/vehicles/{vin}/locations	Retrieve the vehicle’s location information, including latitude and longitude coordinates, altitude, direction, and speed.
Get Vehicle Operation Status	https://api.pleos.ai/v1/vehicles/{vin}/driving	Retrieve personal vehicle operation status, including engine start status, cumulative mileage, and parking status.
Get Vehicle Status	https://api.pleos.ai/v1/vehicles/{vin}/status	Retrieve the current sensor-based vehicle status, including door and trunk open status, tire pressure, warning indicators, and climate control.

Source

Hyundai Data collection practices

For Developers & Third Parties:

Required to register an account and create a project to request telematics data here. Technical documentation is also available there.

B2C Private Users - For individual vehicle owners, drivers, and lessees:

- As a private user, one can access the vehicle data by submitting a request to hcm.dataprotection@hyundai-europe.com.
- They may share data with third parties of user's choice. These third parties request integration with Vehicle Data APIs.
- Once the integration between Hyundai Connected Mobility and a third party is complete, user will be able to approve or reject data-sharing requests via the third party's app or web application.
- User can revoke approval at any time in the myHyundai or My Genesis app under: *Preference Center > My Profile > Privacy Center > My Vehicles > Vehicle > Partner Services.*

B2B Business Users – for fleet operators, leasing companies & mobility providers:

- B2B users can access data through the Vehicle Data API, an open interface for retrieving vehicle information.
- It provides status details and basic data for Hyundai, Kia, and Genesis vehicles whose owners have consented to share their data.
- Vehicle status information includes charging status, powertrain status, vehicle location, driving status, sensor-based status, and climate control.
- Vehicle basic data covers: powertrain information, speed-related data, driving-related data, and data derived from vehicle sensors.
- The data available depends on vehicle type and model. You can find details in the API Compatibility section.
- The API uses an OAuth 2.0–based token authentication method. User must obtain an access token using client credentials and include it in the Authorization header of all subsequent requests.

Source

Key takeaways on Hyundai's Data approach

Strength



Clear regulatory positioning and centralized governance: Hyundai's EU Data Act pages show that the company has a defined European compliance setup, with Hyundai Connected Mobility acting as the practical data-rights contact point. That gives the model a more structured and accountable appearance than a loosely defined, brand-by-brand approach.

Strong user-rights framing: The public messaging emphasizes that connected-vehicle data rights exist under the EU Data Act and that users should be able to understand who holds the data and how access works. This is helpful because it reduces ambiguity for consumers and fleet users.

Weakness

Limited public operational detail: Hyundai's materials are more about legal rights than about the actual mechanics of data sharing. The public pages do not clearly show APIs, file formats, request flows, or a step-by-step access process, which makes the implementation harder to assess.

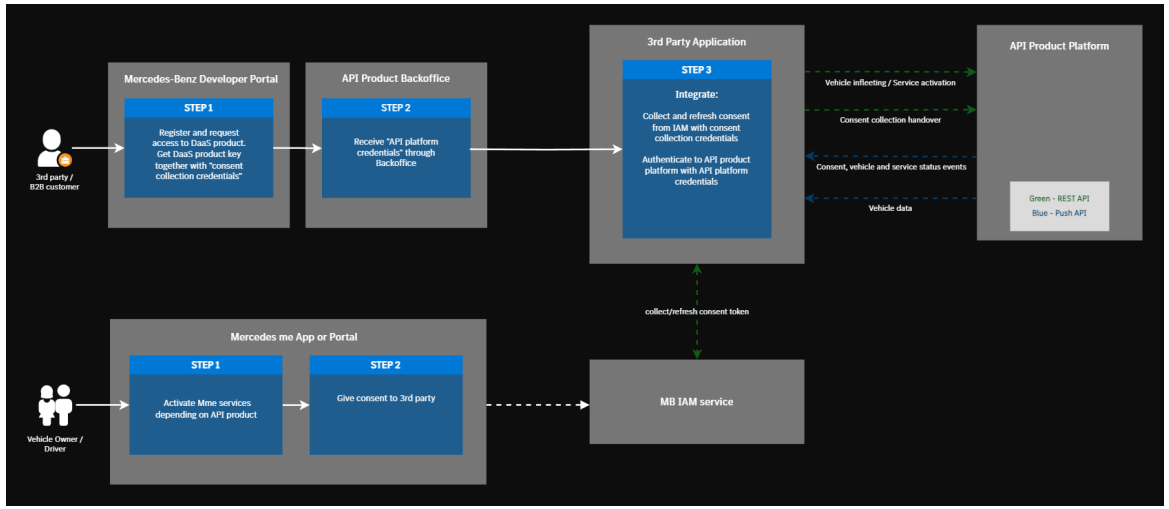
No transparent commercial model: There is little visible information on pricing, third-party fees, or how data access will be monetized for business users.



Mercedes Benz EU Data Act Compliance: Overview

Overview

- Mercedes-Benz offers its users with data access from Mercedes Me app portal for personal vehicles and via developer portal for third party businesses.
- The Third-Party Data Access EU Data Act API provides readily available data generated from connected Mercedes-Benz devices (vehicles, charging stations) and related services in accordance with the EU Data Act (EU 2023/2854) to business users based in an EU member state.
- The product consists of three APIs, a Management API to manage devices, a Push API to receive device signals and a Metadata API to receive, interpret and understand the received signals.
- Mercedes-Benz offers as many as 29 use cases under 8 categories including Energy & Charging, Fleet Management, Infrastructure and Mapping, Insurance, Public Sector, Repair and Maintenance, Retail and Vehicle Status.



Link to data portal: https://developer.mercedes-benz.com/developers

Tools used behind the scenes

Data for Road Safety partnership

Mercedes-Benz's Management API is based on commonly used REST technology. The Push API is based on Kafka technology. The API leverages Kafka to send device signals to user systems on a timely basis.

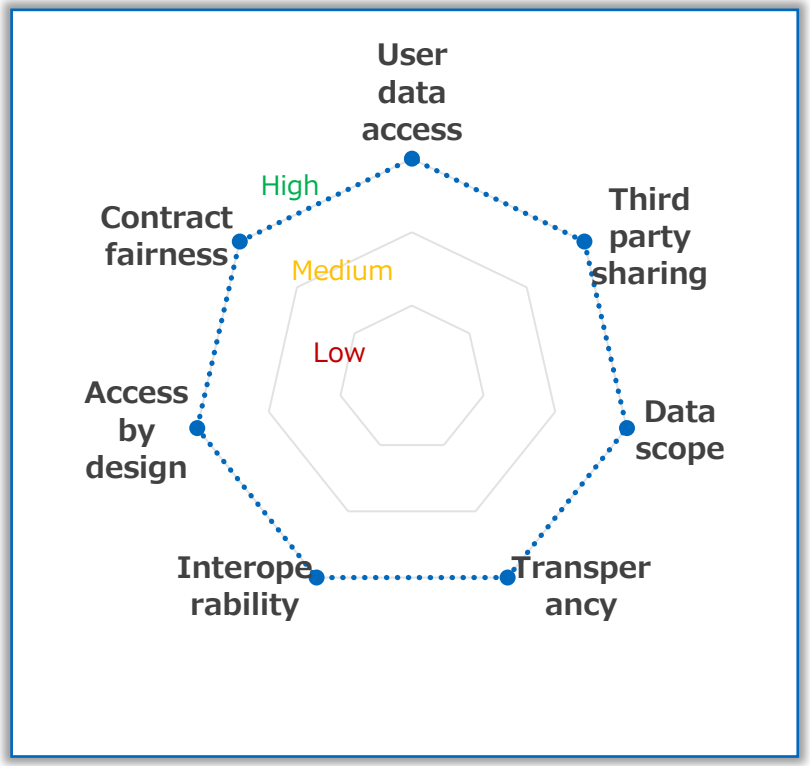
Yes

Mercedes-Benz provides user's with access to device data via Mercedes me portal and via API portal for third party developers or businesses

Mercedes-Benz EU Data Act compliance

EU Data Act Requirement	Compliance	SBD Insight
User Data Access	**High**	Mercedes-Benz has an information notice (linked via Mercedes-Benz Account) providing guidance to its user to access and retrieve product data.
Third-Party Data Sharing	**High**	Third party data sharing is enabled via API/ developer portal with clear guidance and step by step instructions to access and download the data
Data Scope & Completeness	**High**	Mercedes-Benz's Data Act information notice details a range of product and ESG-related data categories.
Transparency	**High**	Mercedes-Benz publishes clear pre-contractual information notices explaining data generation, access rights, and usage under the EU Data Act.
Interoperability	**High**	Data is made available in structured, machine-readable formats (API based or downloadable formats), supporting interoperability.
Access-by-Design Readiness	**High**	Vehicle connectivity and backend architectures indicate strong readiness for access-by-design.
Contractual Fairness	**High**	Terms and conditions explicitly reference user rights and regulatory obligations, reducing risk of unfair contractual limitations.

Mercedes-Benz compliance to EU Data Act



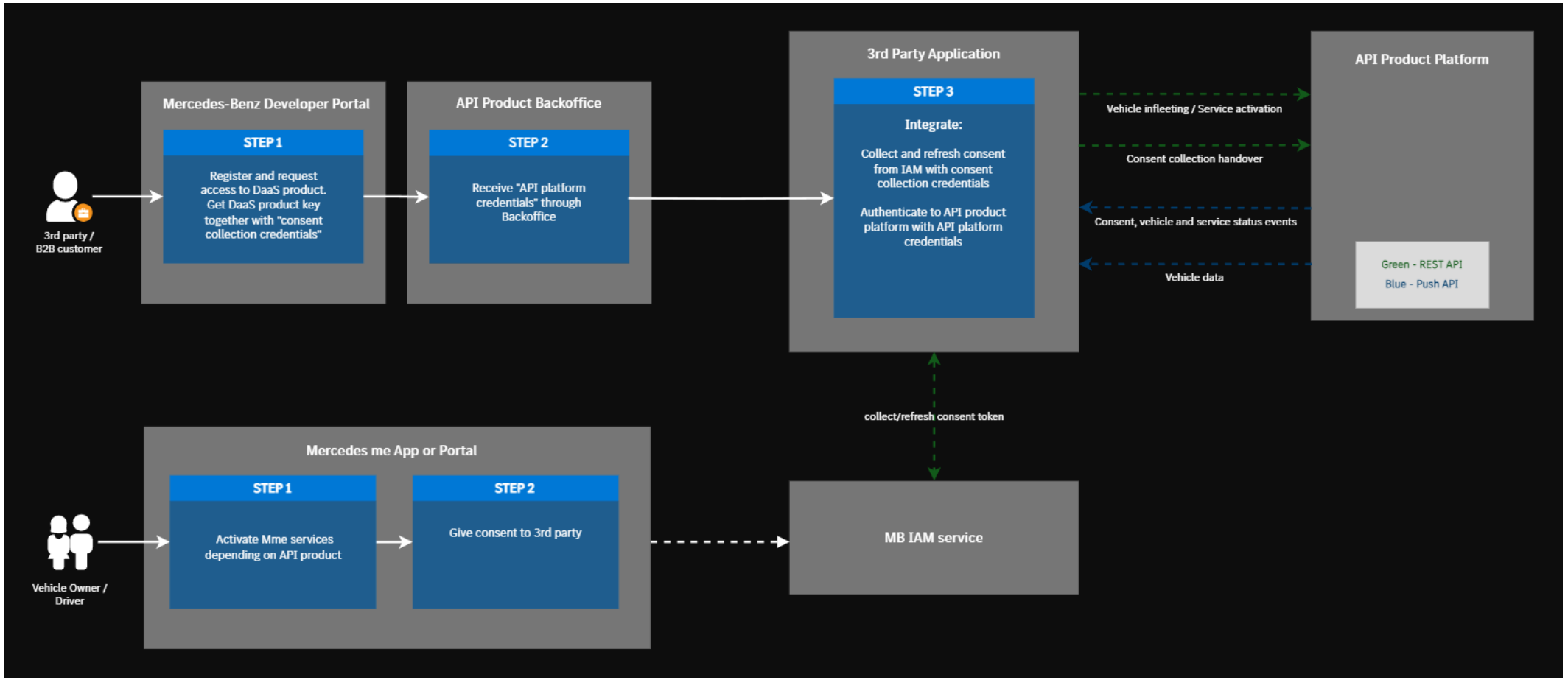
Mercedes-Benz shows strong EU Data Act compliance, providing transparent user data access, fair third-party sharing, and interoperability-ready systems, with contracts aligned to regulatory standards.

Mercedes-Benz data commercialization strategy

	B2C Strategy	B2B Strategy	B2G Strategy
Core Value	Premium experience, personalization, safety, comfort, digital lifestyle integration	Fleet optimization, compliance, total cost of ownership (TCO), uptime	Safety, compliance, emissions reporting, mobility policy enablement
Data Used	Vehicle telemetry, driving behavior, infotainment usage, diagnostics, charging (EVs), location (consent-based)	VIN-level telemetry, mileage, diagnostics, fuel/energy use, driver behavior, maintenance data	Aggregated mobility, emissions, safety, and traffic data
Delivery Channel	Mercedes me App, MBUX (in-vehicle), OTA updates	Mercedes-Benz Fleet Portal, APIs, partner telematics platforms	Regulatory reporting pipelines, public-private mobility platforms
Monetization Logic	Feature subscriptions (e.g. digital extras, performance modes), service upsell, loyalty	Fleet services, telematics subscriptions, insurance enablement, partner integrations	Regulatory alignment, incentives access, infrastructure partnerships
Consent / GDPR	Explicit user opt-in via Mercedes me account; granular consent controls	Contractual fleet consent; role-based authorization	Legal mandate–based sharing; strict anonymization and purpose limitation
Data Access Model	Feature-based, account-linked access	API-based, permission-scoped, role-driven	Controlled, aggregated, policy-scoped access
Data Control	User-managed privacy settings and data permissions	Fleet owner / administrator–controlled access	Government-defined access rules; OEM retains governance

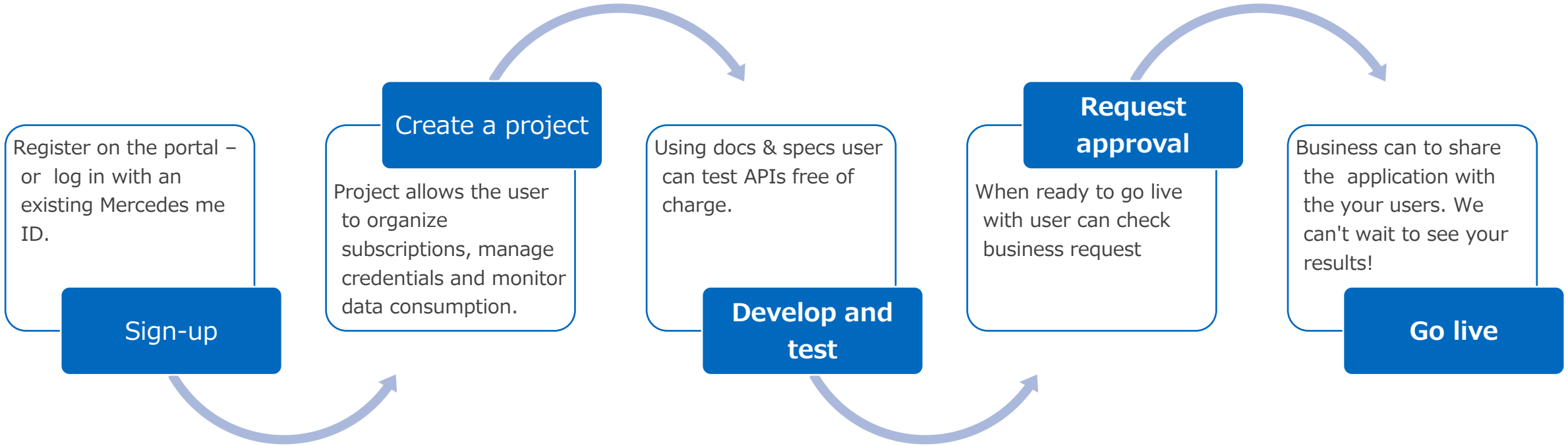
Mercedes-Benz strategically structures data across B2C, B2B, and B2G verticals, enabling service innovation, informed decision-making, and new monetization opportunities.

Mercedes-Benz Third Party Data Access EU Data Act portal



Mercedes-Benz guides third-party partners in leveraging MB APIs and Mercedes-Me app managed consent to securely retrieve vehicle data and service status events

Steps to access and download data for B2B customers



Mercedes-Benz offer developers space supporting third party developers with technical documentation and specification of the products, to API integration port tickets.

Data Aggregators using Mercedes-Benz API products

Data collection platform	Integration Type	Overview
Gridio	Electric Vehicle Status 3.0 API	Gridio integrates Mercedes-Benz vehicle data to offer smart charging at scale for the Mercedes-Benz fleet. By integrating Mercedes-Benz vehicle data, Gridio enables EV drivers make smarter charging decisions with real-time battery state-of-charge (SoC) and plug-in status from their Mercedes Benz vehicles by fine-tune charging sessions to each car's actual condition, taking into account energy markets. Link
ROMO Road Monitor	Infrastructure and Mapping Use case Hazard warning API, Surface events API, Micro weather API, Road safety Hotspot API, Waviness API	Rijkswaterstaat and Mercedes-Benz have worked together as part of the Road Monitor (ROMO) program from 2022 until 2024. The initiative leveraged Mercedes-Benz's advanced vehicle data and software tools to provide real-time insights into road conditions, significantly enhancing the efficiency and safety of the Dutch road network. Link
	Road Safety Hotspots API	Transport for London (TfL) and Mercedes-Benz Urban Mobility Solutions (UMS), developed the Mercedes-Benz Road Safety Dashboard. Anonymized vehicle data from Mercedes-Benz driver assistance systems with additional infrastructure data from London to identify accident blackspots. Link
digital Freiburg	Parking Analytics API	Mercedes-Benz and the City of Freiburg, Southern Germany, have completed a project where the company used vehicle data to digitize public parking spaces. The project aimed to map all legally permissible on-street parking spaces in the city using innovative methods. Link

Data Aggregators using Mercedes-Benz API products

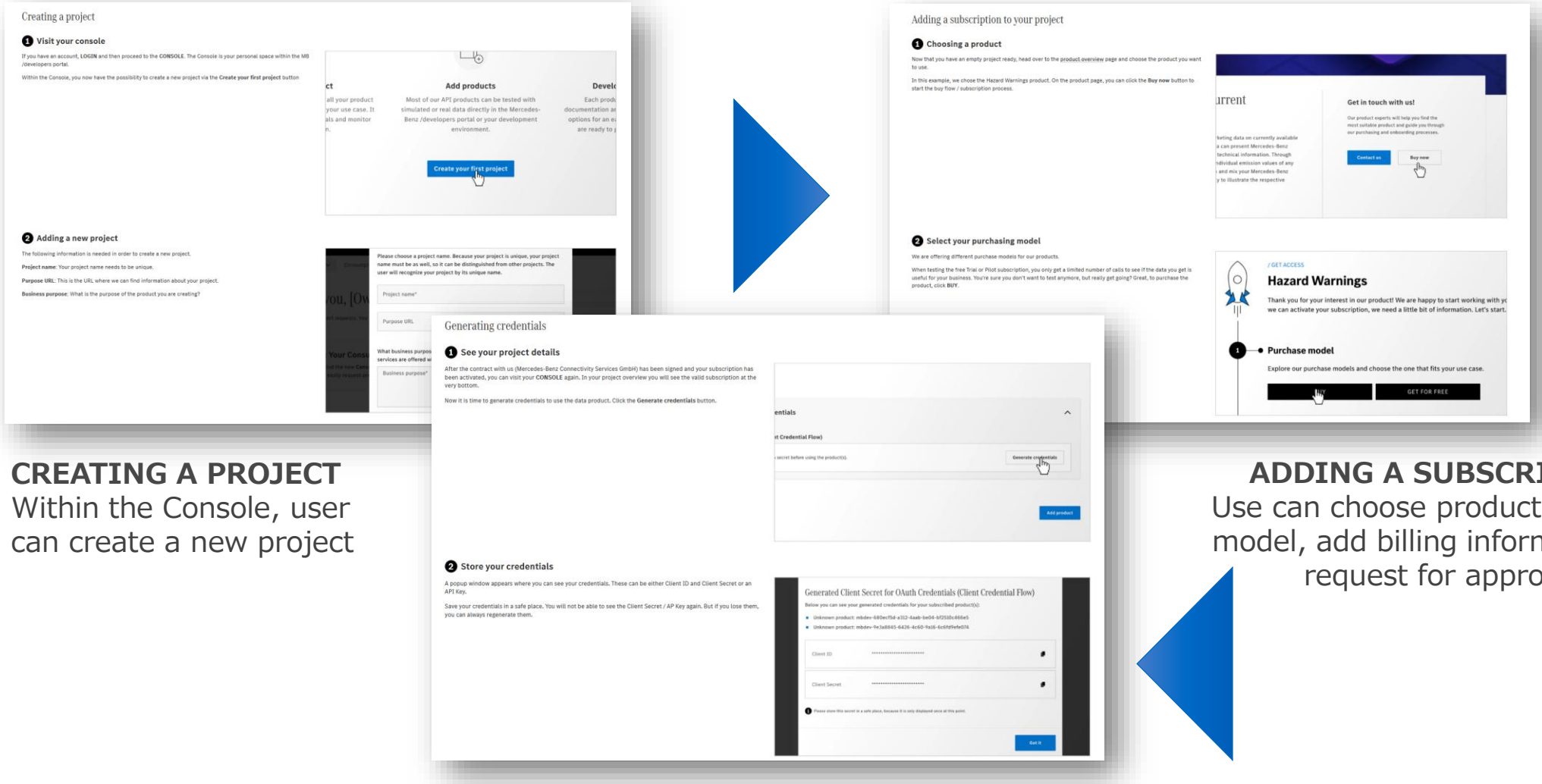
Data collection platform	Integration Type	Overview
By Miles.	Pay As You Drive 2.0 API	By Miles, UK's pay-by-mile car insurance provider, uses the Mercedes-Benz "Pay As You Drive Insurance" product, giving them easy access to the milometer (odometer) readings of connected Mercedes-Benz cars. Link
twoS	Vehicle Images API	Two S uses vehicle images to provide car dealers with simplified access to VIN-related interior and exterior images of Mercedes-Benz vehicles, e.g. via a white-label shop system. Link
widmann	Vehicle Images API, Vehicle Specification API	Widmann uses state-of-the-art digital tools to offer new car buyers to digitally experience their new car before their Mercedes-Benz or smart is delivered. They use digital VIN-based presentation of the ordered vehicle – with videos and 360° views of the exterior, interior and equipment – increases the joyful anticipation of the new car. Link

OEM Pricing strategy

Data Package	Data Package Description	Pricing - Large Enterprise	Pricing - SME
6001 Body Features Data	Data related to features of the vehicle's body and their remote-control functionalities.	€ 3.84 per month /vehicle	€ 2.88 per month /vehicle
6002 Climate and Comfort Data	Data related to climate and comfort settings of the vehicle, as well as its environment conditions.	€ 3.84 per month /vehicle	€ 2.88 per month /vehicle
6003 Energy and Consumption Data	Data related to powertrain, fuel and energy states, consumption, as well as charging.	€ 3.84 per month /vehicle	€ 2.88 per month /vehicle
6004 Maintenance and Diagnostic Data	Data related to vehicle's health and general diagnostics.	€ 3.84 per month /vehicle	€ 2.88 per month /vehicle
6005 Navigation and Positioning Data	Data related to the vehicle's location, route planning, and navigation systems.	€ 3.84 per month /vehicle	€ 2.88 per month /vehicle
6006 Vehicle Operation Data	Data related to the overall operation and performance of the vehicle.	€ 3.84 per month /vehicle	€ 2.88 per month /vehicle
6007 Infotainment and User Interactions Data	Data representing the user's interactions with the vehicle's infotainment systems and other controls.	€ 3.84 per month /vehicle	€ 2.88 per month /vehicle
6009 Wall box Specific Data	Data related to wall box charging processes.	€ 3.84 per month / wall box	€ 2.88 per month / wall box

Mercedes-Benz has structured its EU Data Act platform pricing to be transparent, tiered, and aligned with usage, ensuring fair access for all stakeholders

Business subscription process

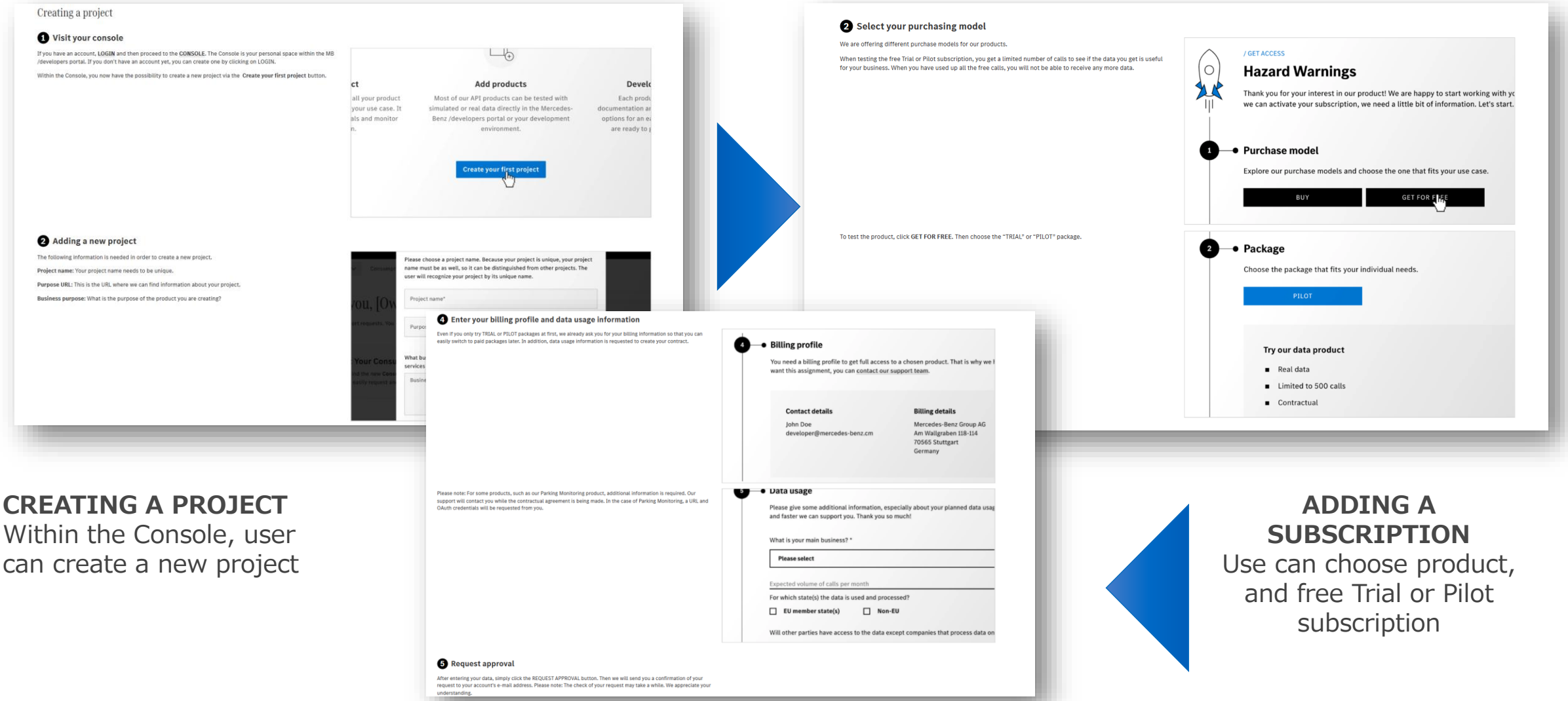


CREATING A PROJECT
Within the Console, user can create a new project

ADDING A SUBSCRIPTION
Use can choose product, purchase model, add billing information and request for approval.

Generate Credentials
User can generate credential like Client ID and Client Secret or an API Key and start implementation

Free subscription process

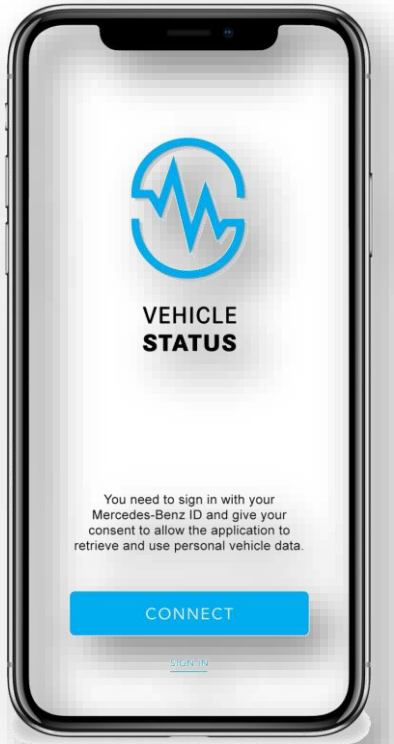


CREATING A PROJECT
Within the Console, user can create a new project

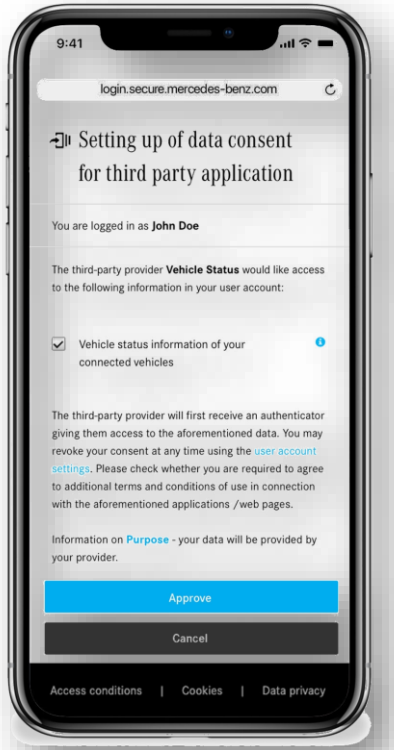
ADDING A SUBSCRIPTION
Use can choose product, and free Trial or Pilot subscription

Generate Credentials
User can generate credential like Client ID and Client Secret or an API Key and start implementation

Steps to authorize data access to third-party developers











Application Start Screen → **Mercedes-Benz Login Page** → **Mercedes-Benz Consent Page** → **Application Connected Screen** → **Data Access History**

Key takeaways on Mercedes-Benz's Data approach

Strength



- Mercedes-Benz offers API and related interfaces that provide **direct access to real-time vehicle data** without requiring retrofit hardware, **simplifying integration for partners** and **third-party developers**.
- **Robust consent mechanisms** align with key principles in the EU Data Act, **prioritizing user control and privacy.**
- Direct data access provides **reliable, high-quality data streams** to partners, enhancing usability for **fleet management, analytics, and other third-party services**.

Weakness

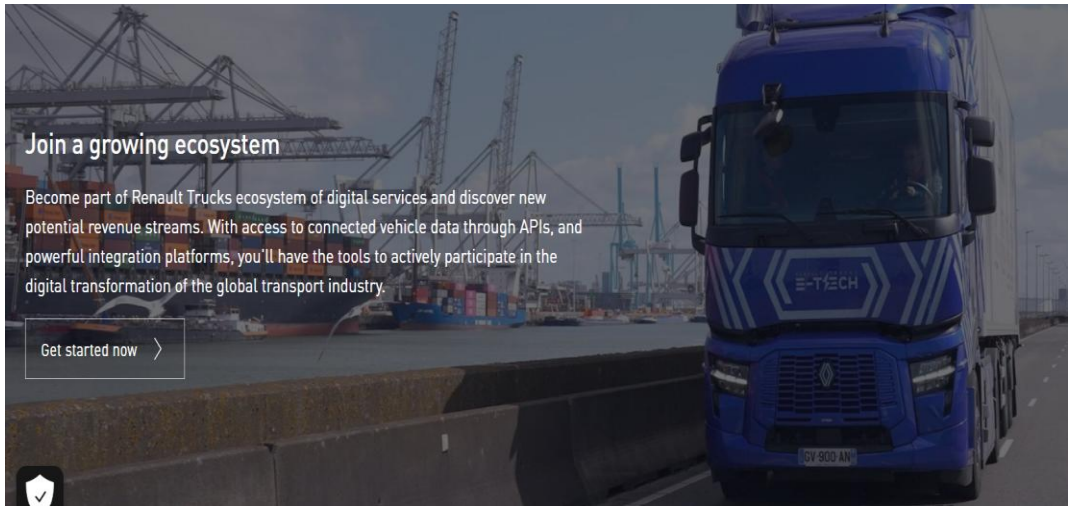


- OEM specific data formats and APIs can **hinder third-party integration**, and Mercedes-Benz's **portal may not be fully harmonized** with EU Data Act expectations.

OEM EU Data Act Compliance: Overview

Overview

- Renault has implemented an EU Data Act-compliant framework through its connected vehicle ecosystem and customer data access processes, enables users and authorized third parties to access vehicle-generated data.
- Renault's approach focuses on transparency, user consent, and standardized access mechanisms while leveraging its Software République and Mobilize ecosystems to support future data-driven services.
- Positioning vehicle data as a strategic enabler of its software-defined vehicle and mobility strategy. Its EU Data Act implementation focuses on providing users with greater control over vehicle data while creating the foundations for future monetization across fleet, EV, mobility, insurance, and connected service ecosystems.



Link to data portal: https://www.renault-trucks.com/en/data-act

Tools used behind the scenes

Vehicle data is collected through onboard connectivity systems and processed in centralized cloud environments to support customer services, fleet solutions, EV applications, and future data-sharing obligations under the EU Data Act.

Data for Road Safety partnership

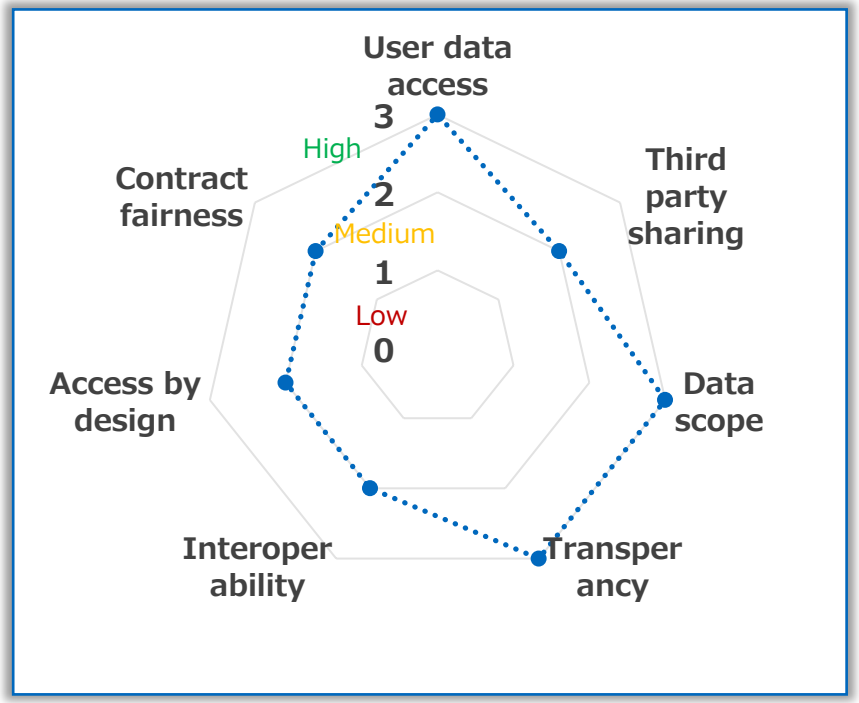
No

Renault has a structured, compliance-led Data Act model with clear user rights and contractual access routes, but public pricing and operational detail are not fully transparent.

Overview of Data Act requirements

EU Data Act Requirement	Compliance	SBD Insight
User Data Access	**High**	Structured user access processes and connected services.
Third-Party Data Sharing	**Medium**	Consent-based sharing supported; ecosystem still evolving.
Data Scope	**High**	Covers telematics, diagnostics, EV and mobility data.
Transparency	**High**	Clear privacy, consent and data-access documentation.
Interoperability	**Medium**	APIs and connected platforms available, but less open than Ford.
Access-by-Design Readiness	**Medium**	Connected architecture supports access, implementation still maturing.
Contractual Fairness	**Medium**	Commercial terms exist; pricing not publicly disclosed.

Renault compliance to EU Data Act



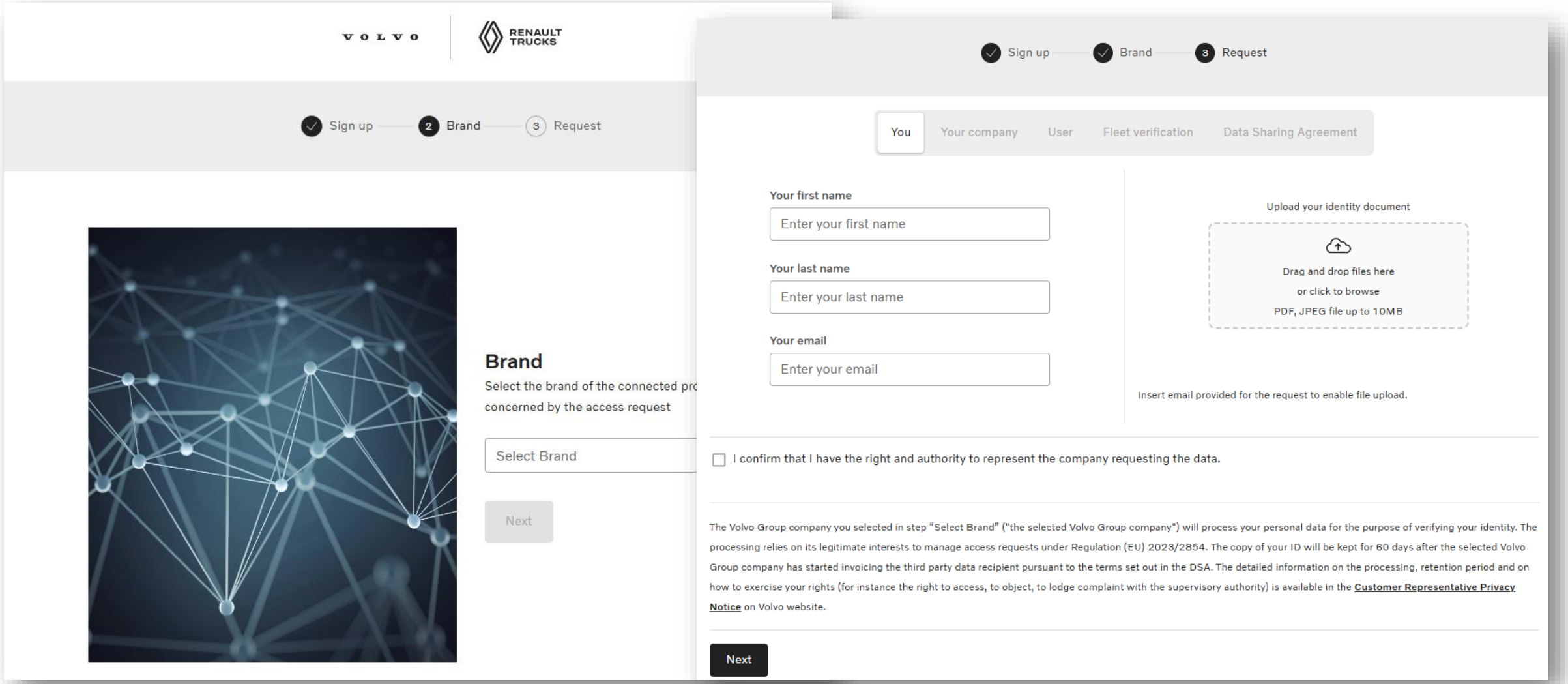
Strong EU Data Act readiness through its connected vehicle ecosystem, providing broad data access, transparent governance, and user-controlled sharing. While commercial data-sharing models continue to evolve, Renault has established the foundations for scalable third-party access and future data monetization.

Renault’s Data strategy

	B2C Strategy	B2B Strategy	B2G Strategy
Core Value	Connected customer experience and transparency	Enable mobility, fleet and insurance services	Support regulatory and public authority requests
Data Used	Vehicle status, diagnostics, EV and usage data	Telematics, mobility, fleet and maintenance data	Safety, compliance and incident-related data
Delivery Channel	My Renault and connected services platforms	APIs, partner integrations and Mobilize ecosystem	Formal authority access processes
Monetization Logic	User services and subscriptions	Data-enabled partnerships and services	Compliance-driven access
Consent / GDPR	User-controlled permissions	User authorization required	Regulatory/legal basis
Data Access Model	Self-service access and requests	Partner ecosystem access	Governed access workflow
Data Control	User retains control	User-directed sharing	Renault-controlled legal access

Renault combines customer-centric connected services with a growing partner ecosystem, using vehicle data to enable mobility, fleet, EV, and insurance use cases while maintaining strong user consent and governance controls.

Data Access Request Portal- Renault Trucks



Source

Renault Data collection practices

Vehicle/Product performance data - technical performance and condition of the vehicle or product components such as battery usage, engine data, energy consumption.

Engine,
- Engine speed
- Engine oil pressure
- Engine oil temperature
- Engine modes

Electric power supply, instruments, warning and information system,
- Charged energy
- Electric motor temperature and coolant level
- Traction battery voltage status

Power transmission,
- Gearbox modes
- Gearbox oil temperature
- Gear changing pattern counter
- Top Gear Mode, distance

Brake,
- Brake pedal usage, counter and distance
- Brake lining percentage

Wheel, steering,
- Steering wheel angle
- Tire pressure

Body, cab interior,
- Ambient temperature
- Retarder stalk position

Product data can become readily available data in two situations:

- **Data Collection by Renault Trucks for Renault Trucks Purposes**. This collection is specifically designed for Volvo's purposes. The scope of the Data Collection for Renault Trucks Purposes is determined by Renault Trucks and scope of data collection (which Connected Product and what data).

- **Additional Service Data Collection:** If the user has purchased additional digital services from Renault Trucks, Renault Trucks may collect additional data, referred to as Additional Service Data Collection, because of these services. The specifications for each service will provide detailed information regarding the types of data that will be collected and the procedures for the user to request access to this data.

Format and estimated volume

- **Format**: As the data is collected for Renault Trucks's Purposes, the format is normally accumulated / binned data rather than instantaneous for a certain point in time. The data made available is typically structured into JSON format to facilitate readability and interoperability.
- **Volume**: Will vary depending on product and over time. Depending on the type of data elements, the size of the data elements may vary between a few bytes for simple data elements and several megabytes for complex data elements.
- **Collection frequency**: Data collection frequency depends on the readout from the specific product – typically weekly but varies from hourly to weekly, and even up to monthly. Exceptions might apply.

Source

Key takeaways on Renault's Data approach

Strength

Clear Data Act policy framework through Renault Group's data policy and brand-level pages, with explicit references to user rights and data-sharing conditions.
Structured access model: Renault states data is available through a customer portal/API structure, including a Basic Vehicle Information API and service APIs, which suggests a more operational setup than a purely policy-led approach.
Defined data scope: Renault identifies raw and pre-processed data in scope, along with metadata needed to interpret it, which supports practical downstream use.
Fair, reasonable, non-discriminatory terms are explicitly referenced in Renault Group's data policy, which is positive for third-party data recipients.
B2B and service integration readiness is visible in the API-based access approach, which is useful for fleets, service providers, and software partners

Weakness

Commercial pricing is not publicly transparent in the sources reviewed; Renault describes terms and access routes, but not a clear published tariff or per-use pricing model.
Access is agreement-based, requiring acceptance of a Data Management Agreement and Data Sharing Agreement, which adds contractual friction compared with a simpler self-serve model.
Scope and availability are conditional on region, product type, and whether the data is collected by Renault's systems, so access is not necessarily uniform across all vehicles or services.
Public-facing information is more legal/technical than user-experience focused, so the practical end-user journey may be less visible than the policy narrative suggests.
Channel fragmentation risk exists because data access is split between brand pages, customer portals, developer portals, and legal agreements.

OEM EU Data Act Compliance: Overview

Overview

- Stellantis has established a group-wide EU Data Act framework centered on its Privacy Portal for consumers and Mobilisights for business users.
- The model focuses on consent-based data sharing, standardized data formats, and enabling third-party access to connected vehicle data while maintaining centralized governance and user control.
- Vehicle telematics are aggregated into cloud-based systems where governance, consent management, API delivery, and data monetization are managed centrally.
- Mobilisights acts as the commercial data layer connecting vehicle data with insurance, fleet, mobility, and smart-city partners.



Link to data portal: https://privacyportal.stellantis.com/s/?language=en_US

Tools used behind the scenes

Uses a centralized data architecture built around its connected vehicle platform, Privacy Portal, and Mobilisights data business.

Data for Road Safety partnership

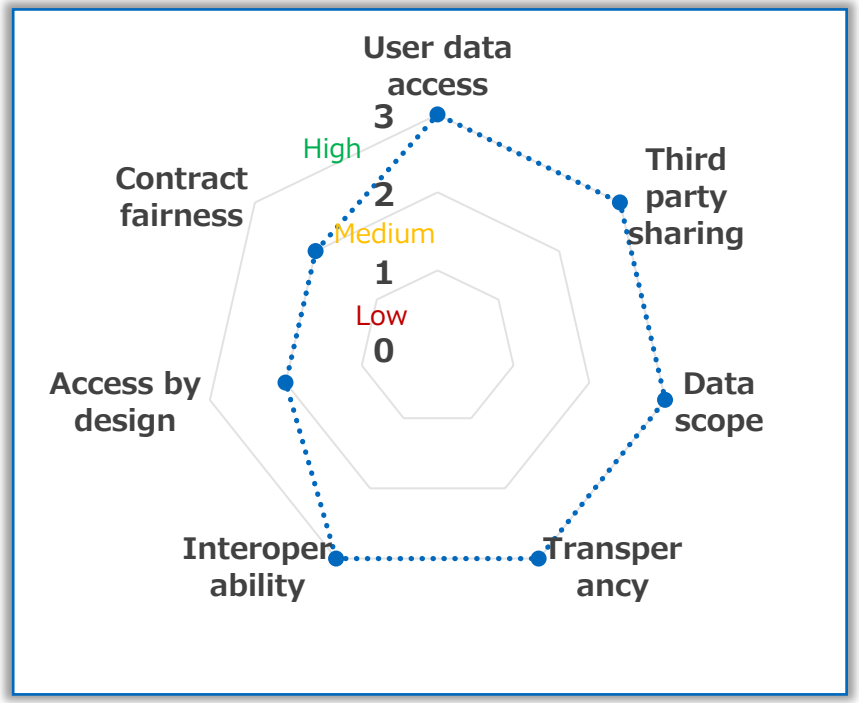
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Stellantis has established a group-wide EU Data Act framework centered on its Privacy Portal for consumers and Mobilisights for business users. The model focuses on consent-based data sharing, standardized data formats, and enabling third-party access to connected vehicle data while maintaining centralized governance and user control.

Overview of Data Act requirements

EU Data Act Requirement	Compliance	SBD Insight
User Data Access	**High**	Privacy Portal enables structured user data access.
Third-Party Data Sharing	**High**	User-authorized sharing via Mobilisights channel.
Data Scope	**High**	Covers diagnostics, usage, location, ADAS and event data.
Transparency	**High**	Detailed rights, processes and data categories published.
Interoperability	**High**	Supports JSON and machine-readable data formats.
Access-by-Design Readiness	**Medium**	Centralized access model; vehicle-edge access less visible.
Contractual Fairness	**Medium**	Commercial terms exist but pricing not publicly disclosed.

Stellantis compliance to EU Data Act



Combines strong regulatory compliance with a mature data commercialization strategy via Mobilisights, enables broad data access, partner integration, and user-controlled sharing under a centralized governance framework.

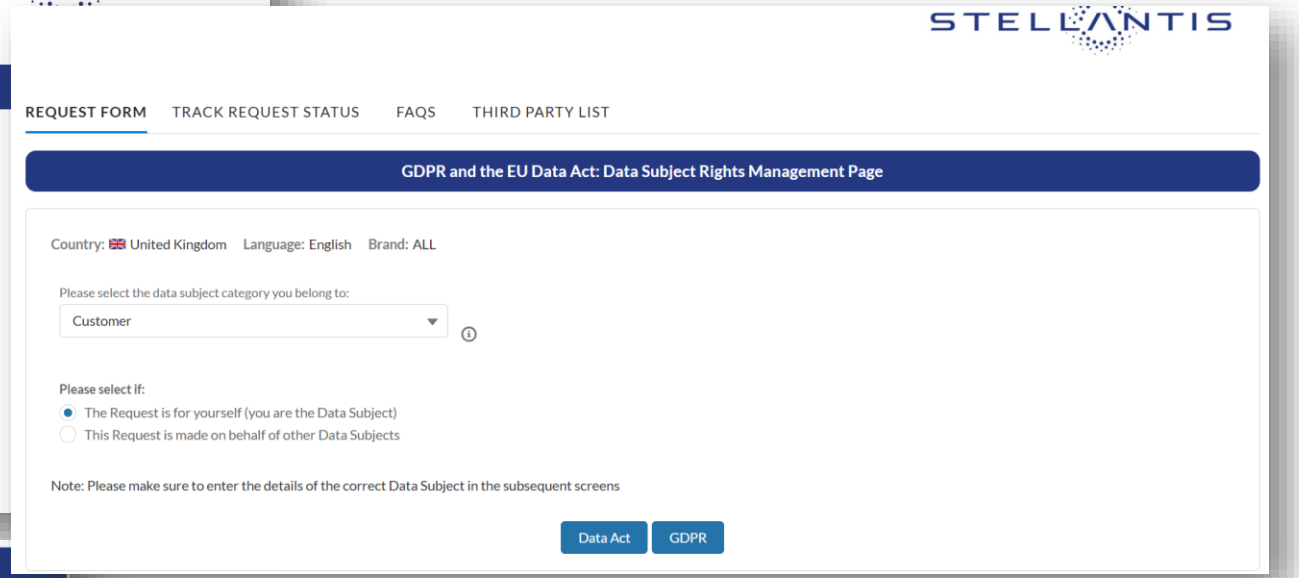
Stellantis' Data strategy

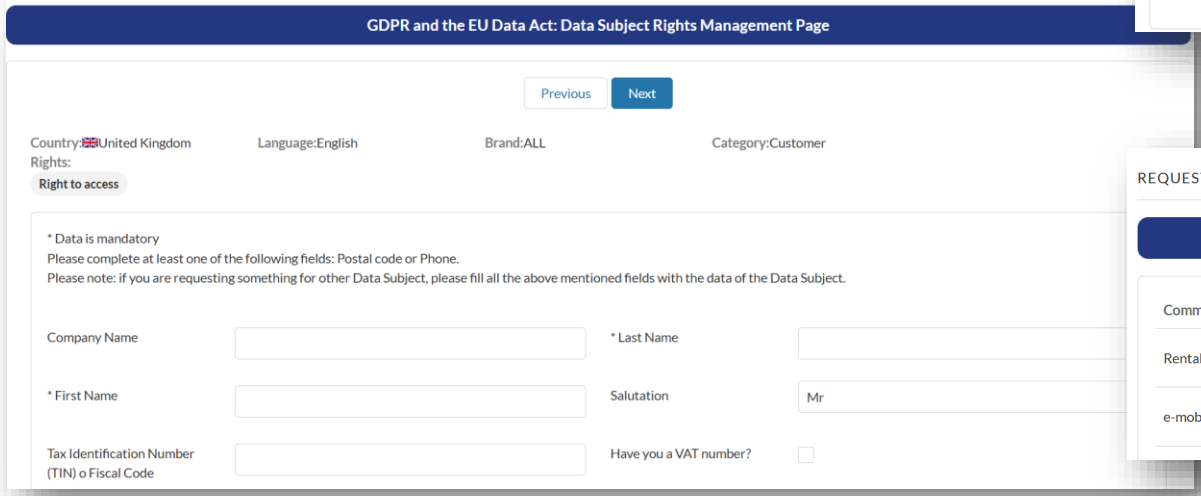
	B2C Strategy	B2B Strategy	B2G Strategy
Core Value	User transparency and data control	Monetize vehicle data via Mobilisights ecosystem	Support legal and regulatory obligations
Data Used	Vehicle, usage, diagnostics, location data	Telematics, insurance, fleet and analytics data	Incident, safety and compliance data
Delivery Channel	Stellantis Privacy Portal	Mobilisights platform and APIs	Formal authority request process
Monetization Logic	Free access under Data Act	Commercial data products and partnerships	Compliance-driven access
Consent / GDPR	User-managed consent	User authorization required	Legal basis and regulatory access
Data Access Model	Self-service access requests	Partner access through Mobilisights	Governed access workflow
Data Control	User retains sharing control	User-directed third-party sharing	Stellantis-controlled legal access

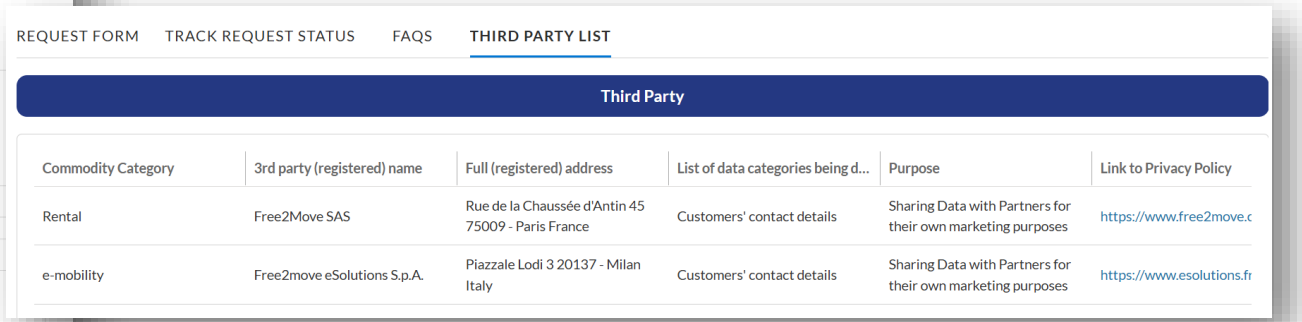
Clearly separated its consumer and commercial data strategies, using the Privacy Portal for Data Act compliance and Mobilisights as its dedicated B2B monetization platform. This dual-platform approach enables user-controlled data sharing while creating scalable revenue opportunities across insurance, fleet, mobility, and smart-city ecosystems.

Stellantis Data request portal









Source

Mobilisights Data portal overview

Mobilisights is Stellantis' dedicated data-as-a-service (DaaS) business unit, created to commercialize connected vehicle data across the Stellantis brand portfolio (Peugeot, Citroën, Opel, Fiat, Jeep, Alfa Romeo, Maserati, DS, etc.). It acts as the primary B2B platform through which third parties can access vehicle data, analytics, and insights with user consent.



HOW TO ACCESS DATA

Real-time and Streaming Data:

Connect to live data using our secure credentials and set up tools.

API Integration:

Use our secure API to request our data.
We offer both the API key and guidelines for easy access.

Try the Platform:

Activate your vehicles and see how our platform works:
Subscribing to data products is a clear and easy process.

B2B Data Sharing Model:

- Businesses onboard through Mobilisights partnerships and commercial agreements.
- Data sharing is governed by user consent and GDPR-compliant workflows.
- APIs and analytics services are offered for integration into partner applications.
- Focuses on delivering insights and value-added products, not just raw vehicle data.

Source

Key takeaways on Stellantis' Data approach

Strength



- **Dedicated Data Act channel** through Stellantis' Privacy Portal for B2C and a separate Mobilisights channel for B2B, giving the model a clear access structure.
- **User-control framing**: Stellantis states that users can access their vehicle data in a standard, usable format and decide whether to share it with third parties.
- **Broad data coverage across diagnostic**, usage, location, interaction, and event data, with explicit mention of connected-vehicle data types.
- **Used-vehicle coverage** is included, which broadens applicability beyond new-car buyers.
- **Complaint pathway exists** via the competent authority, which suggests formal compliance handling rather than an ad hoc process.

Weakness

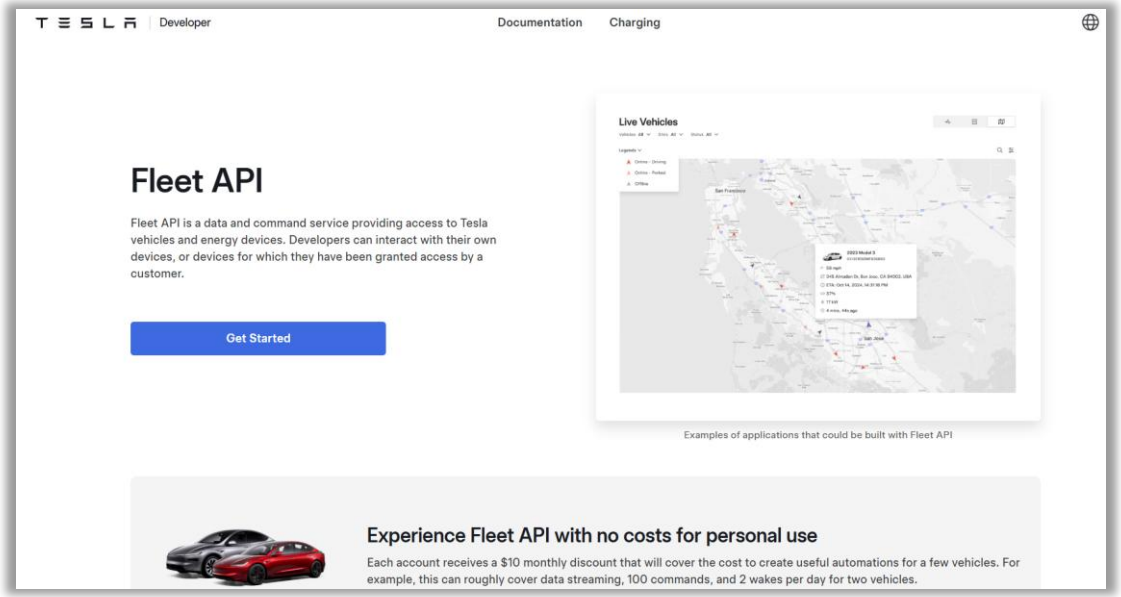


- **Pricing is not publicly transparent** in the materials reviewed; the public page explains access routes but does not show a clear per-API or per-use tariff.
- **Access is split across multiple channels**, which can make the user and business journey less seamless than a single hub model.
- **Third-party access is permission-based** and conditional, so sharing is not frictionless for ecosystems that want broad reuse of vehicle data.
- **Public communications remain policy-led** rather than operationally detailed, with limited disclosure on delivery format, API mechanics, or commercial terms.

Tesla EU Data Act Compliance: Overview

Overview

- Tesla currently doesn't have a dedicated EU data act compliant data platform. However, it allows owners to view vehicle data via the mobile app or Tesla account portal.
- Users can request historical driving data via privacy/ GDPR request, a manual query raised on the Tesla account portal and not real-time.
- With Fleet API, Tesla supports third party developers with access to vehicle and energy product data, enabling them build applications to deliver products and services.
- Fleet API enables ecosystem of companies to develop products and services while Tesla retains governance of the data.
- Fleet API is available through a pay-per-use pricing model which charges incrementally based on usage.



Link to data portal: https://developer.tesla.com/docs/fleet-api/fleet-telemetry/available-data

Tools used behind the scenes

Tesla does not publicly disclose internal tools used for data export, compliance workflows, or data portals. Deeper research indicates Tesla likely uses Apache Kafka for data streaming, ClickHouse for databases and Kubernetes for compute orchestration.

Data for Road Safety partnership

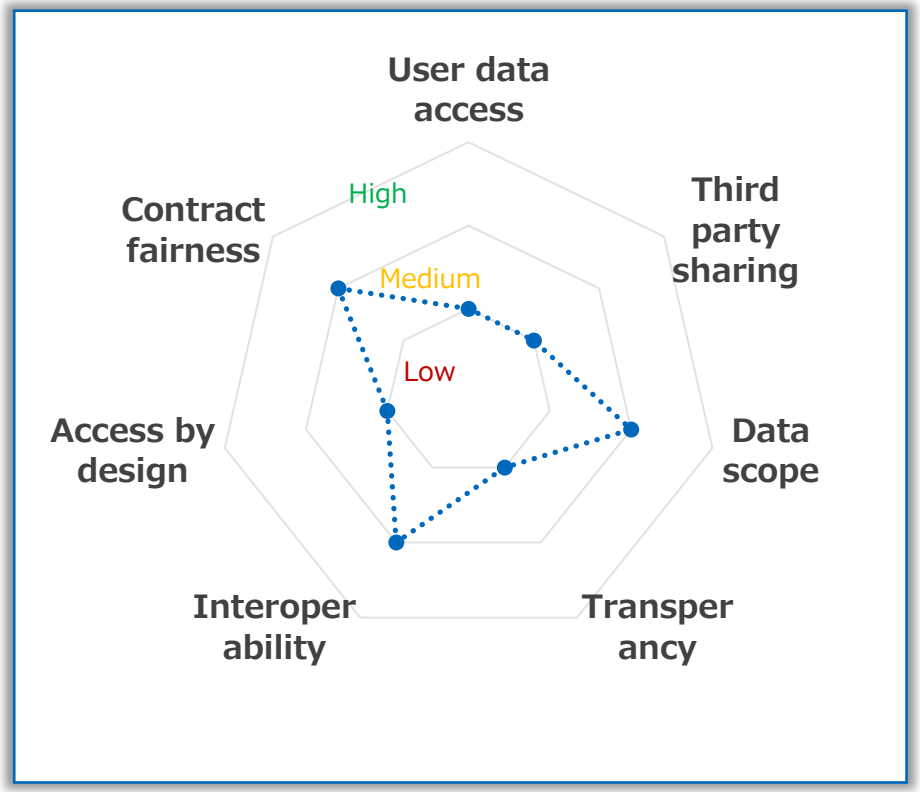
No

Tesla adopts a control strategy, encouraging business and third-party developers request vehicle or energy data needed and monetizes for B2B channel.

Tesla EU Data Act compliance

EU Data Act Requirement	Compliance	SBD Insight
User Data Access	**Low**	Access is primarily via GDPR/privacy requests; no formal EU Data Act portal or structured export exists.
Third-Party Data Sharing	**Low**	No official user-controlled third-party sharing mechanism is publicly available; current access is limited and proprietary.
Data Scope & Completeness	**Medium**	Data access exists under GDPR but is not clearly categorized for raw/pre-processed Data Act compliance.
Transparency	**Low**	No public EU Data Act-specific notices; communications remain largely privacy/GDPR-focused.
Interoperability	**Medium**	Tesla lacks a documented Data Act API; existing APIs serve app/connected services, not standardized access.
Access-by-Design Readiness	**Low**	No public implementation for Data Act access-by-design; architecture is proprietary and not explicitly aligned.
Contractual Fairness	**Medium**	No Data Act-specific contractual framework is publicly posted; terms are GDPR-oriented.

Tesla compliance to EU Data Act



No public EU Data Act guidance exists from Tesla, limiting transparency and stakeholder visibility in the EU.

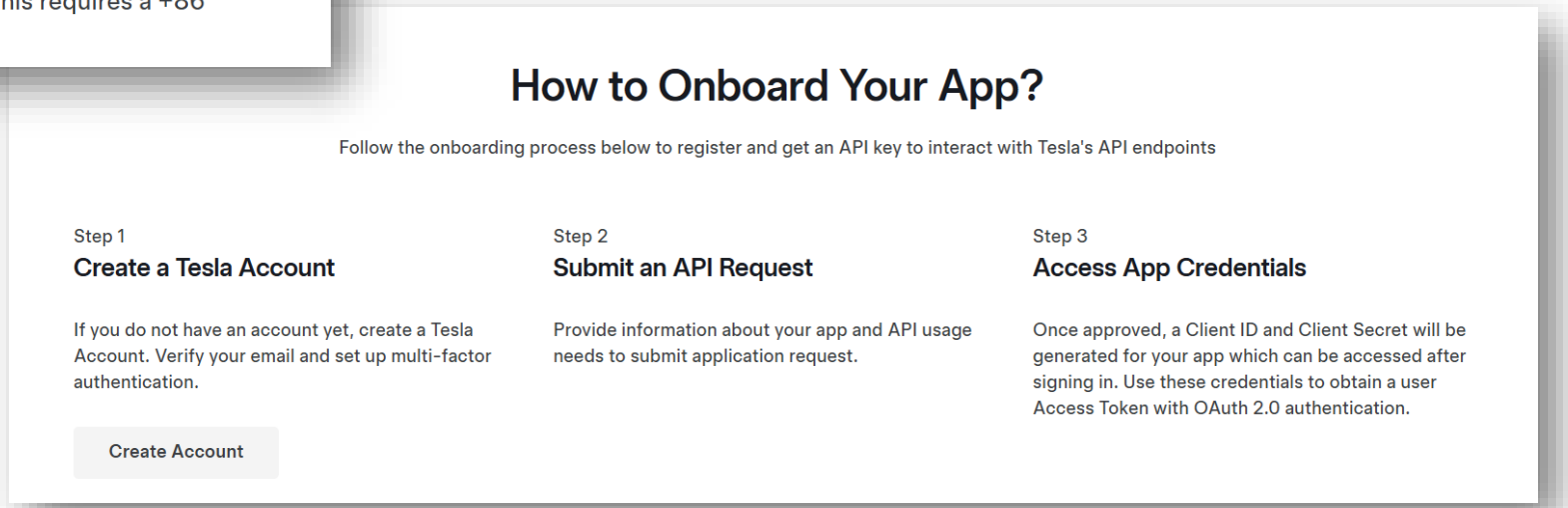
Tesla’s onboarding process to access Fleet API

Base URLs by Region

Fleet API is available regionally. Use the appropriate region for each user.

- North America, Asia-Pacific (excluding China): https://fleet-api.prd.na.vn.cloud.tesla.com
- Europe, Middle East, Africa: https://fleet-api.prd.eu.vn.cloud.tesla.com
- China: https://fleet-api.prd.cn.vn.cloud.tesla.cn
  - Localized documentation at https://developer.tesla.cn/docs/fleet-api
  - To make calls to vehicles in China, create an account on https://www.tesla.cn/ and create a separate application on https://developer.tesla.cn/. This requires a +86 phone number.

Source: https://developer.tesla.com/docs/fleet-api/getting-started/what-is-fleet-api



- *Tesla Fleet API is available regionally. It can be access via region specific URLs.*
- *The Fleet API onboarding process involves registering to obtain an API key, which is required to access Tesla's API endpoints.*
- *Fleet API is available through a pay-per-use pricing model, Tesla charges incrementally based on usage.*

Tesla Fleet API Portal: Available data

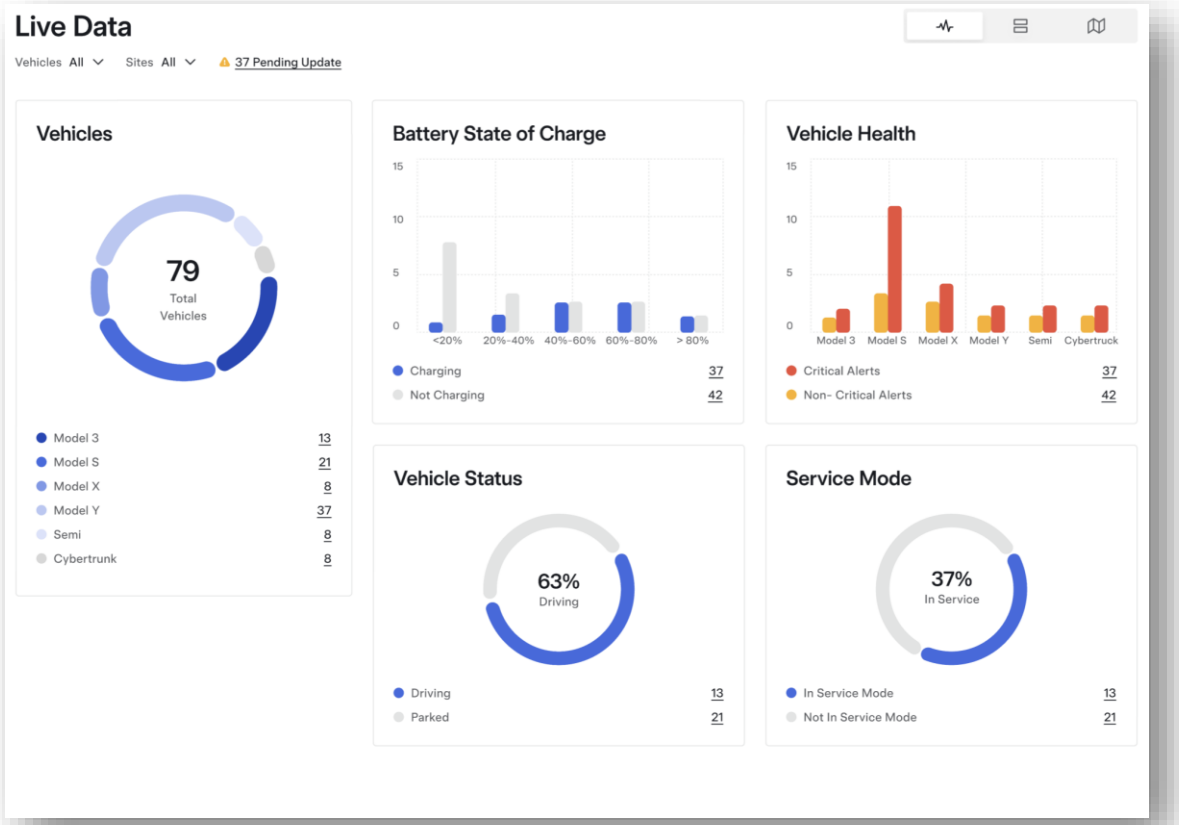
Fleet Telemetry Available Vehicle Data

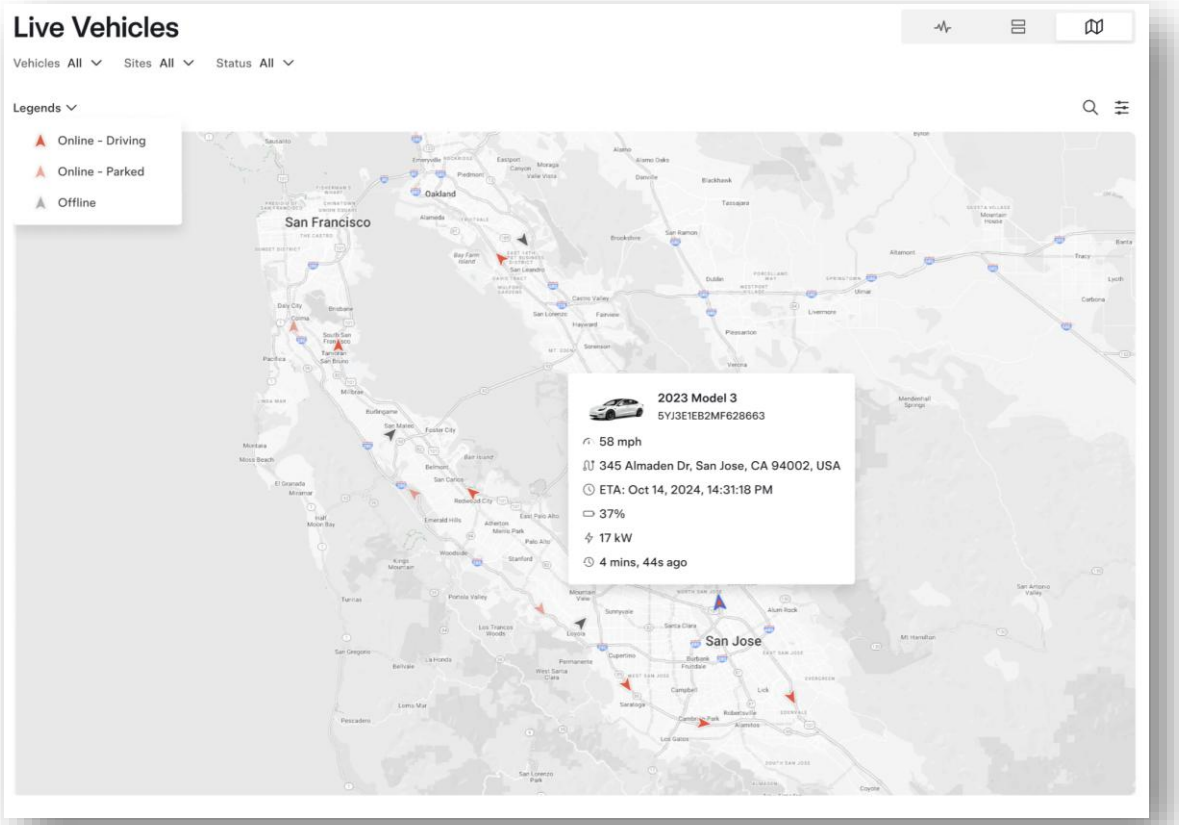
Search by Field Name

Field	Category	Type	Vehicle Data Equivalent	Description
ACChargingEnergyIn	Charging	real		The amount of energy in kWh added during an AC charging session. This is measured from the charger. This field should be ignored during DC charging.
ACChargingPower	Charging	real	charge_state.charger_power	Total AC charger input power.
AutoSeatClimateLeft	Climate	boolean	climate_state.auto_seat_climate_left	If the left front seat has auto seat climate enabled.
AutoSeatClimateRight	Climate	boolean	climate_state.auto_seat_climate_right	If the right front seat has auto seat climate enabled.
AutomaticBlindSpot Camera	Safety	boolean		Indicates whether the blind spot camera is enabled.
AutomaticEmergency BrakingOff	Safety	boolean		Indicates whether automatic emergency braking is disabled.
BMSState	Charging	BMSState Value enum		BMS operating state.
BatteryHeaterOn	Charging	boolean	climate_state.battery_heater_on	If the battery is actively heating itself. This may be done in cold weather or when preconditioning for supercharging. This field is not available on Pre-2021 Model S/X.

Tesla's Fleet API portal provides access to as many as 240 data points under vehicle domains. Source

Data visualization tool



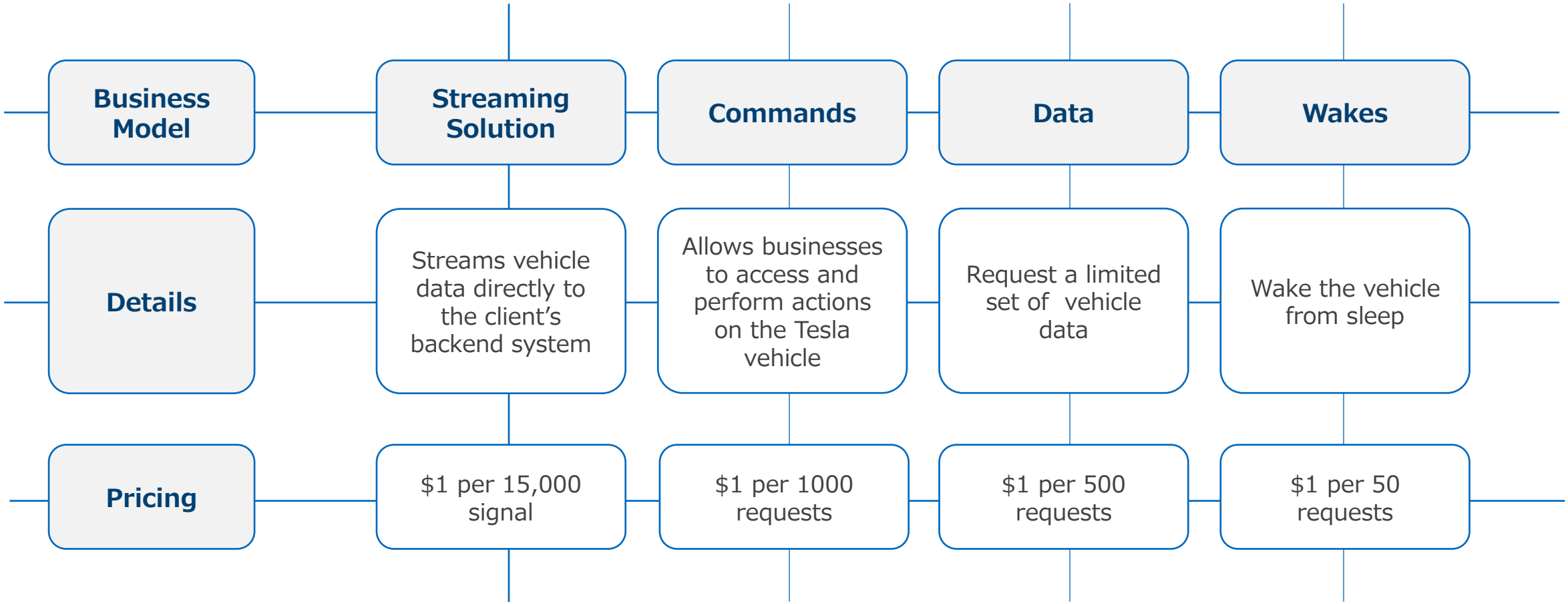


Tesla has demonstrated examples of potential data visualization tool that could be built using the data from Fleet API.

Data Aggregators using Fleet API

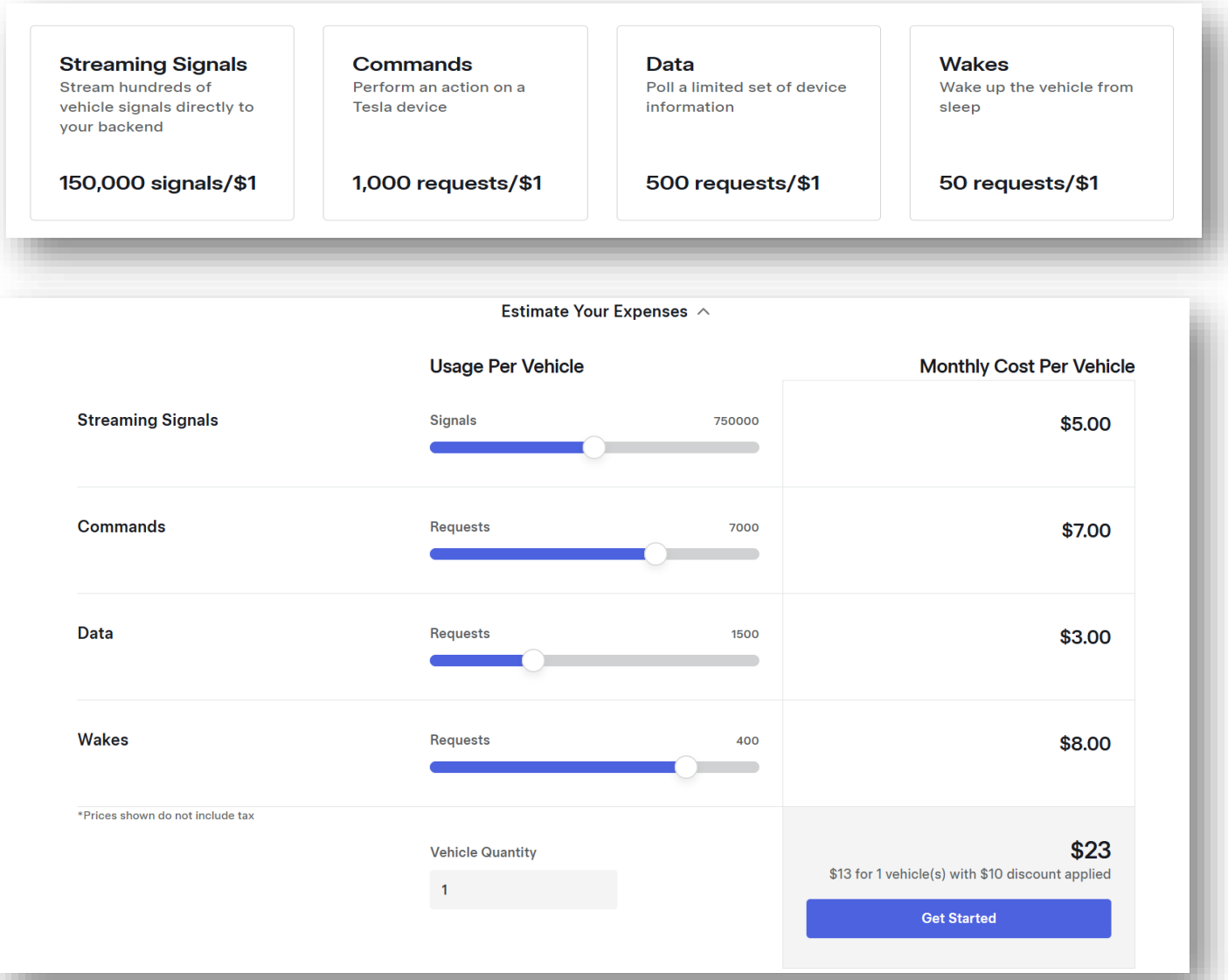
Partner	API / Product	Overview
CARUSO dataplace	Tesla Fleet API	In Feb 2024, Caruso announced the integration of Tesla into the Caruso platform A centralized cloud-based data exchange where Tesla push standardized vehicle data directly from its backend to CARUSO Platform. These are OEM curated dataset obtained after proper legal consent from vehicle owners and interested parties (eg-insurers and fleets) can access them through secure API. While being suitable for commercial grade application, these are not real-time. Link
smartcar	Tesla Fleet API	Smartcar's upgraded integration with the Tesla API was introduced in October 2023 Smartcar provides a platform through which application can access vehicle data via OAuth 2.0, a secure token-based authorization protocol. The vehicle owner logs in using their Tesla credentials, granting the app permission to read or control vehicle data via Tesla's official REST API. Link
High Mobility	OAuth or VIN-based real time data	The integration of Tesla vehicle data with the High Mobility platform was announced on November 29, 2023. Link High Mobility uses MQTT, a lightweight IoT messaging protocol, to push real-time data directly from the vehicle (or from OEM infrastructure). After authentication, the platform opens a persistent connection to stream data continuously as events occur (e.g., speed, GPS, battery state). Suitable for Real time or Near Real Time

OEM Pricing strategy



Tesla allows business to use Fleet API on pay per use model. Their offering is based on 4 pillars

Pricing details



- Tesla pay per use pricing model allows business to pay for amount of data the use/ download. They also offer discounts on higher data use or spending
- Tesla currently offers a $10 discount irrespective of the spending.

Key takeaways on Tesla's data platform approach

Strength



- Tesla provides **real-time access to vehicle data**, allowing users to monitor live telemetry and other metrics for more **efficient fleet management, oversight, and predictive maintenance**.
- Fleet API allows **integration with custom dashboards** and third-party fleet management systems, making it **versatile for different business needs**.
- Fleet API uses **authentication via API keys or OAuth tokens**, providing **controlled access to sensitive vehicle data** while maintaining privacy and security compliance.

Weakness



- Tesla has **not published a dedicated EU Data Act notice**, which may **reduce clarity** on how users can **exercise their data access rights.**
- Fleet API imposes **request rate limits**, which may **restrict large-scale fleet management or frequent telemetry data retrieval**.
- Access and features depend on Tesla's systems, so any **changes to endpoints, login methods, or terms** could **disrupt integrations and limit user flexibility**.

OEM EU Data Act Compliance: Overview

Overview

- Toyota is building an EU-Data-Act-compliant framework around a central data-sharing platform (EDA Portal), has detailed data catalogues and notices, and controlled interfaces for B2C and B2B access, but it has not publicly published API price lists yet.
- For connected vehicles, Toyota already provides detailed privacy notices describing which on-board and telematics data is collected, for what purposes, and on what legal basis, aligning with the Data Act's transparency and information-duties
- Toyota's contracts and terms for connected services are being updated in Europe to reflect evolving EU digital and data legislation, with an emphasis on fair, compliant processing and clear allocation of responsibilities between Toyota, dealers, and service providers.
- Toyota also operates Toyota Connected Europe (TCEU) — a dedicated unit supporting data-driven mobility products and insights across the Europe region.



Toyota Motor Europe Data Sharing Notice

This Data Sharing Notice explains how Toyota Motor Europe NV/SA shares product and related service data as prescribed in the European Data Act (Data Act) – Regulation (EU) 2023/2854. The Data Act establishes rules on access to and use of data, ensuring fair practices in the digital economy. Effective as of 12th September 2025.

Link to data notice portal: https://www.toyota.ie/legal/data-sharing-notice

Tools used behind the scenes

Data for Road Safety partnership

Toyota's platform uses standardized REST APIs for data access. Real-time streaming leverages Amazon Kinesis technology. The platform processes telematics data and delivers data to partner systems with enterprise-grade reliability.

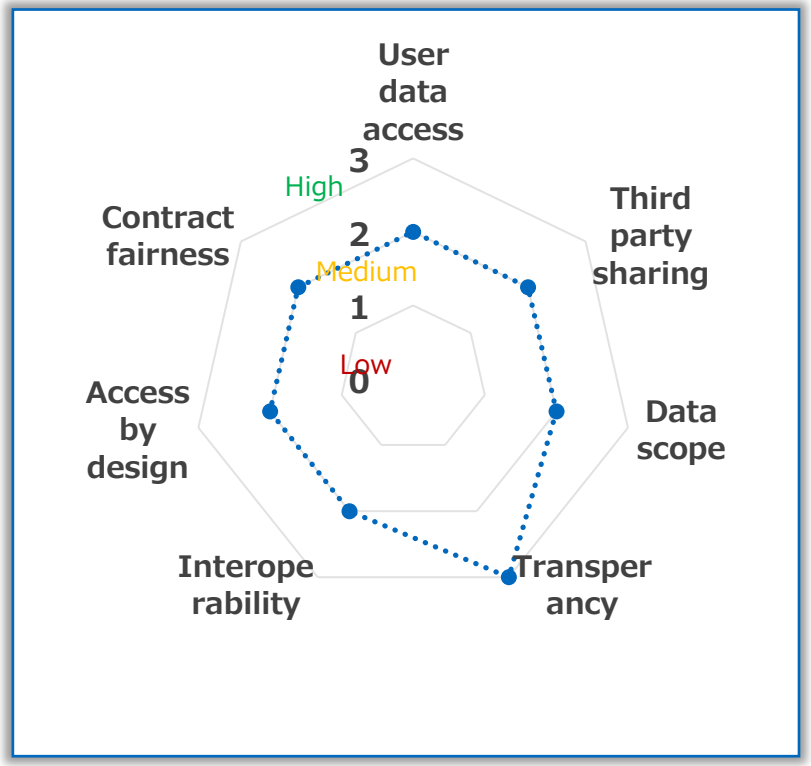
No

Toyota approaches EU Data Act compliance through controlled, use-case-driven data sharing embedded within existing connected-vehicle platforms, where the priority is governance, safety, and indirect value creation over open API-led ecosystem growth.

Overview of Data Act requirements

EU Data Act Requirement	Compliance	SBD Insight
User Data Access	**Medium**	Provides GDPR-based access rights and privacy notices for telematics data, but does not yet offer a dedicated user portal for direct, self-service access to all vehicle data under the EU Data Act
Third-Party Data Sharing	**Medium**	Allows user consent for sharing certain connected-service data with partners, but structured, large-scale third-party access to standardized vehicle data is still emerging compared with leading EU data-sharing platforms
Data Scope	**Medium**	Defines the categories of data collected and purposes in privacy notices, yet the shareable, product-data scope under the Data Act is not fully productized or externally catalogued
Transparency	**High**	Publishes detailed, easily accessible privacy and legal documentation describing data types, purposes, retention, and user rights
Interoperability	**Medium**	Back-end systems and data governance are in place, but there is limited public evidence of open, standardized vehicle-data APIs for third parties
Access-by-Design Readiness	**Medium**	Compliance and cybersecurity frameworks support secure back-end access, yet explicit "access-by-design" mechanisms aligned with upcoming vehicle-data guidance under the Data Act are still in preparation
Contractual Fairness	**Medium**	Uses standard EU-aligned contracts, dealer agreements, and supplier requirements, but there is little public detail yet on Data-Act-specific clauses

Toyota compliance to EU Data Act



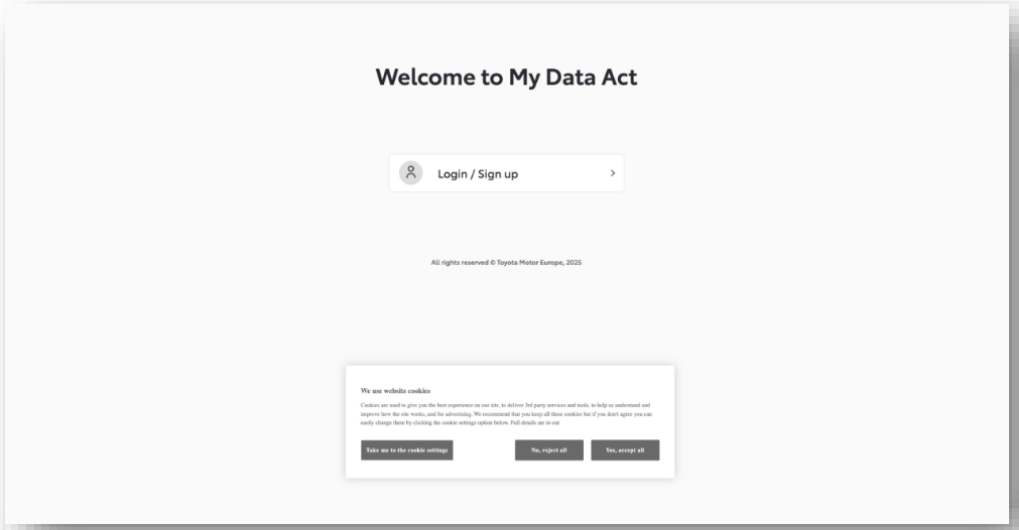
Toyota currently appears to be on a compliance-first trajectory, leverages strong GDPR and corporate-governance foundations to prepare for EU Data Act obligations, but it has not yet turned vehicle data access and sharing into a fully productized, platform-style offering comparable to leading European OEMs.

Toyota's Data commercialization strategy

	B2C Strategy	B2B Strategy	B2G Strategy
Core Value	Improved customer experience, safety, convenience, ownership lifecycle	Fleet efficiency, insurance analytics, mobility and aftersales services	Compliance, road safety, emissions reporting via regulatory channels
Data Used	Telemetry, diagnostics, limited location and usage data on a consent basis, as described in EU privacy notices	Real-time & historical telematics, location, diagnostics, EV data, events	Anonymized safety & emissions data
Delivery Channel	MyToyota app, in-vehicle HMI, Connected Services portal	REST APIs and event streaming via Toyota B2B / Connected Services platforms	Secure regulatory interfaces
Monetization Logic	Indirect monetization via subscriptions, connected services, vehicle sales & retention	Tiered package bundles	Non-commercial, legal obligation
Consent / GDPR	User opt-in and GDPR rights handled via privacy notices	User-directed third-party consent; GDPR-aligned authorization	Legal mandate with data minimization
Data Access Model	OEM-mediated access	OEM/partner APIs and data feeds	Regulated backend channels
Data Control	Toyota retains backend control; user manages consent scope	Toyota defines data scope, frequency, API governance	Toyota technical control, regulation defines scope

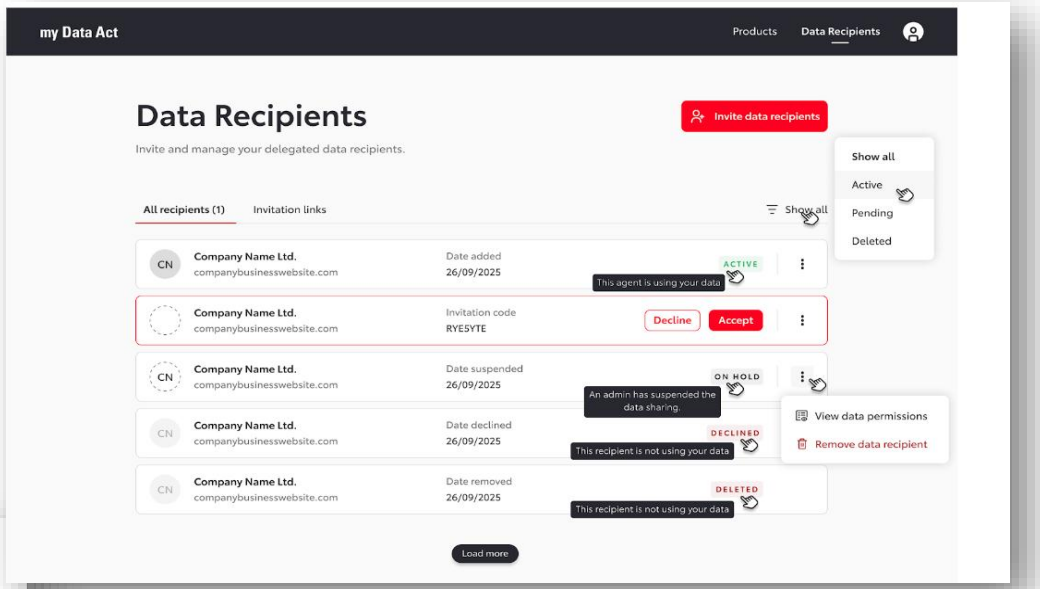
Toyota applies an OEM-managed data sharing model across B2C and B2B, where vehicle data is accessed via Toyota-controlled backend interfaces and shared with third parties based on explicit user authorization—aligning with EU Data Act requirements while avoiding unrestricted or unmanaged direct access to in-vehicle systems.

Toyota Data sharing platforms



Toyota Motor Europe Data Sharing Notice

This Data Sharing Notice explains how Toyota Motor Europe NV/SA shares product and related service data as prescribed in the European Data Act (Data Act) – Regulation (EU) 2023/2854. The Data Act establishes rules on access to and use of data, ensuring fair practices in the digital economy. Effective as of 12th September 2025.



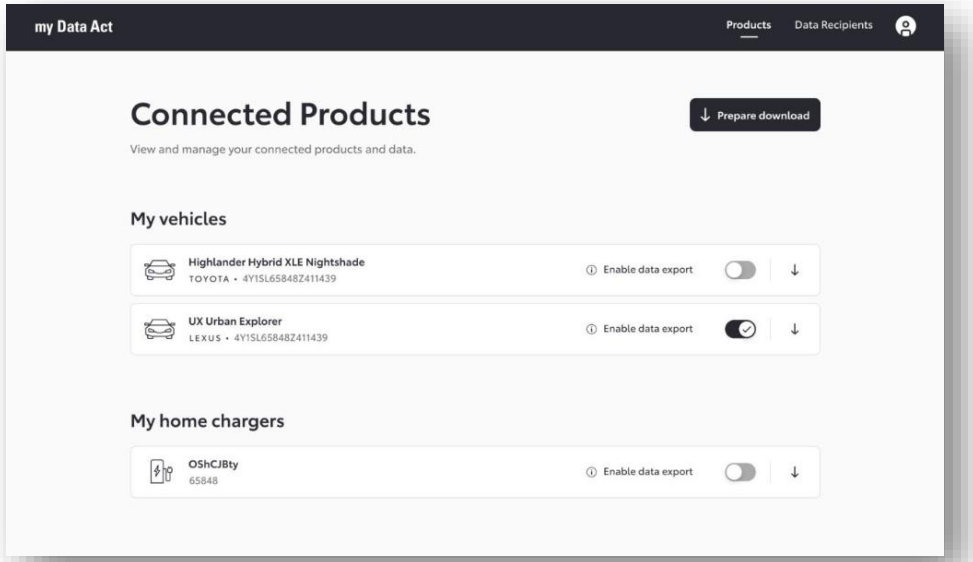
Under the EU Data Act, Toyota has introduced a dedicated “Data Sharing Notice” and refers to a Toyota data-sharing platform (EDA Portal) that hosts a detailed catalogue of data generated by connected products and exposes it to users and authorized third parties.

B2C Customers: Consumers primarily access and control data via connected-services apps, portals and privacy interfaces; the EDA Portal is referenced as the place where users can see which data categories are generated and shared.

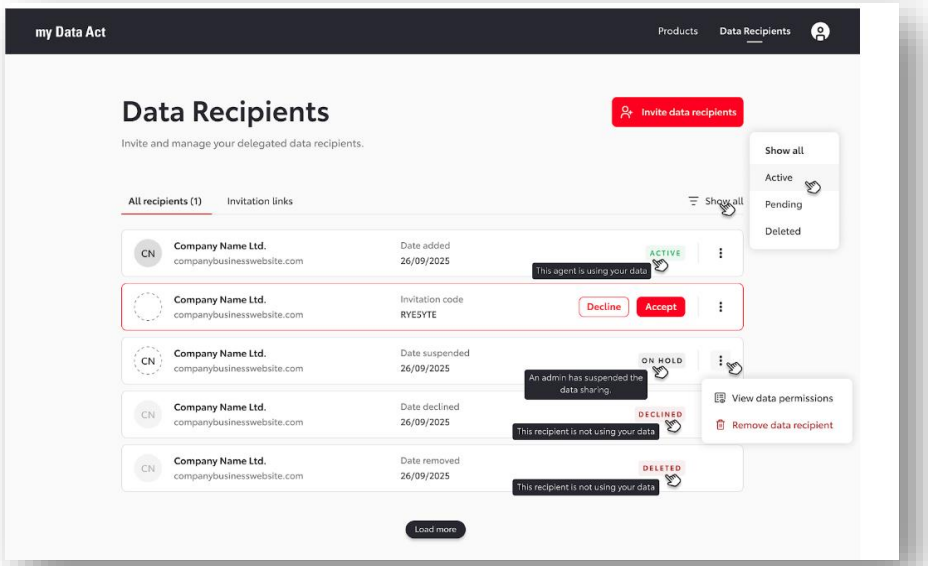
B2B*:* The EDA Portal is described as the technical and governance layer where third-party access is managed, including data catalogues, access conditions and transparency on what can be shared under the Data Act. For fleets and service partners, access is channeled through contractual relationships.

EDA: European Data Access Portal overview

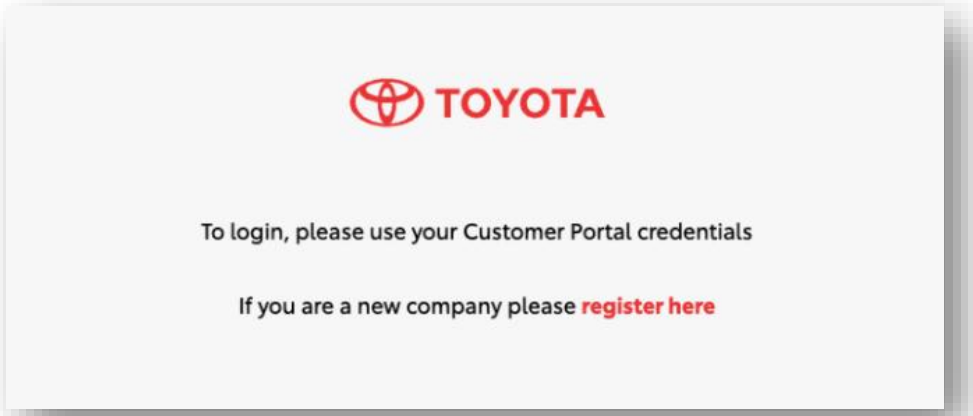
Toyota uses EDA portal to offer data access both of its retail customers as well as fleet partners. Connected Product users can directly login by using their Toyota Customer Portal credentials.(Signup can only be used by company data). Customers can manage their account through the Customer Portal.
Few landing pages of the platform are mentioned below:



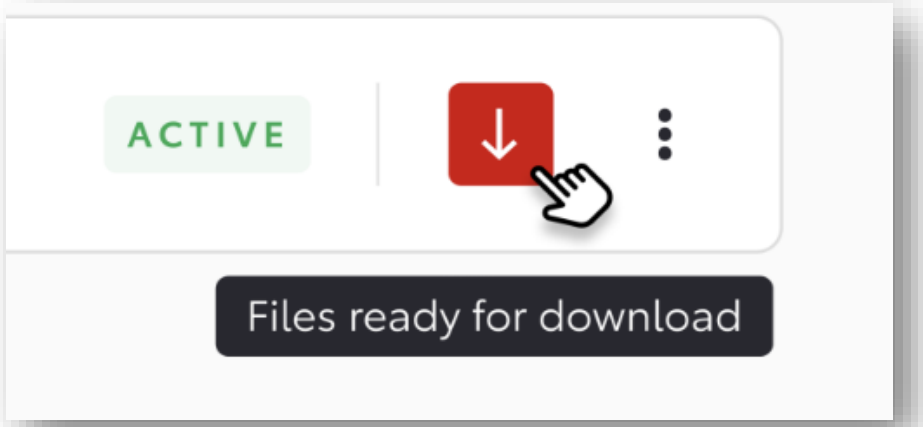
Users can view and manage their connected products and data



User can add data recipients in the portal



New user registration screen



Data access options

Data Categories available for access on the EDA portal

Category	Data points	Description
Vehicle Data	Trip Data	Information from the CAN bus, including trip start/end times, distance, and driving behavior. DCM summaries cover GPS, speed, duration, and events like harsh braking, speeding, or geofence alerts during trips.
	Vehicle Diagnostic and Monitoring	Includes Diagnostic Trouble Codes (DTCs), freeze frame data (engine RPM, speed, temperature at fault), health and emissions monitoring, and activation of warning lights (e.g., check engine, ABS).
	Event Notifications	Alerts for events like crash detection or theft, sent through the eConnect system.
	Collision and Accident Data	Includes time, location, severity, direction, raw sensor or CAN data from collision events, and detailed records such as timestamps, impact forces, and airbag deployment.
Home Charger Data	Device & Operational Status	Data collected for monitoring charger condition, firmware, and security.
	Charging Sessions & Energy	Information used to record charging events and track energy usage.
	User Access & Authorization	Data gathered to handle user identification and access permissions.
	Charging Profiles & Configuration	Data associated with setting, scheduling, and managing charging parameters.
Related Service Data	-	Use of services like navigation history and remote control.
Metadata	-	Timestamps, measurement units, and other contextual data.

Data source

User can request access to data through the EDA portal, which is available free of charge and in a structured, commonly used, machine-readable format.
User can authorize a third party to access the data through EDA portal as well upon their explicit request.

Interfaces, APIs and data streaming solution

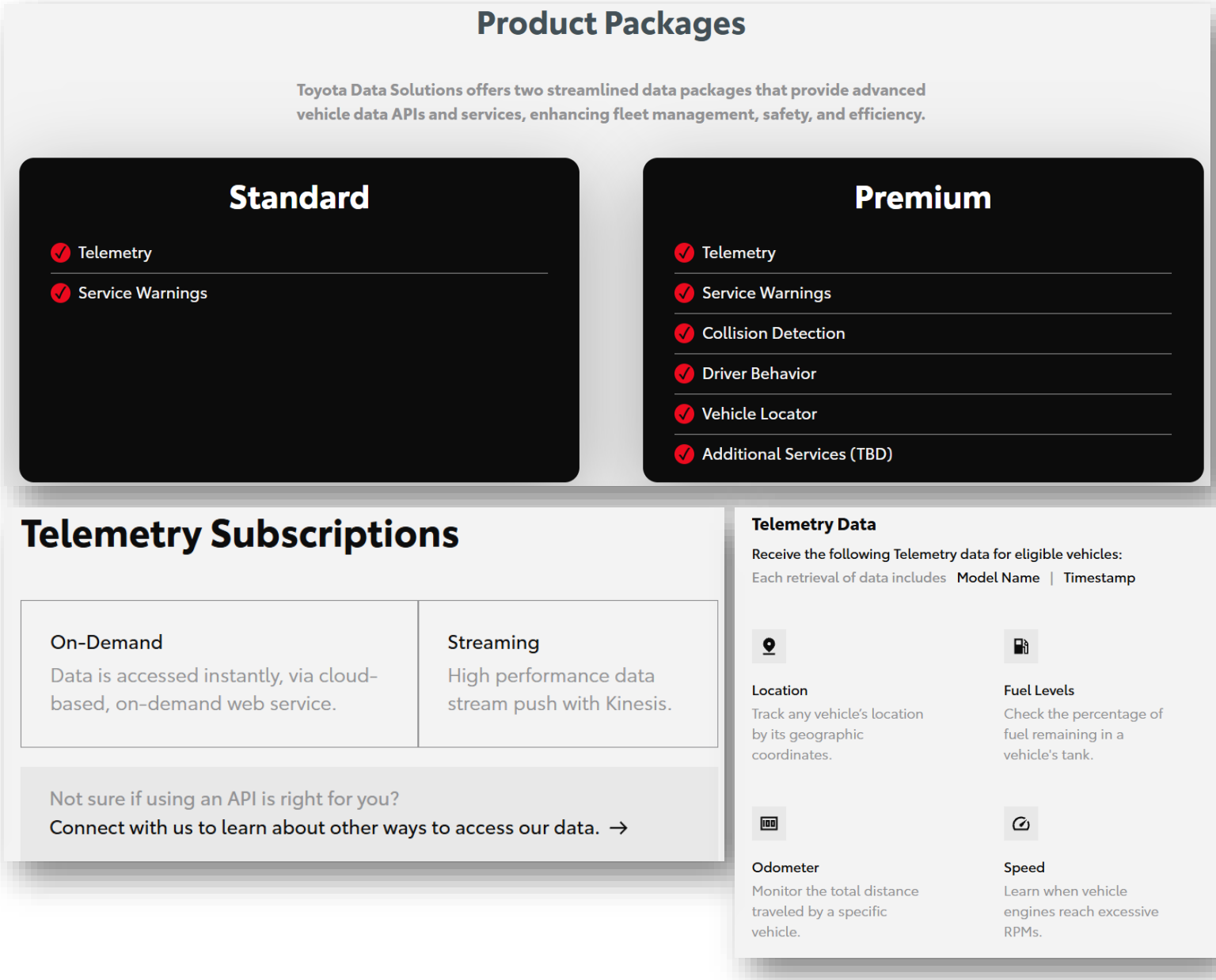
Data streaming overview

- Toyota has not yet published an OEM-branded public Open API/Swagger spec for vehicle data comparable to other OEMs such as BMW's CarData. The EU Data Act expects OEMs to provide machine-readable, secure interfaces (typically APIs) to share product and related service data with users and authorized third parties, while keeping control at the backend rather than giving direct in-vehicle access.
- The customer API documentation released by Toyota does not, by itself, prove full EU Data Act compliance, but it is strong evidence that Toyota is building the necessary API, security and streaming "plumbing" that an EU-Data-Act-compliant data-sharing portal can sit on top of.
- Several elements as mentioned in the below table indicate the emerging interface model:

Category/APIs	Description	How this aligns to EU Data Act requirements
Authentication and access control	The Customer API is a JSON-API-style REST service hosted with resources such as source-records (raw customer records from source systems) and consumers	The documented OAuth2 client-credentials flow, token scopes and role-based access provide the "gatekeeper" needed to ensure only authorized third parties (with user permission) can reach customer/vehicle-linked data.
REST API model	The API follows JSON:API conventions, with resources, relationships, links and well-defined JSON Schemas for core types	JSON-API style resources (e.g. persons, relationships, contact data, vehicle-ownership links) give a clear semantic model that can be exported, moved between providers and interpreted consistently, fulfilling the Act's requirements for commonly used, machine-readable formats and interoperability.
Streaming / bulk extraction	For high-volume use cases, Toyota exposes Server-Sent Events (SSE) as a streaming channel for "bulk extraction"	The server-sent events mechanism for bulk export allows Toyota to deliver large datasets efficiently when a user or third-party requests ongoing access.

Source

B2B Data Pricing Details



Product Packages

Toyota Data Solutions offers two streamlined data packages that provide advanced vehicle data APIs and services, enhancing fleet management, safety, and efficiency.

Standard

- Telemetry
- Service Warnings

Premium

- Telemetry
- Service Warnings
- Collision Detection
- Driver Behavior
- Vehicle Locator
- Additional Services (TBD)

Telemetry Subscriptions

On-Demand
Data is accessed instantly, via cloud-based, on-demand web service.

Streaming
High performance data stream push with Kinesis.

Not sure if using an API is right for you?
Connect with us to learn about other ways to access our data. →

Telemetry Data

Receive the following Telemetry data for eligible vehicles:
Each retrieval of data includes **Model Name** | **Timestamp**

Location
Track any vehicle's location by its geographic coordinates.

Fuel Levels
Check the percentage of fuel remaining in a vehicle's tank.

Odometer
Monitor the total distance traveled by a specific vehicle.

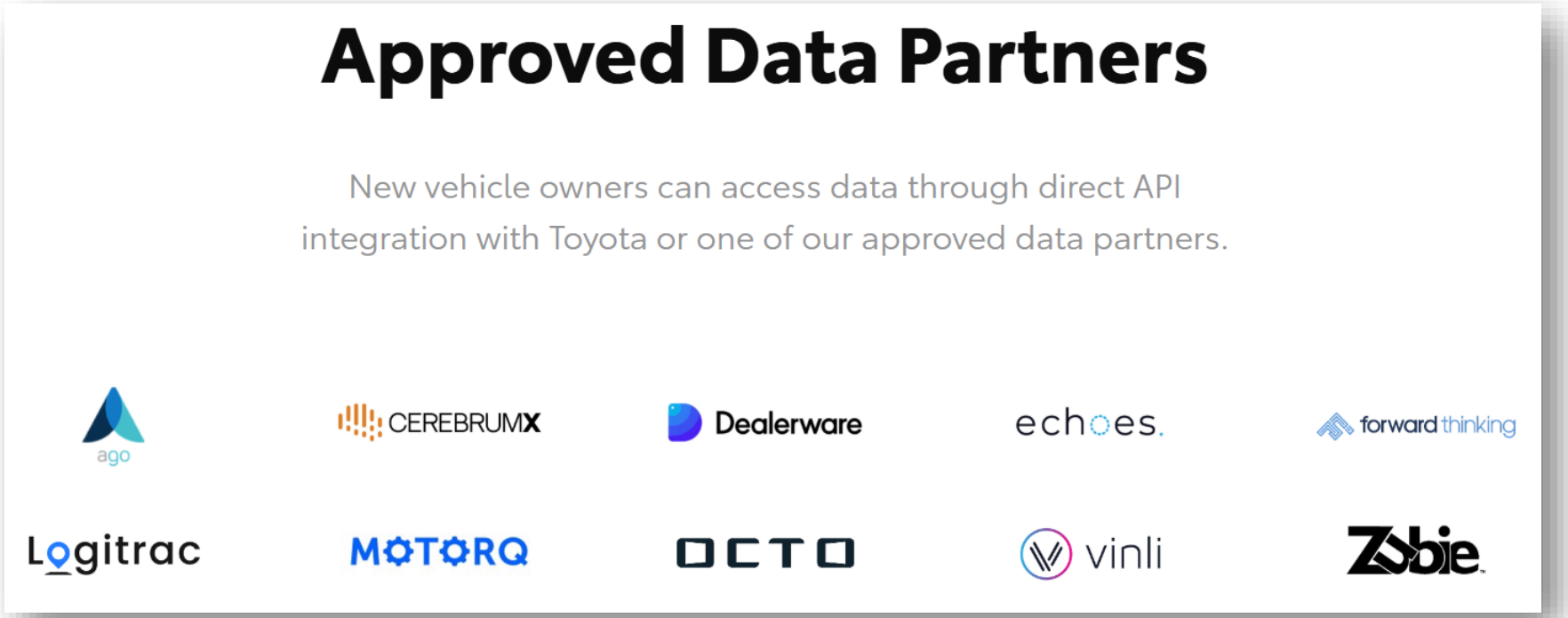
Speed
Learn when vehicle engines reach excessive RPMs.

- Toyota does not have a public price list that breaks down per-vehicle, per-event or per-API-call fees for Toyota's vehicle-data sharing.
- For B2B telematics, leasing and insurance, pricing appears to be embedded in service contracts (e.g., KINTO, telematics packages), meaning data access is monetized as part of a broader service bundle, not as a standalone data product with a public price sheet.
- Toyota effectively offers tiered product packages (Standard vs Premium) with increasing data richness, so partners pay more as they move from simple tracking to advanced risk/behavior analytics.
- Data packages are available in both on demand pull and higher-cost streaming push mode, signaling that pricing likely differentiates by data volume and freshness.

Data Aggregators using Toyota's B2B APIs

Data Aggregators overview

- Toyota operates a hybrid access model: new vehicle owners can either integrate directly with Toyota's own APIs or work through a network of certified data aggregators and telematics providers (e.g., fleet, insurance, analytics platforms).
- Approved partners provide value-added services (fleet optimization, driver behavior analytics, usage-based insurance, dealer solutions), while Toyota retains control over data standards, consent flows, and security at the backend.
- This partnership model helps Toyota scale B2B data access quickly, without exposing fully open public APIs, and ensures that only partner companies can receive vehicle and driver data under EU-compliant terms.



Source

Key takeaways on Toyota's Data approach

Strength



- **Clear, Data-Act-specific documentation** (Data Sharing Notice) and explicit articulation of vehicle, service and metadata categories, which is more advanced than many other OEMs.
- **A centralized EDA Portal** and Toyota Connected Europe organization that **can scale B2C and B2B access** once detailed sector guidance is fully in force.

Weakness

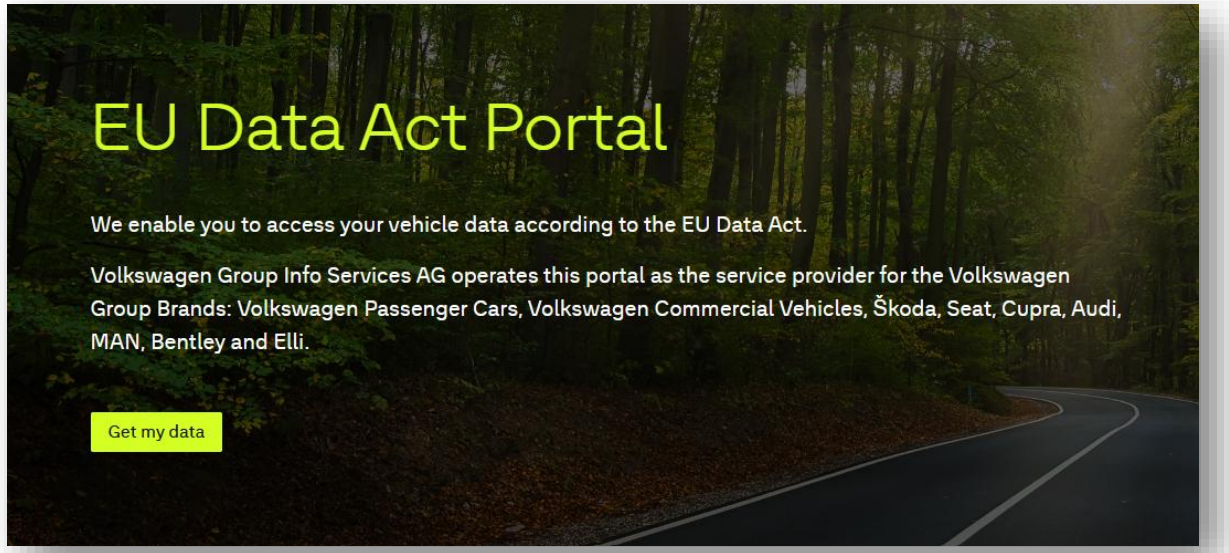


- **No OEM-branded public API catalogue or standardized CarData-like pricing visible**; external developers typically must rely on aggregators such as Smartcar, High mobility or on private partner agreements.
- **Data-sharing appears more "compliance-led" than "platform-commercial"**; the focus is on meeting legal access and transparency obligations, with monetization mostly tied to existing services, not to open data-products.

OEM EU Data Act Compliance: Overview

Overview

- Volkswagen Group has one of the clearest, most structured EU-Data-Act setups in the market, centered on a cross-brand “Data Hub” and specific processes for users, business users and public authorities.
- VW uses a central Data Hub (VW GIS AG Data Hub / Vehicle Data System – VEDAS) as the single access point for vehicle data under the EU Data Act across VW brands (VW, Audi, Škoda, SEAT, MAN, Elli, etc.)
- Brand EU-Data-Act pages (e.g., Volkswagen Ireland, SEAT) all route users and partners to this hub, describing rights to access, share and request data, and emphasizing transparency, security and fair conditions
- VW defines clear processes for data requests, consent, sharing, and technical access, positioning the Data Hub as its EU Data Act compliance engine



Link to data portal: https://eu-data-act.drivesomethinggreater.com/de/en/eu-data-act.html

Tools used behind the scenes

Volkswagen's Data Hub APIs use standardized REST endpoints for data queries. CARIAD's streaming platform leverages Kafka and Flink technology. The architecture delivers real-time vehicle telemetry to enterprise partners with full governance.

Data for Road Safety partnership

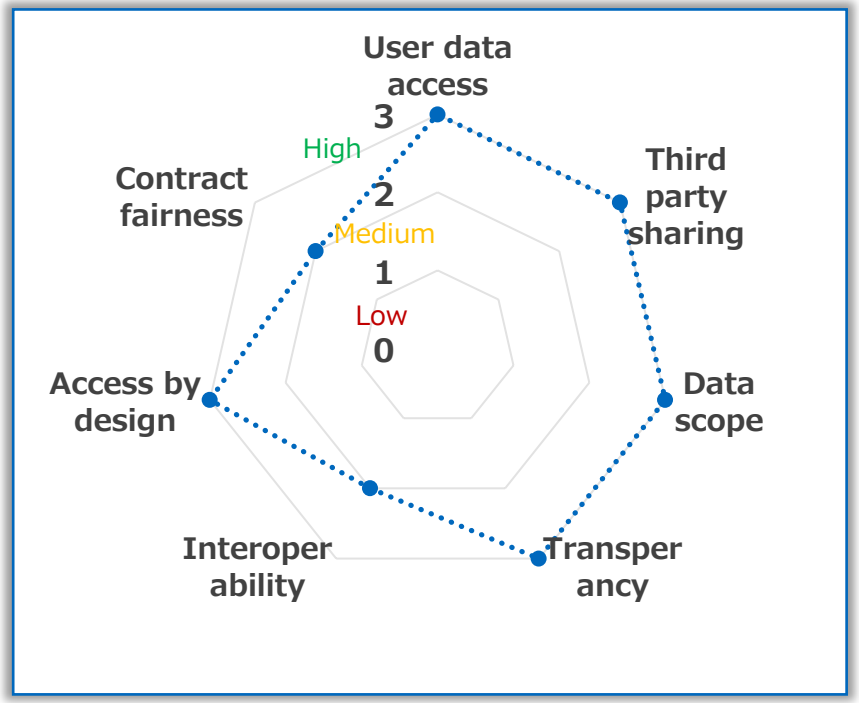
Yes

VW Group leads with a centralized, cross-brand Data Hub that standardizes EU Data Act compliance across its portfolio, with clear separation of user, business and public-authority flows.

Overview of Data Act requirements

EU Data Act Requirement	Compliance	SBD Insight
User Data Access	**High**	Central Data Hub lets users authenticate and retrieve comprehensive vehicle data across VW brands, clearly operationalising user access rights.
Third-Party Data Sharing	**High**	Supports user-directed B2B sharing via the Data Hub and structured B2G access via VEDAS with formal request and approval workflows.
Data Scope	**High**	Documented categories for multiple vehicle domains, indicating a wide, well-defined product-data scope
Transparency	**High**	Brand-specific EU-Data-Act pages explain roles (user, business user, authority), available portals and processes, giving strong transparency on what exists and how to request
Interoperability	**Medium**	Data Hub and unified data platform expose machine-readable interfaces and cross-brand access, but detailed open API catalogues are less visible
Access-by-Design Readiness	**High**	Dedicated, group-wide VEDAS/Data Hub architecture was created as the standard path for EU-Data-Act data access
Contractual Fairness	**Medium**	VW commits to non-discriminatory conditions and separates regulatory access from commercial services, but full standardized commercial terms and tariffs are not comprehensively published.

Volkswagen compliance to EU Data Act



VW Group leads with a platform-first Data Act strategy, using its central Data Hub and VEDAS system to deliver structured, cross-brand access for users, businesses and authorities.

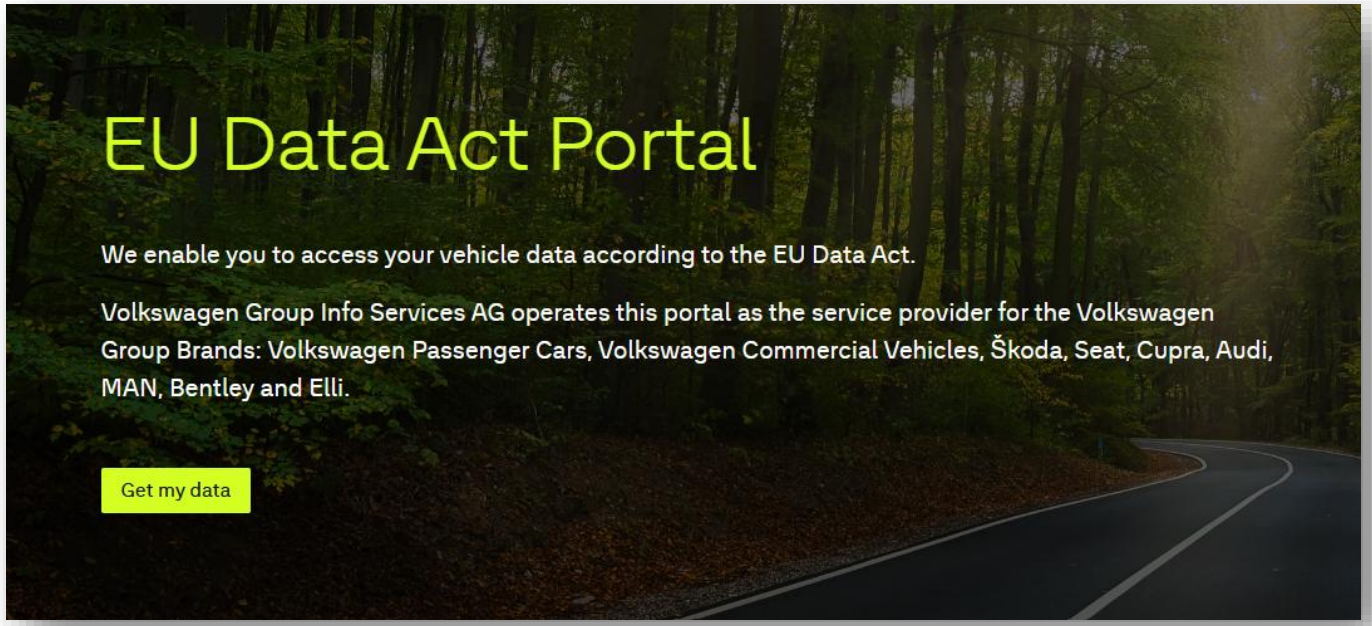
VW’s Data strategy

	B2C Strategy	B2B Strategy	B2G Strategy
Core Value	Enhanced digital user experience, safety, personalization and lifecycle services via connected vehicles and apps.	Enable fleets, insurers, mobility and energy partners with data	Regulatory compliance, road safety, emissions reporting, and sustainability
Data Used	Vehicle status, location, mileage, fuel/EV-battery level, HMI usage and selected diagnostics under user consent.	Real-time and historical telematics, trip/trend data, diagnostics, DTCs, performance data for vehicle and components, charging.	eCall, safety incidents, emissions, anonymized traffic & mobility data
Delivery Channel	We Connect / MyVolkswagen app, in-vehicle infotainment (MIB), VW cloud services	VW GIS Data Hub / Vehicle Data System interfaces, brand partner portals and enterprise APIs	VEDAS (Vehicle Data System) and other secured public-authority channels
Monetization Logic	Indirect monetization via connected-service bundles (e.g., We Connect Plus), digital features and OTA upgrades.	Data access monetized within fleet, telematics, charging and mobility contracts	Mainly non-commercial, focused on meeting legal obligations
Consent / GDPR	User opt-in and GDPR consent handled via privacy notices	User or business-user authorization via the Data Hub	Sharing justified by legal mandate
Data Access Model	OEM-mediated: vehicle → VW backend → user/app	Extended-vehicle model via central cloud platforms; standardized request	Regulated access paths defined by EU Data Act
Data Control	VW retains backend governance, security and update control	VW defines scope, frequency, API terms, and commercial models	VW maintains technical and governance control

Volkswagen follows an access-platform data strategy to operationalize EU Data Act rights while keeping tight OEM control over data scope, governance, and monetization.

VW Data sharing platforms

- VW Group manages the EU Data Act through its central VW GIS AG Data Hub, a cross-brand platform that handles B2C, B2B and B2G data access with clear user segmentation and structured workflows.
- The portal offers a catalogue of data organized into clusters, with each cluster comprising multiple data points.
- The wider VW Data Hub documentation distinguishes between private users, business users (fleets, companies) and public authorities. Public-authority (B2G) emergency and regulatory requests are handled via the related VEDAS Vehicle Data System.
- Data is delivered as downloadable files (historical dumps) rather than real-time streams in this portal, aligning with the Data Act's requirement to make data available in machine-readable form on request.



B2C (Private Users):

- Brand portals (We Connect, MyVW apps) authenticate users via Brand ID and route requests to the Data Hub for vehicle data retrieval/sharing. Users select data points, grant third-party access, or download historical data.
- Process: Login → identify vehicles → choose data → access or share securely with service providers

B2B (Business Users):

- Fleet operators/companies access comprehensive vehicle data via the Data Hub after proving ownership/contractual rights.
- Sharing with partners (insurers, telematics providers) follows structured consent flows
- VW GIS AG acts as the technical/governance layer, managing enterprise access across VW brands (Audi, Škoda, SEAT, MAN)

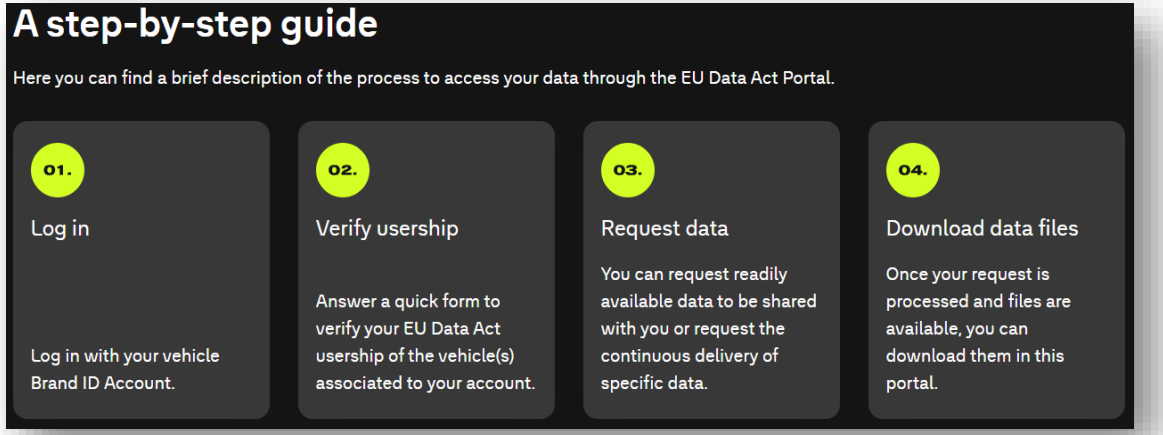
B2G (Public Authorities):

VEDAS (Vehicle Data System) handles emergency/regulatory requests with formal ONE Business ID registration, legal justification and approval workflows.

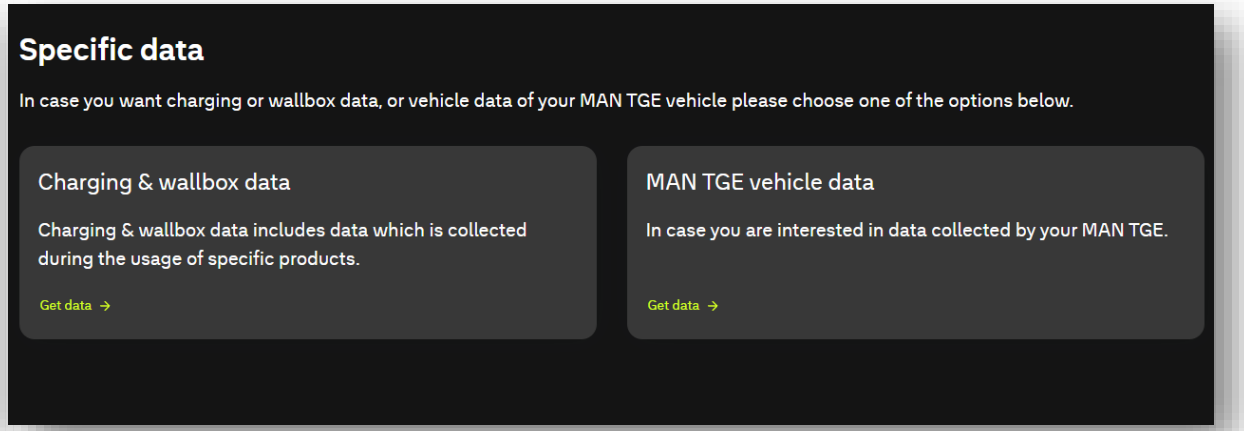
Source

B2C Data sharing platform

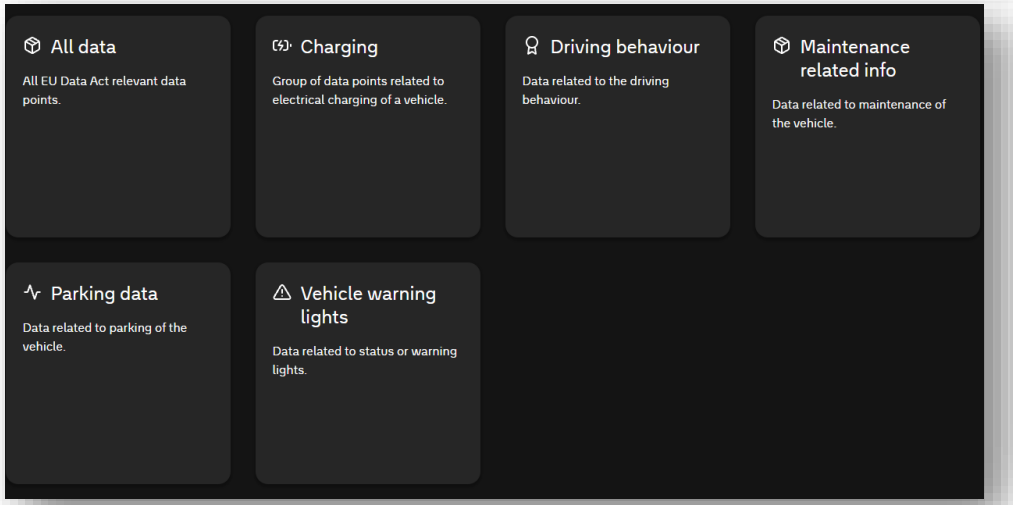
- The EU Data Act portal is Volkswagen Group's central self-service interface for vehicle data access across its brands. It operationalizes Data Act user rights by letting customers request, download, and later share their vehicle data in a controlled, audited way.
- The portal is operated by Volkswagen Group Info Services AG on behalf of multiple brands, including Volkswagen Passenger Cars, Volkswagen Commercial Vehicles, Audi, Škoda, SEAT, CUPRA, MAN, Bentley and Elli.



Key steps in user journey for data access



User can request specific data from the portal



Sample Data clusters available for B2C use cases

Key	Data Point Name	Description	Measurement Unit	Tech. Data Type	Data Cluster
19ec0834-f150-3c73-b8c4-7069e2f79df1	Remaining Charge Time Complete	estimated time of charging to reach the 100% SOC (EV vehicle must be connected to charger)	min	int	Charging
cf28f7d9-6201-30b8-82e5-a461968d30dc	remaining_charging_time	Charging time left	min	int	All Data, Charging
8a188a0b-24ea-34a9-9d6b-ed089547a128	remaining_charging_time_target_soc	Charging time left to reach target state of charge	'-	String	All Data, Charging
a70fa341-4097-3e93-8500-b802a292bb0b	remaining_climate_time	how long the AC will started. Normally AC will 30 minutes started but it could be different value depend of target temperature, inside temperature, energy, ... IMPORTANT->> There is not countdown in STK. The information will provide after starting AC		string	All Data, Climatisation and Heating
0f3fab0c-afdd-366c-8128-4fa9ac7363e0	remaining_climate_time	how long the AC will started. Normally AC will 30 minutes started but it could be different value depend of target temperature, inside temperature, energy, ... IMPORTANT->> There is not countdown in STK. The information will provide after starting AC		string	All Data, Climatisation and Heating
3c19831c-38b8-3dc5-9ead-bb333616d925	remaining_climate_time	how long the AC will started. Normally AC will 30 minutes started but it could be different value depend of target temperature, inside temperature, energy, ... IMPORTANT->> There is not countdown in STK. The information will provide after starting AC		string	All Data, Climatisation and Heating

Sample Data available from the Data Hub portal

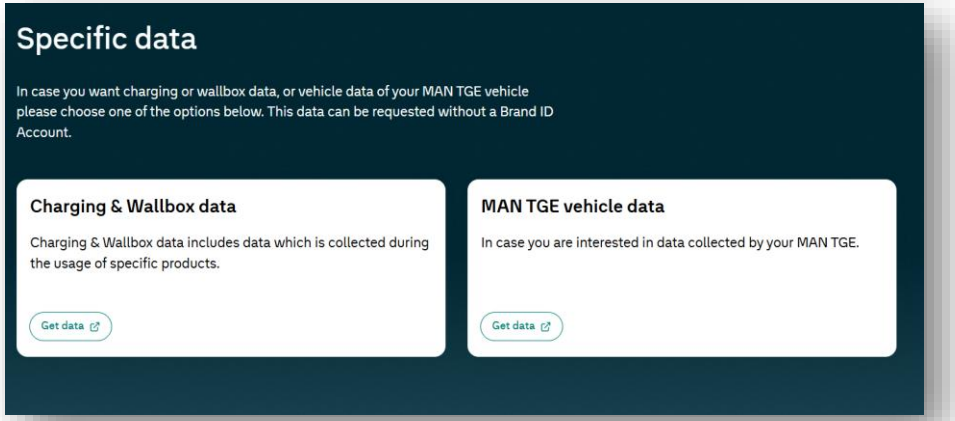
Source

B2B Data sharing platform

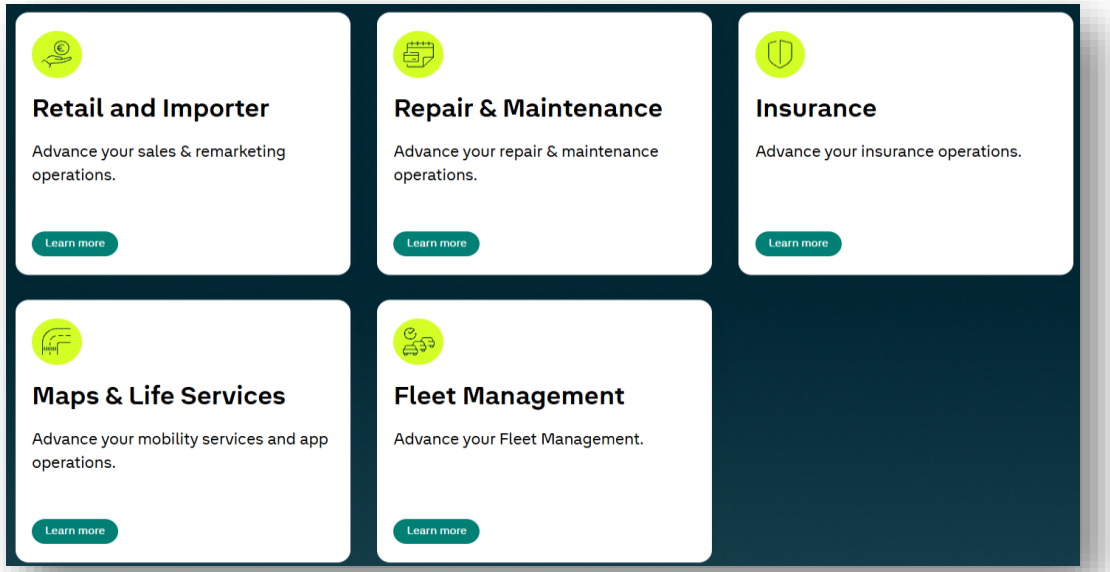
- VW Group's B2B portal is the VW GIS AG Data Hub. It is designed for business users (fleets, companies) with fleet-level access and sharing capabilities.
- A single portal instance is used for many markets and brands, consistent with VW's "Multiple brands, one experience" positioning; brand sites link into this portal for EU Data Act requests.



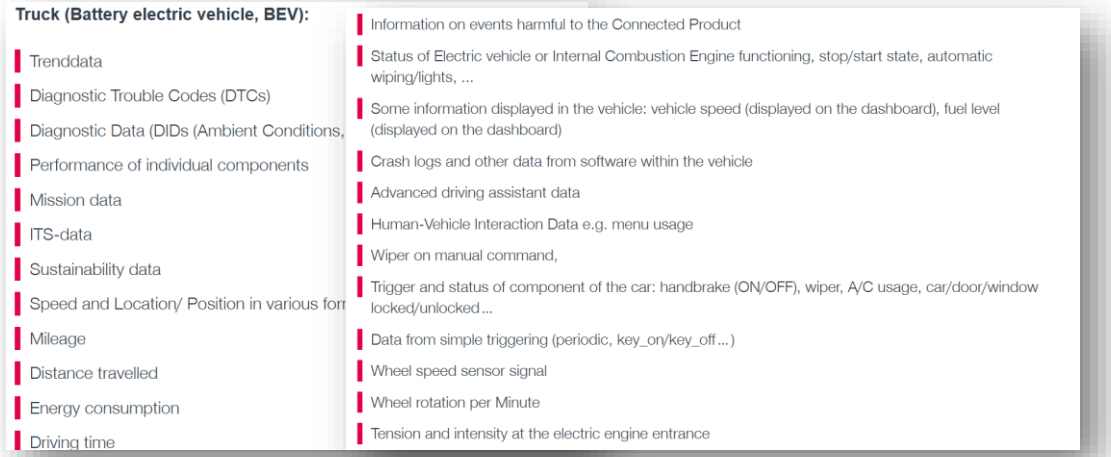
Key steps in business user journey for data access



Specific data can be requested through brand ID account login



Key Data solutions available for business and third-party users

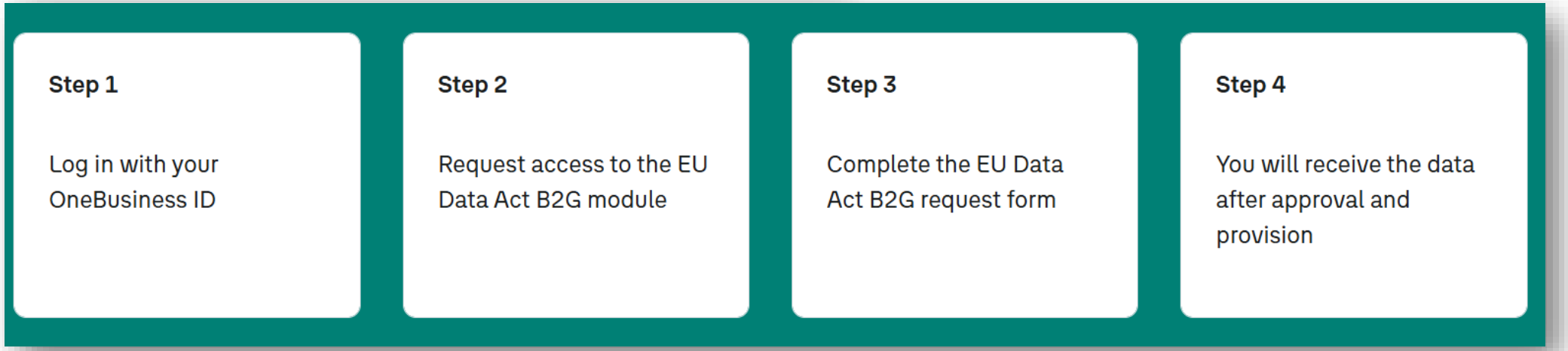


Sample BEVs Data types available for business and third-party users

B2G Data sharing



- VW offers data access for government bodies and authorities through VEDAS (Vehicle Data System) which handles emergency/regulatory requests with formal ONE Business ID registration, legal justification and approval workflows.
- Before the data is shared the authority must be vetted. This procedure gives the users control over how the data is used who can access it and under what conditions.
- The ONE Business ID gives the organization its own unique access to the Volkswagen Group's B2G services, in accordance with the EU Data Act for public sector bodies.



Key steps in data access for authorities

Source

Interfaces, APIs and Data streaming solution

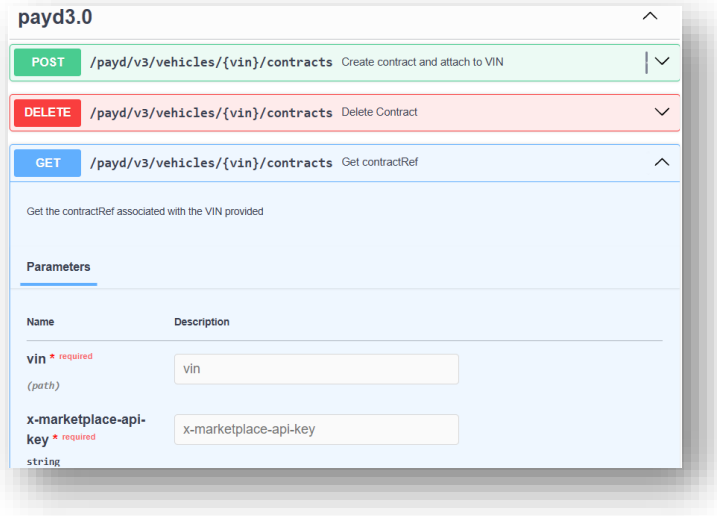
Data streaming overview

VW has not published detailed OpenAPI specifications, but the architecture supports:

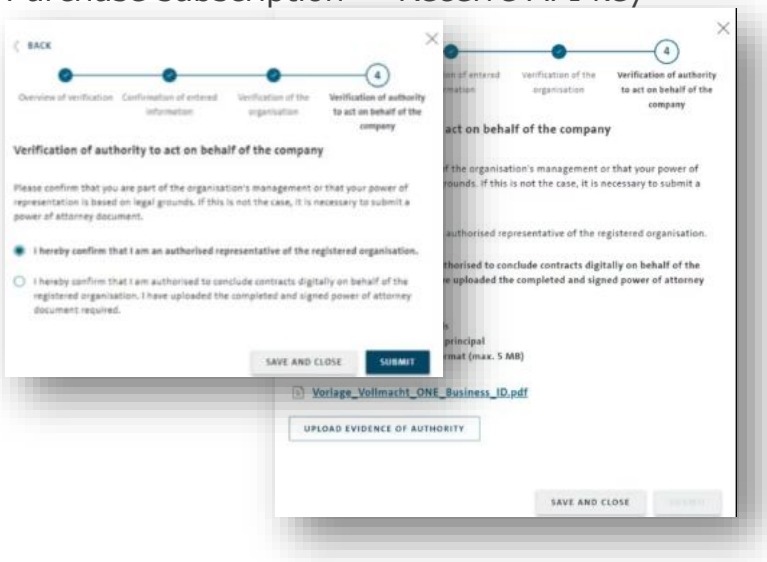
- REST APIs for data queries (vehicle status, historical records) via the Data Hub, secured with enterprise authentication
- CARIAD Unified Data Platform underneath provides streaming capabilities (Kafka/Flink-based) for real-time telemetry and fleet services, though partner-specific
- Data delivery follows "machine-readable, structured formats" per EU Data Act requirements, with bulk and historical data export options implied
- VW exposes vehicle data through Developer Hub APIs requiring Data Hub onboarding and paid subscriptions, unlike the free EU Data Act consumer portal

Sample: *Mileage Data API Specification*

Access: GET requests to dedicated endpoints with HTTP header



Onboarding: Register in Data Hub → Purchase subscription → Receive API key



Data offering: Real-time/historical mileage tracking for fleets, insurance UBI, leasing

Mileage Data

- Provides the last available mileage of the insured vehicle
- Policy based, related to the VIN of the insured vehicle
- Query is VIN-based via API upon request (Pull)
- Correct data, sourced from the vehicle itself
- Allows customer-centric tariffs and rates
- Customer friendly and fair
- You benefit from the support of our data specialists

Source

Sample Data available for access on the Data Hub

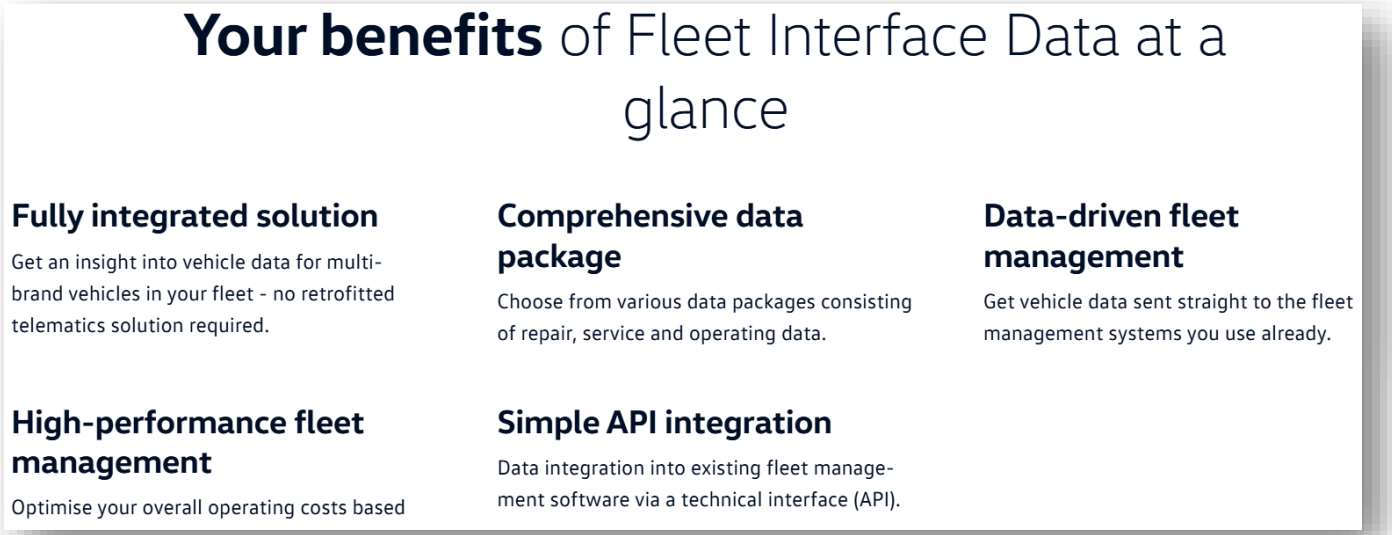
Categories	Key Data points
Vehicle & Identification	VIN, model information, body type, engine/drive type, odometer, registration-related identifiers.
Trip / Trend / Movement	Trip start/stop times, GPS positions, distance, speed profiles, driving time, stop time, usage intensity, road-type patterns.
Driver Behaviour & Operation	Acceleration/braking behaviour, cruise-control usage, harsh events, gear-shifting patterns, ECO/sport mode, driver assistance activation.
Powertrain & Performance	Engine RPM and load, torque, fuel consumption, EV battery state of charge, charging power, recuperation, range estimation.
Diagnostics & Condition	Diagnostic Trouble Codes (DTCs), Diagnostic Identifiers (DIDs), component health, temperatures, pressures, fluid levels, service counters.
Chassis & Safety Systems	ABS/ESC interventions, brake usage and wear, tyre pressure monitoring, airbag status, ADAS event data (lane assist, emergency braking interventions).
Environment & Ambient	Outside temperature, weather-relevant information, altitude, possibly road-friction proxy values used in road-safety initiatives.
Infotainment & HMI Usage	High-level usage of navigation or infotainment features where permitted, not detailed media content.
Event / Incident Data	eCall triggers, crash logs, severe error events and related pre-/post-crash snapshots for B2G and road-safety programs

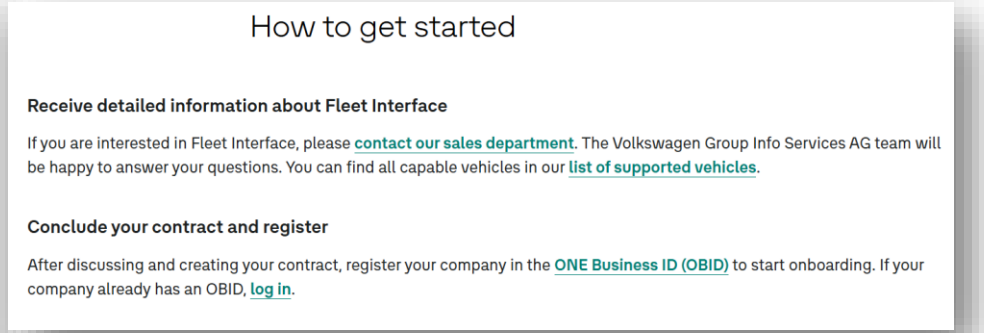
VW structures its data catalogue into “data clusters”, each containing multiple related signals (“data points”) that can be requested under the Data Act.
Above are some of the sample data points which VW offers through its data hub access accounts.

B2B Data Pricing Details

VW does not publish public per-API pricing. Instead, pricing follows an enterprise subscription model through VW GIS Data Hub. Below table shows an indicative view of how B2B pricing model for VW looks like:

Product *(Some examples of how VW may charge for the data access in B2B)*	**Access Model**	**Pricing Logic (indicative)**
Mileage Data API	Data Hub onboarding + subscription purchase	Per-vehicle/month or fleet-tier contracts (negotiated)
Fleet Interface Data	REST API (6 VW brands)	Embedded in fleet management contracts; no retrofit hardware needed
Functions on Demand	Real-time streaming (CARIAD Kafka/Flink)	Per-feature activation + usage fees





Data Aggregators using VW's B2B APIs

Data Aggregators overview

- VW partners gain value-added services (fleet optimization, UBI insurance, driver analytics, dealer solutions) via Developer Hub APIs like Mileage Data API.
- VW retains backend control and consent management while approved aggregators handle front-end integrations and EU-compliant data distribution
- All partners onboard via VW GIS Data Hub, purchase API subscriptions, and receive x-marketplace-api-key for authenticated REST access to data clusters.

Data collection platform	Solution offering	Overview
Fleet Hub	Fleet Management APIs	Is a joint development by CARIAD, the six Group brands, the Volkswagen Group IT and Volkswagen Financial Services (VW FS) and is distributed by VW GIS. The vehicle-independent service generates individually defined vehicle data via an API and can be easily integrated into existing fleet management systems. Link
High Mobility	Data marketplace partner	Provides access to a wide range of live vehicle data, including mileage, consumption, geolocation, and vehicle maintenance information, supporting various use cases. Link
GEOTAB	Enterprise fleet management	Cloud-to-cloud API integration with VW GIS AG for seamless telematics data from VW Group brands (VW, Audi, Škoda, SEAT/CUPRA). Fleet operators get real-time vehicle data (mileage, fuel, location, diagnostics) in MyGeotab platform without hardware retrofit. Link
OCTO	Usage-based insurance data	Usage-Based Insurance (UBI) specialist accessing VW driver behaviour, trip and mileage data via Data Hub APIs. Provides risk scoring and personalised premiums using native VW connected vehicle signals. Link

Key takeaways on VW's Data approach

Strength

- **Central Data Hub** across VW Group brands (VW, Audi, Škoda, SEAT) provides **unified EU Data Act access, covering users, business users and public authorities seamlessly**
- **Clear separation of B2C/B2B/B2G** flows with brand portals routing to **single Data Hub and VEDAS for emergency requests** - market-leading process maturity
- **Comprehensive data scope** with trend/trip data, diagnostics, DTCs, performance metrics **published across brands**



Weakness

- Commercial **pricing embedded in service contracts** rather than transparent per-API tariffs.
- **Lesser API and streaming details** as compared to other OEMs; **pricing details not shared explicitly** for data use cases



Access to car data: Impacts of new legislation and opportunities for digital services

WP3: Potential opportunities for FIA members

Prepared for FIA

June 2026

SBD Automotive Ltd

VESOS Ltd



Work package 3: Potential opportunities for FIA members



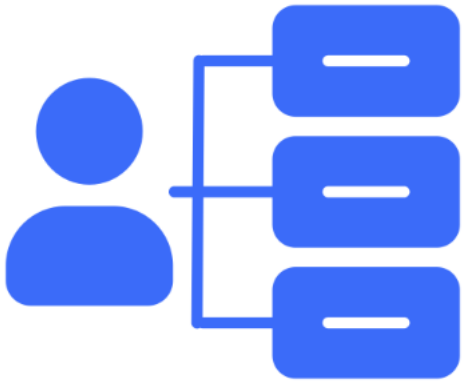
Value to FIA members:

"Which use cases might provide most value to Mobility Club members, either directly (e.g. differentiated service) or indirectly through efficiency gains?".

Objectives of the study	Method of research	Deliverable
Investigate new opportunities for innovation in the car aftermarket sector, particularly in data-driven services	The EU Data Act is intended to grant fair access to data that could stimulate innovation and level the playing field for new ecosystem players. Consider the business operations of FIA's members, and through exploration of specific use cases consider how end-user experiences could be improved, and specifically which data points FIA's members would need access to from OEMs to enable those use cases. For each case we would outline whether the OEMs in scope expose such data, whether they charge for access and how rights are granted. Consider Aftermarket data-driven services for road safety & operators and new innovations, bring lessons e.g. from Spanish deployment of open data from emergency beacons.	**Use case examples**: 10 potential use cases, illustrated and stack-ranked by opportunity priority to FIA's members.

Executive Summary

Key summary – WP3



Not all use cases are highly relevant for all FIA members.



Data points used by the majority of use cases are covered under the EU data act, so FIA members should be able to deliver such use cases.



Cost reduction, more safety and UX are the main value drivers to end consumers. FIA members should highlight how existing or future services provide such value.

Not all use cases are highly relevant for all FIA Members

SBD contacted the FIA and then roadside providers (members of FIA) to get their position on the relevance for some of these use cases

Key points:

- Pre-emptive maintenance, roadside assistance and remote servicing are highly valuable use cases for most FIA members.
- User focused use cases are not as relevant for roadside providers compared to the broader FIA, this is mainly to the core business that roadside providers deliver does not directly relate to end consumers driving or resell value.
- Tolls and parking and UBI were the used cases in which priorities were at different ends of the spectrum.
- Use cases that only support OEMs value proposition without clear benefits to end consumers or third-parties are ranked low.

Use Case	Other stakeholders (DFRS, DRVN)	Roadside providers' members
Pre-emptive maintenance	High	High
Roadside assistance event	High	High
Remote servicing	High	High
Smart charging (EV data points)	Not discussed	High
Remote vehicle check (one point in time)	Not discussed	High
Insurer FNOL (First Notice of Loss)	Medium	High
Driver behaviour and coaching	Medium	Medium
Road condition reporting	Medium	Low
Used Car Certificate	Medium	Medium
Battery health and EV route planning	Medium	Low
Tolls and parking	High	Low
Support OEM data profile	Low	Low
Usage-based insurance (UBI)	Low	High
Feature usage analysis	Low	Low

Types of data required

Key points:

- VIN, vehicle status data, location and sensor data are the data types required by most use cases. Such data is already accessible to third parties via the EU Data Act.
- For EVs battery information is one of the main new data sources that are covered by the EU Data Act.
- Road information and infrastructure data is required for the least number of use cases, and is the data that third parties could more easily gather
- If the VIN can be linked to an identified or identifiable natural person (e.g., connected to the owner's registration, insurance, or telematics account), the VIN is considered personal data. In these cases, the Data Act operates in tandem with the GDPR.

	Pre-emptive maintenance	Roadside assistance	Support OEM data profile	Insurer FNOL	Remote servicing	Driver behaviour and coaching	Usage-based insurance	Battery health and EV performance	Road condition reporting	Feature analysis	Tolls and parking	Used car certificate
VIN	■	■	■	■	■	■	■	■	-	-	■	■
Vehicle status data	■	■	■	■	■	■	■	■	-	■	■	■
Sensor data	■	■	■	■	-	■	■	■	■	■	-	■
Location	-	■	■	■	■	■	■	■	■	■	■	-
User personal data	-	■	-	■	-	-	■	-	-	-	■	-
Road information	-	-	■	-	-	-	-	-	■	-	-	-
Infrastructure data	-	-	-	■	-	-	-	-	■	-	-	-
Battery information	■	■	-	■	-	■	■	■	-	-	-	■

Covered by EU Data Act

Value to FIA members and end consumers

Key points:

- Direct revenue is the main value provider for FIA members.
- Although use cases on their own might not provide uptake on registration, most members that were contacted highlighted that bundling of services become an attractive business model. Therefore the value is integrating several use cases into one package, or a ‘one stop‘ experience for consumers.
- Cost reduction, more safety and UX are the main value drivers to end consumers. Therefore FIA members should highlight how existing or future services help end consumers to realise those three value drivers.

Use case	Value to FIA members					Value to end consumers				
	Direct revenue source	Uptake in registration of companion app	Uptake app stickiness and usability	Direct cost reduction	Ability to offer bundled solutions	Cost reduction	Better UX	Higher safety	More uptime	Higher resale value
Pre-emptive maintenance	■				■	■			■	
Roadside assistance event	■	■					■	■	■	
Support OEM data profile							■			
Insurer FNOL	■					■				
Remote servicing	■						■			
Driver behaviour and coaching	■		■			■			■	
Usage-based insurance (UBI / PAYD / PHYD)	■					■				
Battery health and EV route planning	■					■		■		
Road condition reporting	■					■		■		
Feature usage analysis										
Tolls and parking	■	■					■			
Used car certificate									■	

Candidate use cases

Work Package 3: Candidate use cases

After checking existing use cases and research internally. SBD developed a list of relevant use cases. This list was then validated with FIA members and feedback directly from the FIA, as the most relevant use cases to analyse:

ID	Use case family	Use case
1	Pre-emptive maintenance	Routinely & proactively pull vehicle status & fault data as part of preventative health check service
2	Roadside assistance event	Remotely pull vehicle status & fault data in response to consumer calling roadside assistance provider with issue
3	Support OEM data profile	Collect vehicle data at roadside during callout and upload to OEM cloud
4	Insurer FNOL	Collect vehicle data at collision location to send to insurer
5	Remote servicing	Remotely locate, unlock & lock for “we come to you” servicing
6	Driver behaviour and coaching	Track driving patterns and provide recommendations to maximise fuel/battery range and minimise overstress to components
7	Usage-based insurance (UBI / PAYD / PHYD)	Risk patterns developed from driving behaviour to provide a better insurance cost
8	Battery health and EV route planning	Maximise battery life and optimise routes to include charging
9	Road condition reporting	Collect information about road conditions for improved safety
10	Feature usage analysis	Understand usage patterns of features and apps within the vehicle to inform future UX and implementations
11	Tolls and parking	Use vehicle location data to automatically collect toll charges
12	Used car certificate	Digital report of vehicle condition, history and data points for consumers selling their car.

Pre-emptive maintenance (1/2)

Key takeaways

Pre-emptive maintenance uses a combination of sensor data and machine learning to understand data patterns and signals and potentially correlate known faults. The data gathered by the remote diagnostics system should be such that it can be clearly correlated to discovering faults and supporting the end consumer to enhance its acceptance.

Predictive Maintenance service requires multiple processes and typically will be managed by OEM through a central platform. The platform will connect vehicle data and run health monitoring in real-time.

Value to FIA members

Direct revenue source	
Uptake in registration of companion app	-
Uptake app stickiness and usability	-
Direct cost reduction	-
Ability to offer bundled solutions	

Value to end customers

Cost reduction	
Better UX	-
Higher safety	-
More uptime	
Higher resale value	-

How is the value realised

- FIA members such as garages can have a better understanding of the demand for their services or upcoming repairs, being able to support consumers in a more agile manner. Therefore more clients can be supported and planned ahead of time.
- End consumers or fleet companies will benefit from more uptime and cost reduction by being able to address a future fault with incurring on more costly repairs.
- By offer not only the signalling that a pre-emptive repair is needed but also by offering the repair itself (or through a third-party), FIA members might benefit from greater stickiness of their products.

Pre-emptive maintenance (2/2)

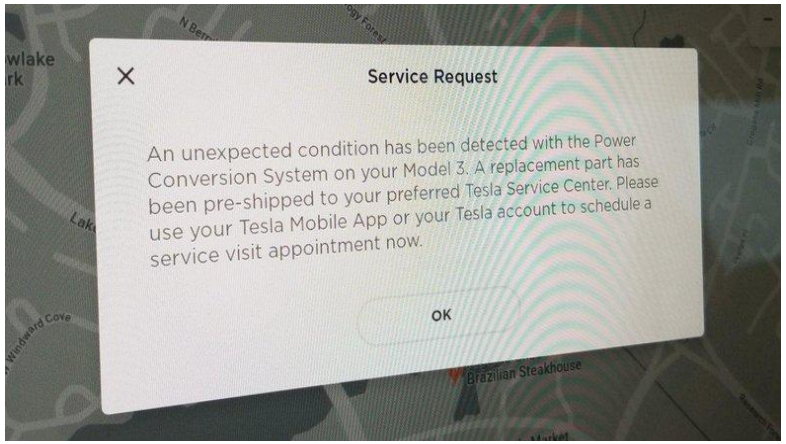
Data required

VIN	
Vehicle status data	
Sensor data	
Location	-
User personal data	-
Road information	-
Infrastructure data	-
Battery information	

Data required

- Consumer: driver identity, contact details, assistance contract/policy.
- Vehicle: precise GPS location, VIN, odometer, fuel/SoC, active DTCs, crash/airbag events, basic drivability status (e.g., engine no-start).
- Infrastructure: None.

Images



Roadside assistance (1/2)

Key takeaways

Telematics backends push real-time vehicle status and location into the assistance platform, which uses rules/AI to select the right provider, share pre-diagnosis and navigation, and keep driver and provider synchronized. It is expected that with more open data sharing from OEMS following the EU data act it will be easier for service providers to integrate information from different brands and fleets into their systems.

A major pain point for the consumer is how to continue to their destination after the breakdown. The bcall system could analyse the severity and dispatch a concierge to take the occupants to their destination or to send a replacement vehicle immediately. This level of service would differentiate companies from competition

Value to FIA members

Direct revenue source	
Uptake in registration of companion app	
Uptake app stickiness and usability	-
Direct cost reduction	-
Ability to offer bundled solutions	-

Value to end customers

Cost reduction	-
Better UX	
Higher safety	
More uptime	
Higher resale value	-

How is the value realised

- OEMs and clubs can offer “smart assistance” that auto-locates the vehicle, pre-diagnoses issues, and dispatches the right provider, reducing handling time and mis-dispatches.
- Improved perceived safety and transparency about arrival times and repair options.
- Faster, more accurate help (no need to describe location or symptoms), reduced time at roadside, and potentially fewer tows because minor issues can be fixed remotely.

Roadside assistance(2/2)

Data required

VIN	
Vehicle status data	
Sensor data	
Location	
User personal data	
Road information	-
Infrastructure data	-
Battery information	

Data required

- Consumer: driver identity, contact details, assistance contract/policy, language preferences, consent to share location and vehicle data.
- Vehicle: precise GPS location, VIN, odometer, fuel/SoC, active DTCs, crash/airbag events, basic drivability status (e.g., engine no-start).
- Infrastructure: map/POI data (garages, dealers, hospitals, fuel/charging), tow-truck and workshop availability, traffic conditions.

Images



Support OEM data profile (1/2)

Key takeaways

OEMs consolidate siloed data (CRM, dealer DMS, telematics, financial services) into a unified data platform and build analytics and AI services on top (churn models, propensity models, safety models).

Monetization comes through higher attachment rates of services, data-driven product improvements, and data partnerships with third parties (e.g., insurers, fleets). However, unless OEMs are willing to pay FIA members for such data there is no benefit for members. A challenge will be ensuring consent to access and share that type of data from consumers, especially data gathered by FIA members.

Value to FIA members

Direct revenue source	-
Uptake in registration of companion app	-
Uptake app stickiness and usability	-
Direct cost reduction	-
Ability to offer bundled solutions	-

Value to end customers

Cost reduction	-
Better UX	
Higher safety	-
More uptime	-
Higher resale value	-

How is the value realised

- OEMs gain a full customer–vehicle lifecycle profile enabling personalized offers, predictive maintenance, feature/subscription targeting and better product planning.
- Most relevant offers and broader end-to-end support

Support OEM data profile (2/2)

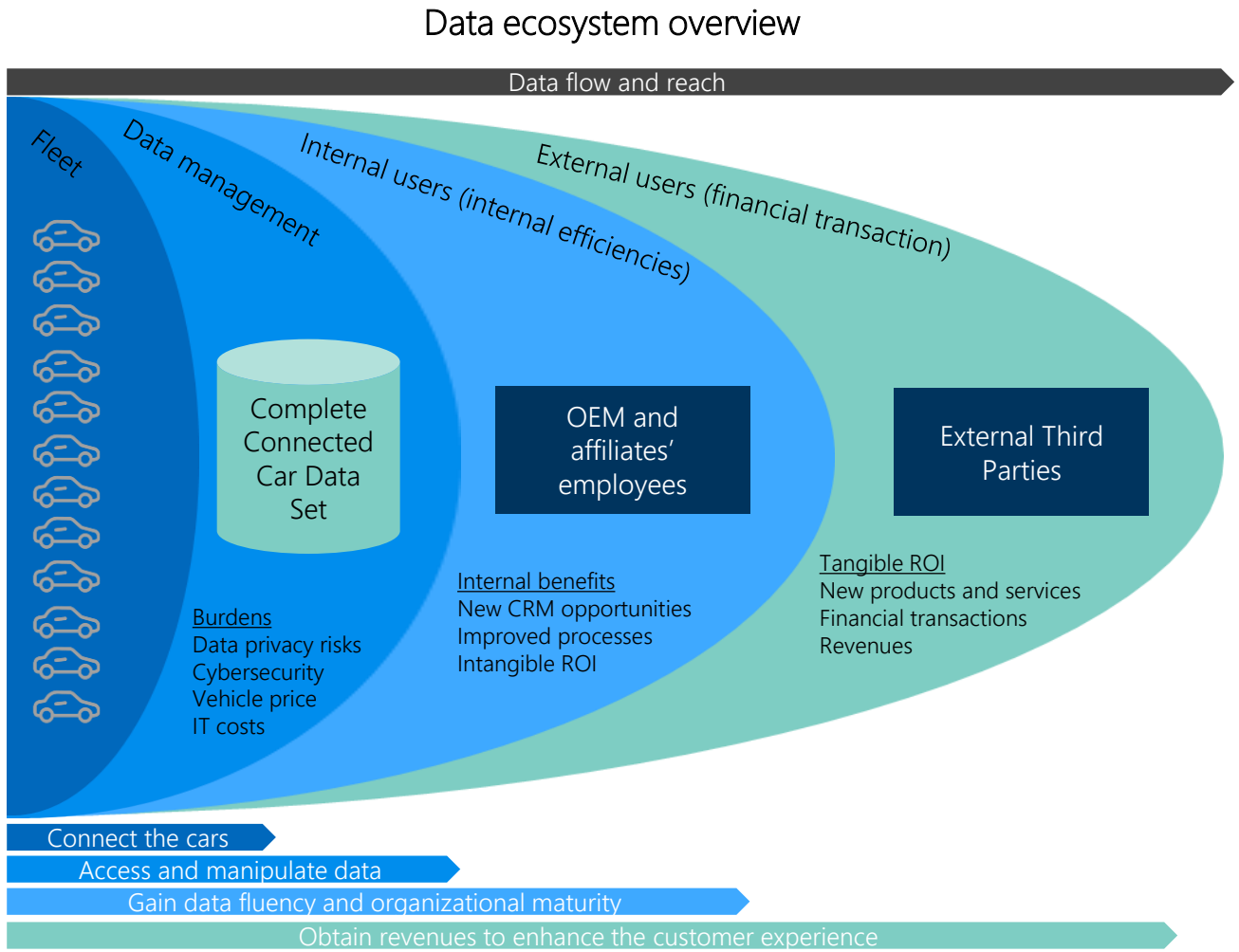
Data required

VIN	
Vehicle status data	
Sensor data	
Location	
User personal data	-
Road information	
Infrastructure data	-
Battery information	-

Data required

- Consumer: personal identifiers, contact and financing data, consent records, digital touchpoint behavior (app usage, web, call-center), preferences and contracts (insurance, service plans).
- Vehicle: build spec, VIN, odometer, fault codes, usage patterns (trip length, environments), software versions, ADAS usage, warranty and service history.
- Infrastructure: dealer/workshop interactions, charging-network data, third-party services (insurance, mobility, parking), cloud logs.

Images



Insurer FNOL (1/2)

Key takeaways

In case of an accident roadside assistance or the OEM can send crash information to the insurer. Then real-time anomaly detection on telematics data (sharp deceleration, airbag flag, location) triggers an automated alert to insurer systems. Insurer's FNOL engine pre-populate claim forms and dispatch towing/assistance, shortening the "event-to-claim" cycle.

There is a challenge to ensure all the data required by insurers is clearly highlighted to consumers and that such data will not be used to increase insurance premiums.

Value to FIA members

Direct revenue source	
Uptake in registration of companion app	-
Uptake app stickiness and usability	-
Direct cost reduction	-
Ability to offer bundled solutions	-

Value to end customers

Cost reduction	
Better UX	-
Higher safety	-
More uptime	-
Higher resale value	-

How is the value realised

- Faster, more accurate incident reporting increases insurer trust and unlocks members-insurer data-partnerships (e.g., telematics-based insurance products).
- FIA-member OEMs can leverage aggregated crash-data to improve safety-design and demonstrate real-world safety performance.
- Near-instant FNOL with automatic crash notification, reduced manual paperwork, and faster assistance/emergency services (if enabled).
- Clearer and faster claims handling, and potentially lower premiums via usage-based insurance (UBI) discounts for safer drivers.

Insurer FNOL (2/2)

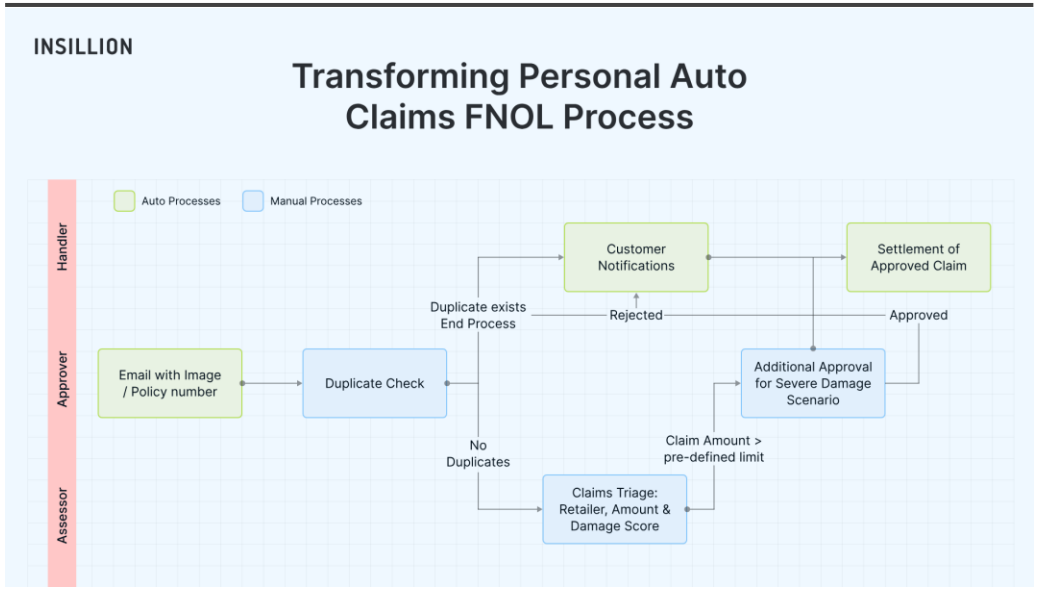
Data required

VIN	
Vehicle status data	
Sensor data	
Location	
User personal data	
Road information	-
Infrastructure data	
Battery information	

Data required

- Consumer: Policy number, consent to receive alerts/claims initiation, emergency-contact permissions, preferred workshop.
- Vehicle: Hard-braking / crash-event flags, accelerometer/gyro, speed, location, airbag-deploy status, VIN, telematics device ID (OBD, embedded, or app).
- Infrastructure: Incident-detection engine, mapping/road-segment data, API gateway to insurer systems, fraud-detection analytics, multilingual FNOL workflows.

Images



Remote servicing (1/2)

Key takeaways

Remote cleaning, servicing and detailing is already available. However, the end user still requires to be present for key handover and in some cases stays the whole time while the process is on-going.

There could be a monetization opportunity for premium brands or vehicle owners that want a more concierge experience. However this would require sharing digital keys to allow members to access the vehicle. Although the technical aspect is already developed, consumers might have a perception of insecurity by having their digital key being available to third parties.

Value to FIA members

Direct revenue source	
Uptake in registration of companion app	-
Uptake app stickiness and usability	-
Direct cost reduction	-
Ability to offer bundled solutions	-

Value to end customers

Cost reduction	-
Better UX	-
Higher safety	-
More uptime	-
Higher resale value	-

How is the value realised

- FIA members and automobile groups can provide better concierge services to vehicles.
- Consumers benefit on fewer in-person visits to cleaners and more uptime for the vehicle.

Remote servicing (2/2)

Data required

VIN	
Vehicle status data	
Sensor data	-
Location	
User personal data	-
Road information	-
Infrastructure data	-
Battery information	-

Data required

- Consumer: consent for remote access and OTA updates, service contract and warranty status, preferred workshop or brand network.
- Vehicle: operating conditions (temperatures, loads)
- Infrastructure: None.

Images



Driver behaviour and coaching (1/2)

Key takeaways

AI can monitor the behavior of the vehicle systems and help drivers to minimise fuel consumption (and therefore total cost of ownership) and minimise component wear (less downtime). An app can be used to gamify the coaching aspect and deliver best driving practices to end consumers. Platforms aggregate fleet-level data to quantify improvements (accidents, fines, fuel) and to refine coaching content, sometimes using AI for real-time audio/visual feedback.

FIA clubs can run member coaching programs and road-safety campaigns based on real driving patterns, demonstrating measurable reductions in collisions and risk.

Value to FIA members

Direct revenue source	■
Uptake in registration of companion app	-
Uptake app stickiness and usability	■
Direct cost reduction	-
Ability to offer bundled solutions	-

Value to end customers

Cost reduction	■
Better UX	-
Higher safety	-
More uptime	■
Higher resale value	-

How is the value realised

- Safer driving (fewer high-risk events), lower insurance claims, and improved fuel/energy efficiency.
- OEMs and fleet-service providers can offer safety and eco-driving programs that reduce accidents, fuel/energy use and maintenance costs, strengthening their brand and enabling insurance partnerships.

Driver behaviour and coaching (2/2)

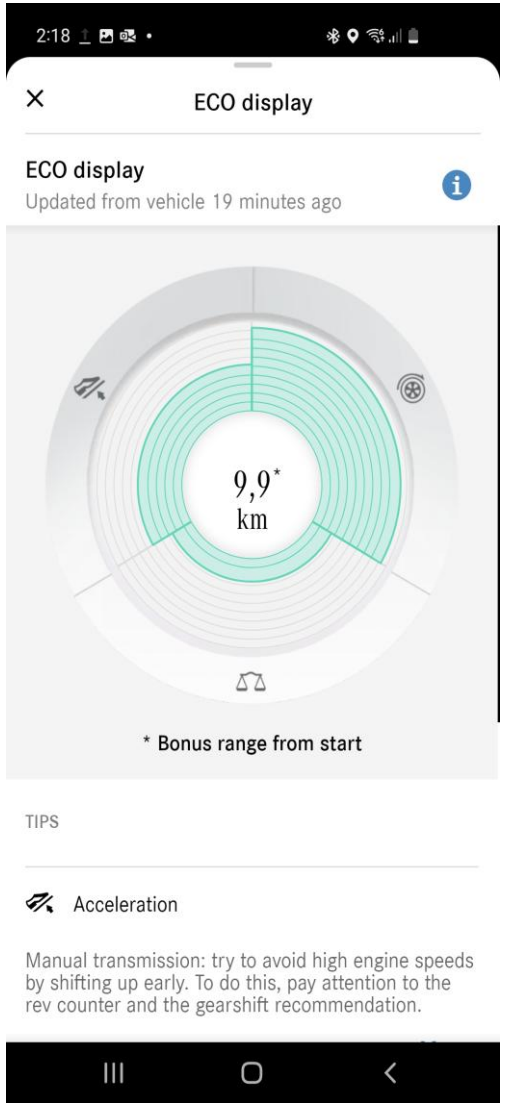
Data required

VIN	
Vehicle status data	
Sensor data	
Location	
User personal data	-
Road information	-
Infrastructure data	-
Battery information	

Data required

- Consumer: driver identity (or pseudonymous ID), consent to behavioral monitoring
- Vehicle: Hard-braking, accelerometer/gyro, speed, location, airbag-deploy status, VIN, telematics device ID (OBD, embedded, or app) cornering, idling, seat-belt usage, ADAS usage driver monitoring signals.
- Infrastructure: Incident-detection engine, mapping data

Images



Usage-based insurance (UBI / PAYD / PHYD) (1/2)

Key takeaways

The customer has car insurance based on the number of miles they drive each year and the quality of their driving. The driving quality is defined by the insurance provider and can be based on multiple metrics (time of day the vehicle is driven, braking & acceleration intensity, location the vehicles is driven etc.). The driving quality is defined and analyzed by an OEM AI platform. The analysis information is passed onto the insurer.

However, consumers might be hesitant of sharing such information out of fear of getting 'flagged for poor driving behaviours' and subsequently their insurance costs increasing. FIA members should highlight the economic benefits of this use case to enhance consumer acceptance.

Value to FIA members

Direct revenue source	
Uptake in registration of companion app	-
Uptake app stickiness and usability	-
Direct cost reduction	-
Ability to offer bundled solutions	-

Value to end customers

Cost reduction	
Better UX	-
Higher safety	-
More uptime	-
Higher resale value	-

How is the value realised

- Most OEMs are leveraging higher data gathering with insurance companies to provide more precise models of vehicle usage and risk. Lower insurance costs might benefit the insurance subsidiaries of an OEM. Tesla is going further by bringing such calculation and data analytics in-house.

Usage-based insurance (UBI / PAYD / PHYD) (2/2)

Data required

VIN	■
Vehicle status data	■
Sensor data	■
Location	■
User personal data	■
Road information	-
Infrastructure data	-
Battery information	■

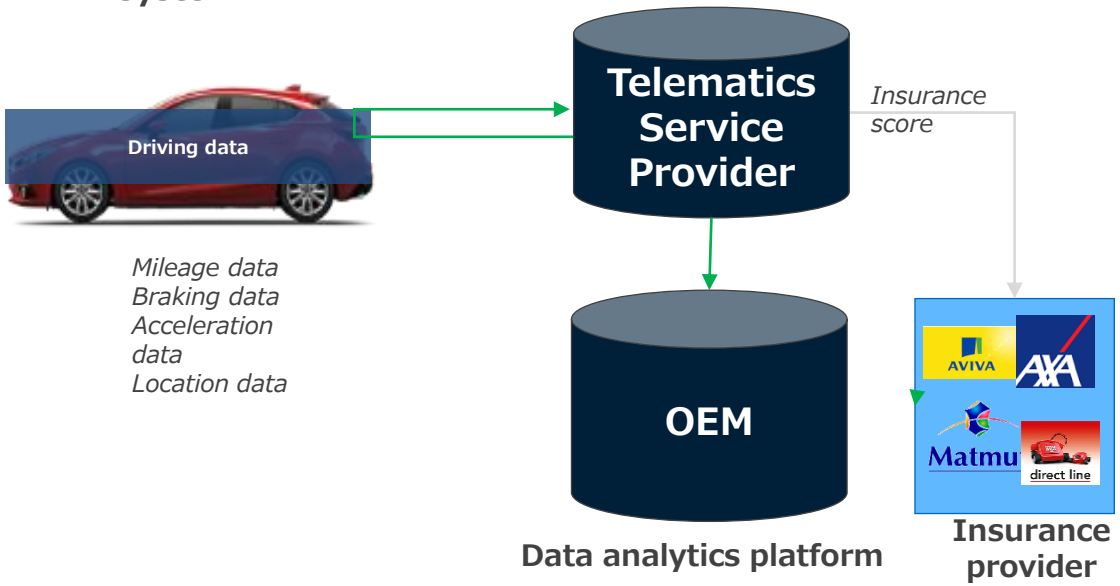
Data required

Typical data to create the risk calculations include:

- Total Mileage / Trip Distance: The most critical data point for PAYD, which calculates costs based on total miles/kilometres travelled.
- Time of Day: The timing of trips is crucial, as night driving (e.g., between 11 PM and 5 AM) is considered higher risk.
- GPS Location & Route Data: Tracks where the vehicle is driven, types of roads used (highways vs. city streets), and areas with higher accident rates.
- Speed: Speeding or driving consistently above speed limits.
  Harsh Braking: Identifying sudden, abrupt braking.
  Rapid Acceleration: Frequent, fast acceleration.
  Aggressive Cornering: Sharp turning at high speeds.
  Vehicle Diagnostic Data: Information on vehicle maintenance needs and fault codes.
- Seat Belt Usage: Tracking if the seat belt is worn during journeys.
- Fuel Consumption: Some systems may monitor fuel usage.

Images

Architecture schematic of advanced PAYD system



Battery health and EV route planning (1/2)

Key takeaways

A smart route planner with multi-stop route guidance is essential for BEV owners to make the transition from ICE vehicles as smooth as possible. Best in class features being implemented include: Estimated SoC on arrival to the charging stations and destination are shown in the trip overview; estimated time for charging is shown for each charging station in the trip overview.

Several OEMs are already implementing this use case, with the EU data act, FIA members could have access to such EV related information and provide enhanced services to consumers that relate to maintenance and charging. However a standardised manner to measure battery health across OEMs might prove challenging.

Value to FIA members

Direct revenue source	-
Uptake in registration of companion app	-
Uptake app stickiness and usability	-
Direct cost reduction	-
Ability to offer bundled solutions	

Value to end customers

Cost reduction	
Better UX	-
Higher safety	-
More uptime	
Higher resale value	-

How is the value realised

- Battery telematics continuously measure SoC, SoH and thermal behavior, building a digital twin of the pack; this feeds algorithms that predict remaining range under current conditions and suggest optimal routes and charging stops.
- Over time, fleet-level data guides improvements to battery design, thermal strategies and warranty rules, and enables EV-specific services like battery health reports for resale.
- OEMs can differentiate via reliable range prediction, optimized routing and battery-friendly charging strategies, reducing warranty costs and roadside incidents.
- Automobile clubs gain new advisory services (route planning, charging guidance, battery-health checks) and can use aggregated SoH data to advocate for fair warranty and used-EV valuation standards.
- Reduced range anxiety, fewer unexpected “empty battery” situations, and longer battery life through optimized charging and driving recommendations.

Battery health and EV route planning (2/2)

Data required

VIN	
Vehicle status data	
Sensor data	
Location	
User personal data	-
Road information	-
Infrastructure data	-
Battery information	

Data required

Consumer: typical trip patterns, tolerance for charging detours, charging preferences (home/work/public, fast vs slow), consent to use historical routes for optimization.

Vehicle: real-time SoC, SoH (capacity fade), temperature, charge/discharge rates, energy consumption, power limits, error codes from BMS/thermal system.

Infrastructure: detailed charging-station map (location, connector type, power rating, pricing, availability), traffic conditions and elevation profiles.

Images



Road condition reporting (1/2)

Key takeaways

Road conditions information for improved safety and reduced costs for road operators. Data from vehicles would be anonymised and mark an event e.g. AEB or ABS activation , suspension movement due to pothole, rapid braking, loss of traction, wiper activation etc or data e.g. road temperature, current speed. Such data aids building a more complete picture for a road operator than roadside sensors alone and has a financial value as it is cheaper than installing and maintaining sensors. Also includes eCall and other vehicle related safety data over and above Data for Road Safety.

Value to FIA members

Direct revenue source	
Uptake in registration of companion app	-
Uptake app stickiness and usability	-
Direct cost reduction	-
Ability to offer bundled solutions	-

Value to end customers

Cost reduction	
Better UX	-
Higher safety	
More uptime	-
Higher resale value	-

How is the value realised

- FIA members can benefit by selling this road information to both end consumers, road operators or insurers.
- Road condition data can also be sold as training data for perception systems (e.g. driverless vehicles).
- End consumers can use these reporting for damage claims due to road conditions.
- Potentially maintenance cost and longer life of vehicle components, decreasing total cost of ownership.

Road condition reporting (2/2)

Data required

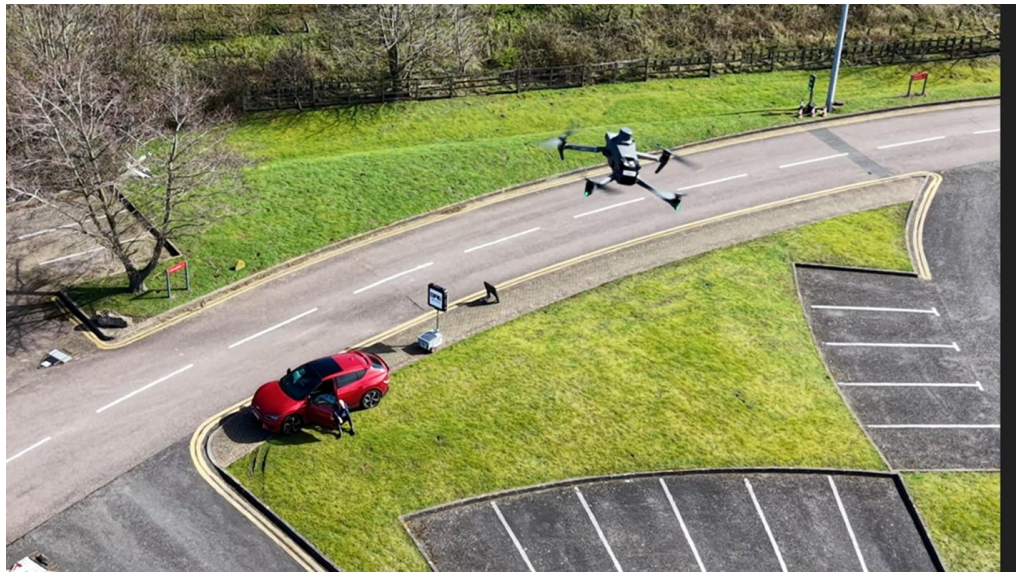
VIN	-
Vehicle status data	-
Sensor data	
Location	
User personal data	-
Road information	
Infrastructure data	
Battery information	-

Data required

Data from a big enough sample of vehicles is already used to determine journey time etc. from GPS data , but data from the CANBUS or other vehicle sensors can be used to detect hazards and help plan better roads maintenance and works prioritisation – reducing time to repair potholes and magnitude of damage, time to respond to collisions and start to enable future automation.

Images





Feature analysis (1/2)

Key takeaways

Clubs and FIA-linked organizations can use aggregated safety-relevant feature usage (e.g., ADAS activation rates) to inform road-safety campaigns and regulatory discussions.

GDPR constraints on profiling and behavioral analytics: need strong anonymization or pseudonymization.

Value to FIA members

Direct revenue source	-
Uptake in registration of companion app	-
Uptake app stickiness and usability	-
Direct cost reduction	-
Ability to offer bundled solutions	-

Value to end customers

Cost reduction	-
Better UX	-
Higher safety	-
More uptime	-
Higher resale value	-

How is the value realised

- OEMs can see which features are actually used, in what context, and by which segments, enabling portfolio pruning, UX redesign, pricing optimization and better SDV roadmaps.
- Event-level telemetry is aggregated and anonymized to build dashboards and cohorts (e.g., ADAS usage by region, take-rate and churn of specific subscriptions), and to A/B test new UX flows or pricing.

Feature analysis (2/2)

Data required

VIN	-
Vehicle status data	
Sensor data	
Location	
User personal data	-
Road information	-
Infrastructure data	-
Battery information	-

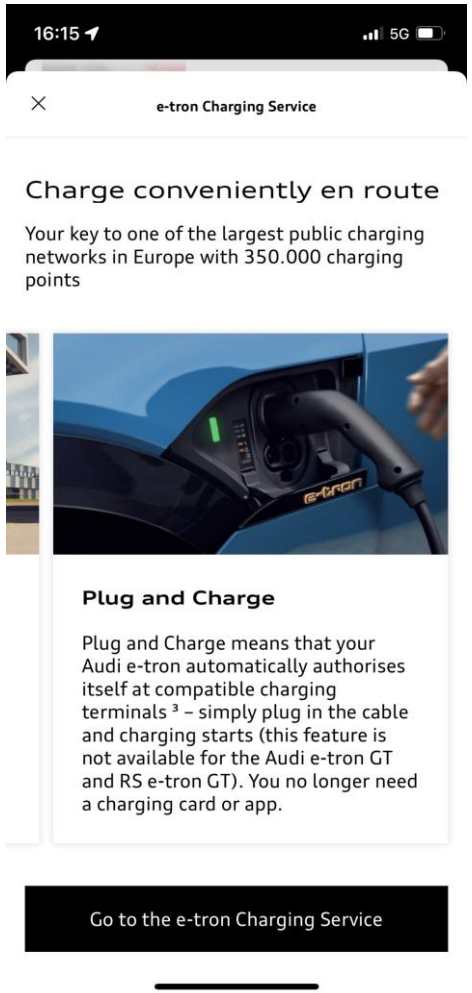
Data required

Consumer: profile and segment (market, age band where available), subscription/trim level, consent for telemetry-based analytics, app usage statistics.

Vehicle: event logs for each digital/ADAS feature (on/off, duration, context), UI interactions in HMI, over-the-air update adoption, faults and overrides.

Infrastructure: connectivity quality, map coverage (for nav/ADAS), third-party service availability (e.g., voice assistant, streaming), which can influence feature take-up.

Images



Tolls and parking (1/2)

Key takeaways

Data from vehicles e.g. VIN/ VRM and GPS location can be used to automatically pay for tolls and parking , and other geo located costs user e.g. congestion and emissions zone costs, airport drop-off charges, valet parking. A one touch conformation of any charge by voice means far less user interaction, and one "app" does all the payments needed for owning and operating a vehicle rather than many different apps and accounts. Future support for autonomous vehicle related charges – there is no driver to pay for tolls etc so charges must be automatic

Can be extended to a full retail experience – e.g. discounts at fuel stops, roadside restaurants etc and fuel payment – and other purchases

Value to FIA members

Direct revenue source	
Uptake in registration of companion app	
Uptake app stickiness and usability	-
Direct cost reduction	-
Ability to offer bundled solutions	-

Value to end customers

Cost reduction	-
Better UX/ one-stop platform for all mobility costs	
Higher safety	-
More uptime	-
Higher resale value	-

How is the value realised

- Direct revenue can be most likely obtained with fleet consumers. However, this requires that Tolls and parking is bundled with many other services to make attractive for a fleet manager to use a specific app or system and pay for it
- The benefit for fleet managers is to reduce admin and negotiation costs for different partnerships, having a one shop stop

Tolls and parking (2/2)

Data required

VIN	
Vehicle status data	
Sensor data	-
Location	
User personal data	
Road information	-
Infrastructure data	-
Battery information	-

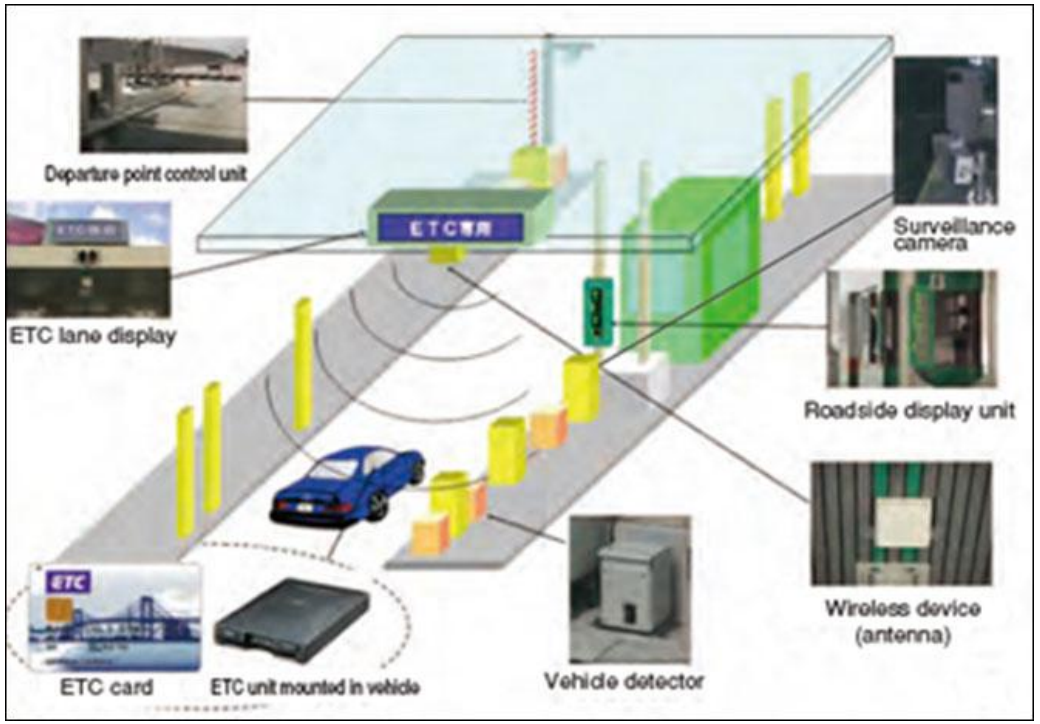
Data required

Users download an app or it is installed in the head unit to detect location and send payments for parking, tolls etc.

When geo fenced areas are entered. Vehicle details are sent to parking providers who calculate fees owed based on duration of stay, toll class, exemptions etc.

Users receive one bill every month for all charges, therefore the user data is required to understand to whom to charge.

Images



Used car certificate (1/2)

Key takeaways

OEMs and dealer groups can offer branded, data-backed “approved used” certificates that increase trust, support higher residual values and reduce disputes over hidden defects. Consumers would have higher confidence in used-vehicle condition and battery health, lower risk of mileage fraud or undisclosed accidents, and better basis for financing and warranty decisions.

FIA group members could provide repair and maintenance information to corroborate or provide additional information to future buyers. Such information will help consumers to maximise resale value. Key challenges are the ownership and consent of historical data and potential liability if a certificate is shown to be inaccurate.

Value to FIA members

Direct revenue source	-
Uptake in registration of companion app	-
Uptake app stickiness and usability	-
Direct cost reduction	-
Ability to offer bundled solutions	-

Value to end customers

Cost reduction	-
Better UX	-
Higher safety	-
More uptime	
Higher resale value	-

How is the value realised

- Diagnostic tools read stored data from ECUs and BMS (fault codes, crash events, battery parameters), which are processed into a standardized, manufacturer-independent vehicle health certificate.
- For EVs, state of battery health measurements and standardized thresholds (e.g., minimum remaining capacity bands) are used to create battery certificates that can be integrated into pricing models.

Used car certificate (2/2)

Data required

VIN	
Vehicle status data	
Sensor data	
Location	-
User personal data	-
Road information	-
Infrastructure data	-
Battery information	

Data required

Consumer: buyer and seller identities, consent to access and share vehicle history, financing or warranty preferences.

Vehicle: odometer, service history, DTC history, crash logs, mileage inconsistencies, battery SoH for EVs, previous ownership and recall status.

Infrastructure: OEM and independent workshop records, inspection reports, sometimes national registration/MOT databases.

Images



Access to car data: Impacts of new legislation and opportunities for digital services

WP4: Effort versus reward to implement use cases for FIA members

Prepared for FIA

June 2026

SBD Automotive Ltd

VESOS Ltd



Work package 4: Effort versus reward illustration for FIA members



Value to FIA members:
“Which use cases are likely to be most viable to launch and operate?”.

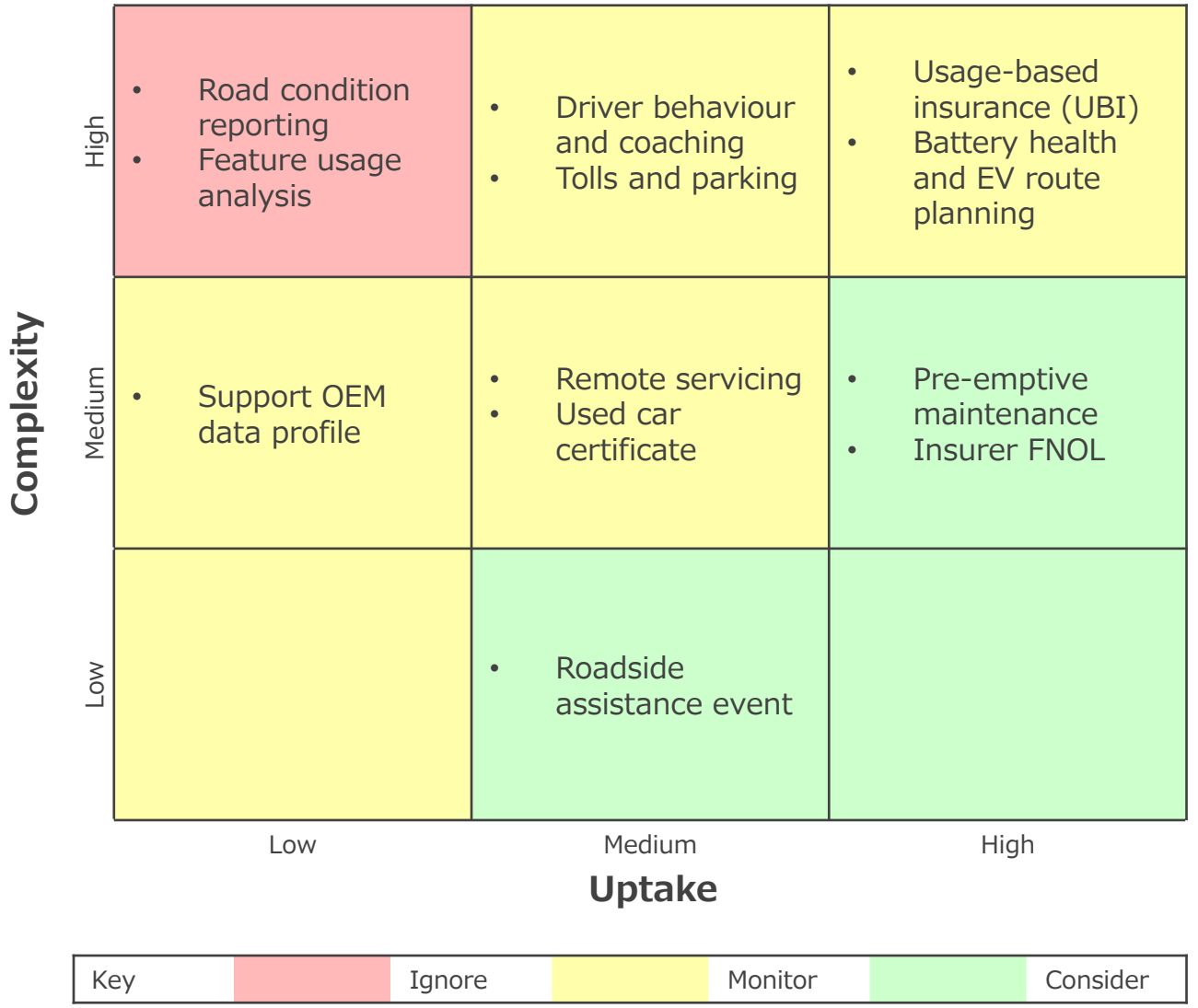
Objectives of the study	Method of research	Deliverable
Provide recommendations for Mobility Clubs on resource allocation and strategic investments to enhance member satisfaction and attract new users	Some use cases have much higher potential value to the FIA’s members and their consumers than others. In all cases, the data access requirements and use case implementation effort will be different too. Analyse the factors to implementation of the potential use cases and consider the ‘complexity’ index of how much effort would likely be involved, e.g. Compare illustrative examples of where training of an AI model, versus straightforward access to data from an individual VIN is required support the use case. Look at the road safety angle in terms of where quick wins would apply and alignment with EU Directives, Look at the joint work of TISA/NAPCORE (5* Quality Ratings) as a channel for improving customer satisfaction.	**Effort versus reward illustration**: Map the 10 use cases on relative axes of implementation/operational effort versus potential uptake and benefit to members/consumers.

Executive Summary

Different use cases have different priorities

Key points:

- Although some use cases such as driver behaviour and Tolls and parking are already being offered by OEMs, there could be some implementation gaps (in terms of capability or data modelling) that FIA members might be able to support and potentially monetise.
- Use cases that rely strongly on FIA members, e.g. roadside assistance and pre-emptive maintenance, are key to consider and potentially implement.
    - Added value from the FIA member is considerable and monetisation potential are relatively high.
- Use cases that are of low interest and that FIA members do not provide direct value should be ignored for the time being, e.g. Road condition reporting and feature usage analysis.
- Remote servicing and used car certificate are use cases that depending on the FIA member can be easier to implement given the data collected already.



Analysis of use cases

Analysed use cases

After checking existing use cases and research internally. SBD developed a list of relevant use cases. This list was then validated with FIA members and feedback directly from the FIA, as the most relevant use cases to analyse:

ID	Use case family	Use case
1	Pre-emptive maintenance	Routinely & proactively pull vehicle status & fault data as part of preventative health check service
2	Roadside assistance event	Remotely pull vehicle status & fault data in response to consumer calling roadside assistance provider with issue
3	Support OEM data profile	Collect vehicle data at roadside during callout and upload to OEM cloud
4	Insurer FNOL	Collect vehicle data at collision location to send to insurer
5	Remote servicing	Remotely locate, unlock & lock for “we come to you” servicing
6	Driver behaviour and coaching	Track driving patterns and provide recommendations to maximise fuel/battery range and minimise overstress to components
7	Usage-based insurance (UBI / PAYD / PHYD)	Risk patterns developed from driving behaviour to provide a better insurance cost
8	Battery health and EV route planning	Maximise battery life and optimise routes to include charging
9	Road condition reporting	Collect information about road conditions for improved safety
10	Feature usage analysis	Understand usage patterns of features and apps within the vehicle to inform future UX and implementations
11	Tolls and parking	Use vehicle location data to automatically collect toll charges
12	Used car certificate	Digital report of vehicle condition, history and data points for consumers selling their car.

Pre-emptive maintenance

Key takeaways	Overall complexity	Potential uptake
Pre-emptive maintenance is highly regarded by both private consumers and fleet managers as a valuable use case. The delivery complexity is relatively medium, with most data being made available by OEMs.	Medium	High

	Uptake	Reasoning
Value to end consumer	H	This can save time and money to consumers by providing more precise maintenance schedules.
Monetization	H	Revenue can be derived from commercial fleets or rental companies to enhance uptime.
Consumer interest	H	In several consumer studies and companion app testing conducted by SBD, pre-emptive maintenance is a use case that interest consumers.

	Complexity	Reasoning
Data volume	M	Periodic upload of DTCs, snapshot sensor values and counters; far below full telemetry firehose but non-trivial over vehicle lifetime.
Number of data pulls	M	Scheduled pulls (e.g., daily/weekly, on ignition cycles) plus on-demand pulls from service backend.
Single VIN or Fleet data	Single	Data is collected per VIN.
Complexity of aggregation	M	Requires time-series joins of vehicle health indicators, operating context and workshop interventions to build predictive models.
Integration with other 3rd parties (non-OEMs)	M	Typical integrations with dealer DMS, independent workshop systems and warranty administrators.
Safety/security concerns	M	Mostly read-only status; risk is around exposure of fault codes rather than active vehicle control.

Roadside assistance event

Key takeaways	Overall complexity	Potential uptake
Although roadside assistance is of high value to FIA members, the end consumer does not find roadside assistance as a key consideration/differentiator when purchasing a vehicle (it is also most times included with the purchase). It is not that there is no relevance to it, but there are other elements that the consumer values higher. On the good side the use case is relatively simple to implement. High availability and low latency are required to support live call-centre workflows, including resiliency in low-coverage areas.	Low	Medium

	Uptake	Reasoning
Value to end consumer	M	Might complement data and support roadside assistance providers but end customer will not see a high impact value.
Monetization	H	Of some value to roadside assistance providers to optimise their deployments to site.
Consumer interest	M	This type of technology is broadly expected for consumers with new vehicles. It is noteworthy that the relevance of roadside assistance increases when the service is being renewed or when it is needed.

	Complexity	Reasoning
Data volume	L	Single episodic pull of current DTCs, position and a limited set of live parameters.
Number of data pulls	L	Triggered only when customer calls assistance; typically one or a few pulls per incident.
Single VIN or Fleet data	Single	Use case is per-incident, per-VIN.
Complexity of aggregation	L	Minimal, incident record plus diagnostic snapshot.
Integration with other 3rd parties (non-OEMs)	M	Strong coupling to roadside providers, towing partners and possibly emergency services dispatch platforms.
Safety/security concerns	M	Read-only diagnostics but tight coupling to customer identity and location.

Support OEM data profile

Key takeaways	Overall complexity	Potential uptake
Low monetization and interest makes it less relevant for FIA members to push directly. No clear opportunity to approach OEMs. Complexity to implement is low, however it is highly dependent on the type of data that ought to be shared.	Medium	Low

	Uptake	Reasoning
Value to end consumer	M	Highly dependent on what is the OEM using the data for.
Monetization	L	Low monetization for OEMs or they might prefer an exchange of data to avoid direct payment.
Consumer interest	L	Without a clear use case to support consumer interest is low.

	Complexity	Reasoning
Data volume	L	Event-based uploads of richer telemetry slices (pre/post-event traces, sensor snapshots) can be moderately heavy but not continuous.
Number of data pulls	L	Triggered on each call-out; additional retries or delta uploads may be needed if bandwidth is constrained.
Single VIN or Fleet data	Single	Data captured is per VIN but some uses cases might require fleet data.
Complexity of aggregation	M	Requires harmonization with different OEMs' formatting.
Integration with other 3rd parties (non-OEMs)	L	Primary path is roadside tool → OEM cloud; third-party touchpoints are limited compared with insurer or tolling use cases.
Safety/security concerns	M	Contains sensitive event context and location but no direct actuation.

Insurer FNOL

Key takeaways	Overall complexity	Potential uptake
This is one of the most valuable use cases in terms of monetization potential, mainly from insurers. However, to provide a valuable use case it is highly complex.	Medium	High

	Uptake	Reasoning
Value to end consumer	M	Valuable for consumers if it can speed up the claim and reimbursement process.
Monetization	H	Highly valuable information for insurers.
Consumer interest	M	Consumer interest is high but there is some hesitance given the fear of higher premiums or no reimbursement.

	Complexity	Reasoning
Data volume	M	FNOL packages combine crash signals (airbag deployment, accelerometer traces), location and sometimes short pre-/post-event trajectories, which are moderate in size.
Number of data pulls	L	Once per claim.
Single VIN or Fleet data	Single	Data captured is per VIN.
Complexity of aggregation	H	Needs linkage between telematics event, policy record, driver, repair cost and fraud signals; moderate integration logic.
Integration with other 3rd parties (non-OEMs)	H	Deep integration with insurers' systems, claims and fraud engines plus potentially law-enforcement and repair networks.
Safety/security concerns	M	Collision data is highly sensitive (location, time, behaviour) and has evidential value in disputes; strict access control, encryption and audit are mandatory.

Remote servicing

Key takeaways	Overall complexity	Potential uptake
Medium interest from consumers and potentially from premium brands trying to deliver a concierge service. The security and safety of the use case is paramount for the acceptance and uptake of the use case. Commands require low-latency round-trips and robust fail-safe behaviour (e.g., fall-back keys, time-boxed access grants).	Medium	Medium

	Uptake	Reasoning
Value to end consumer	M	Valuable for consumers to save time and convenience, seen as a premium service.
Monetization	M	The servicing part is already known by consumers, the goal is pricing the availability and speed to attend the end consumers' location.
Consumer interest	M	Interest is somewhat high, although more apparent on owners of premium brands. Fleet services will already have something in place.
	Complexity	**Reasoning**
Data volume	L	Only location, access tokens and short status confirmations are exchanged; payloads are small.
Number of data pulls	M	Multiple interactions per job (locate, approach, unlock, lock, status confirmations).
Single VIN or Fleet data	Single	Data captured is per VIN.
Complexity of aggregation	L	Mostly transactional; limited historical analytics beyond service KPIs.
Integration with other 3rd parties (non-OEMs)	M	Interfaces to mobile service providers, payment processors and scheduling platforms.
Safety/security concerns	H	Remote lock/unlock and immobiliser functions are in scope of UNECE R155 and ISO/SAE 21434 with high consequence in case of compromise.

Driver behaviour and coaching

Key takeaways	Overall complexity	Potential uptake
Highly valuable for fleet managers, however not so much for private consumers. The breadth of data required from both the vehicle and fleets to provide good advise increases the complexity to deliver such use case, especially when trying to implement with multi-brand fleets.	High	Medium

	Uptake	Reasoning
Value to end consumer	H	Important to reduce fuel consumption and maximise component life. Highly relevant for fleets.
Monetization	L	The implementations shown so far by OEMs are mostly free, reducing the expectation for monetization from private customers. For B2B there might be more potential to offer such system.
Consumer interest	M	Private consumers are somewhat interested in reduce their fuel consumption and reduce component stress.
	Complexity	**Reasoning**
Data volume	H	Continuous collection of high-frequency signals (speed, acceleration, braking, cornering, time-of-day, sometimes phone usage) generates large daily datasets per vehicle.geotab+2
Number of data pulls	H	Near-real-time or frequent batch uploads of trip summaries and events are required to support timely coaching.
Single VIN or Fleet data	Both	Feedback is per driver/VIN, but models are trained on fleet-level data to normalise risk and consumption patterns.
Complexity of aggregation	H	Requires construction of trip objects, contextual enrichment (road type, weather, traffic) and derivation of composite driving scores.
Integration with other 3rd parties (non-OEMs)	M	Potential links to coaching apps, employer fleet platforms and reward partners but not as extensive as insurer ecosystems.
Safety/security concerns	M	Behaviour and location profiles are privacy-sensitive but do not directly actuate vehicle functions; risk is mainly around misuse of personal profiling.

Usage-based insurance (UBI)

Key takeaways	Overall complexity	Potential uptake
Highly valuable and complex use case to deliver. The data required and aggregation is complex, but the potential reward to both insurers and end consumers is considerable as it reduces total cost of ownership.	High	High

	Uptake	Reasoning
Value to end consumer	H	Value to insurance companies and consumers very high, as a better control of insurance cost can be made.
Monetization	H	Insurance companies are willing to pay considerably to gather this information.
Consumer interest	H	Consumers are willing to have UBI to potentially reduce their insurance costs, especially low-mileage and young drivers.
	Complexity	**Reasoning**
Data volume	H	Continuous telematics including distance, road type, time-of-day, speeding and harsh events, often retained long-term for pricing models.
Number of data pulls	H	Ongoing collection throughout policy term (per trip or streaming) plus periodic summaries for billing and pricing updates.
Single VIN or Fleet data	Both	Pricing is per policyholder/VIN, but actuarial modelling requires very large pooled datasets across many vehicles.
Complexity of aggregation	H	Complex actuarial pipelines combining telematics, traditional rating factors, claims history and external risk variables (weather, traffic, road risk indices).
Integration with other 3rd parties (non-OEMs)	H	Tight coupling to insurers' core systems, brokers, aggregators and potentially third-party telematics providers or smartphone-based data sources.
Safety/security concerns	H	Long-term storage of detailed movement and behaviour data creates substantial privacy and cybersecurity exposure; subject to both automotive and insurance regulation.

Battery health and EV route planning

Key takeaways	Overall complexity	Potential uptake
Use case already offered by various OEMs, being expected by end consumers, therefore driving down potential monetization. The complexity to deliver is based on the required integration with charging networks and map providers. The use case requires low-latency routing decisions, accurate charger availability data and strong HMI integration to maintain driver trust.	High	High

	Uptake	Reasoning
Value to end consumer	H	It is a core functionality of an EV for consumers.
Monetization	L	It is expected by consumers and offered by most OEMs that sell EVs.
Consumer interest	H	Battery health and EV route planning is expected for consumers with EVs.

	Complexity	Reasoning
Data volume	M	Requires regular logging of SoC, SoH, temperature, charge events and consumption per segment; moderate volumes compared with full-stack autonomy data.
Number of data pulls	H	Frequent updates during trips and charging sessions are needed for accurate range prediction and dynamic routing.
Single VIN or Fleet data	Single	Per-vehicle optimisation plus fleet-level analytics to refine degradation models and charging strategies.
Complexity of aggregation	H	Multi-year usage history and modelling with environmental conditions, charging profiles and cell chemistry models to estimate degradation and recommend routes.
Integration with other 3rd parties (non-OEMs)	H	Deep integration with public charging networks, mapping providers, payment platforms and potentially grid/energy-market actors for smart charging and V2G.
Safety/security concerns	M	Indirect impact on safety (stranding risk, thermal limits) but no direct control beyond charge scheduling; main risk is exposing location and charging behaviour.

Road condition reporting

Key takeaways	Overall complexity	Potential uptake
It is a use case with low monetization and interest from consumers, with most OEM initiatives to deliver such use case are based on free sharing of data across companies. Furthermore, it is a complex use case to deliver with high-frequency and lots of sensor data required.	High	Low

	Uptake	Reasoning
Value to end consumer	L	Some value for infrastructure providers and local governments but limited value to end consumers or OEMs.
Monetization	L	Mostly pushed as part of V2X initiatives with no monetization attached to it.
Consumer interest	L	Consumer interest for the feature is low compared to other connectivity use cases.

	Complexity	Reasoning
Data volume	M	High-frequency sensor data (accelerometers, wheel-speed, camera/vision metadata) across many vehicles yields large datasets when scaled. Likely to be aggregated on the edge.
Number of data pulls	H	Continuous collection or frequent uploads while driving to detect potholes, friction changes and hazards in near-real time.
Single VIN or Fleet data	Fleet	Core value comes from aggregating across many vehicles to infer road condition patterns and validate anomalies.
Complexity of aggregation	H	Requires spatial-temporal clustering, map-matching and fusion of multiple sensor modalities plus external data (weather, traffic volumes).
Integration with other 3rd parties (non-OEMs)	H	Interfaces to road authorities, map providers and potentially other OEMs' data platforms to generate broad coverage.
Safety/security concerns	M	Data is largely anonymised and aggregated, but location traces are sensitive and must be protected during collection and transmission.

Feature usage analysis

Key takeaways	Overall complexity	Potential uptake
Use case only relevant to OEMs and most likely they have the capability to obtain feature usage data on their own, leaving little to no space for a third party to offer additional value.	High	Low

	Uptake	Reasoning
Value to end consumer	L	No value to end consumer
Monetization	L	Interest from OEMs that would be willing to better understand usage patterns, but unlikely to command revenue.
Consumer interest	L	Low to none consumer interest to understand patterns of use of features or systems.

	Complexity	Reasoning
Data volume	M	High-granularity logs of HMI events, app usage, infotainment interactions and ADAS feature toggles create substantial event streams per vehicle
Number of data pulls	H	Continuous or frequent batch uploads are typical to capture actual usage patterns across software releases.
Single VIN or Fleet data	Fleet	Analytics require large samples across many VINs and markets to avoid bias and support product decisions.
Complexity of aggregation	M	Needs stitching of event logs to user journeys, software versions, markets and customer segments; complex schema evolution over time.
Integration with other 3rd parties (non-OEMs)	M	Potential integrations with app developers, app-store backends and analytics platforms but usually mediated by OEM.
Safety/security concerns	M	Behavioural and content-consumption data is privacy-sensitive but generally decoupled from safety-critical controls; anonymisation and consent are key.

Tolls and parking

Key takeaways	Overall complexity	Potential uptake
Although Tolls and parking has had some interest in the past the cross-border usability in Europe has proved challenging for OEMs. Being mostly developed by third parties.	High	Medium

	Uptake	Reasoning
Value to end consumer	M	Some interest to speed up tolling process or to digitise it.
Monetization	M	Potential to monetise to fleet providers or cross-country travellers.
Consumer interest	L	Tolls and parking is not a highly desired feature by consumers. Nice to have but not expected.

	Complexity	Reasoning
Data volume	M	Location and trip metadata at toll points or along tolled segments; moderate volume compared with full telematics streams.
Number of data pulls	H	Frequent micro-transactions whenever vehicles traverse tolled infrastructure, potentially many times per day.
Single VIN or Fleet data	Both	Billing is per VIN/account, but fleet customers expect consolidated invoicing and analytics.
Complexity of aggregation	M	Requires accurate map-matching and trip segmentation plus reconciliation with tariff tables and dispute management.
Integration with other 3rd parties (non-OEMs)	H	Extensive integration with toll operators, payment providers and sometimes national road-charging authorities.
Safety/security concerns	M	Location and movement patterns are sensitive, but there is minimal direct vehicle control; main risk is financial fraud.

Used car certificate

Key takeaways	Overall complexity	Potential uptake
There is inherent complexity on how to normalise the resell value across different brands and different generations, especially vehicles without an embedded connected sensor suite. Market adoption depends on widely accepted certificate formats, interoperability across OEMs and regulators, and potentially blockchain or PKI-based verification mechanisms.	Medium	Medium

	Uptake	Reasoning
Value to end consumer	H	Relevant when reselling vehicle to maximise revenue.
Monetization	M	OEMs and garages could offer service to enhance vehicle valuation.
Consumer interest	L	Awareness on use case is not high. However , very similar to a vehicle appraisal which commands some consumer interest.

	Complexity	Reasoning
Data volume	M	Certificate aggregates multi-year maintenance, odometer and event history, which is sizeable over life but static at issuance time.
Number of data pulls	L	Data is compiled on-demand at resale time; occasional refreshes only when certificate is requested again.
Single VIN or Fleet data	Single	Single VIN info is required.
Complexity of aggregation	H	Requires joining OEM data, workshop records, recall campaigns, telematics history and sometimes external sources (e.g., accident databases).
Integration with other 3rd parties (non-OEMs)	H	Needs connections to dealer networks, independent garages, inspection providers, vehicle-history services and online marketplaces.
Safety/security concerns	M	Limited direct safety impact, but identity and history fraud are concerns; documents must be tamper-evident and cryptographically verifiable.

Scoring methodology

Scoring methodology

To determine the potential uptake and complexity of a use case, various subfactors were defined, each one of these can get a low, medium or high score (L/M/H). Following this, the L/M/H value is transformed into a numerical value by the following table:

L/M/H score	Numerical Value
Low	1
Medium	3
High	5

Once the numerical scores are determined for all subfactors, these results are added to get a total uptake score and a total complexity score. Finally this numerical score is translated back into a L/M/H score by the following tables:

Total UPTAKE numerical score	L/M/H score
3 to 6	L
7 to 11	M
12 to 15	H

Total Complexity numerical score	L/M/H score
5 to 10	L
11 to 18	M
19 to 25	H

Access to car data: Impacts of new legislation and opportunities for digital services

WP5: Potential partnerships and collaborations

Prepared for FIA

July 2026

SBD Automotive Ltd

VESOS Ltd



Work package 5: Potential partnerships & collaborations for FIA members



Value to FIA members:

"Recommendations to FIA members about how to participate in the automotive data ecosystem, based on maximum business ROI"

Objectives of the study	Method of research	Deliverable
Examine potential partnerships and collaborations with stakeholders in the automotive ecosystem	There have been well-documented phases in the past 10+ years of vehicle data B2B use cases, including direct B2B, B2C and via data intermediaries and aggregators. The ecosystem has evolved partly in response to the successes and failures of these phases, and more recently in response to regulation. Analyse the roles and (named) actors working within the ecosystem. Identify the strategies applied by each and the value they seek to create. Sometimes multiple strategies are applied in parallel, in particular by OEMs, so these need to also be explored and understood. Examine opportunities for Partnerships for road safety, eg DFRS. Look at roles to be played in analysis of road collisions for highly automated vehicles. Examine partnerships for vehicle users with special needs eg Motability and other organisations.	**Ecosystem illustration with actors/roles defined**; Example companies profiled to describe their strategic, commercial and technical approach to participation in the automotive data ecosystem.

Executive Summary

Main partnership recommendations for FIA members

	Use case	Potential partners	How to engage?
Consider	• Roadside assistance • Pre-emptive maintenance • Insurer FNOL	• COVESA • AISIN / BOSCH • GeoTab / Octo Telematics	• Sharing and aggregating data from partners • Providing data to key third parties, e.g. insurers
Monitor	• Remote servicing • Used car certificate • Driver behaviour and coaching • Usage-based Insurance • Battery health and EV route planning • Support OEM data profile • Tolls and parking	• Lexis Nexis • Chargetrip • Urgently.ly • ARC Europe	• Use infrastructure to enhance existing data with car clubs information
Ignore	• Road condition reporting • Feature usage analysis	• TISA • NHTSA / FHWA • NIRA Dynamics • CEDR	• Best practices sharing • Standardising formatting and data sharing practices

Ecosystem actors mapping to use cases

Key points:

- COVESA and Tier-1 suppliers such as AISIN and Bosch are the partners that cover the most use cases relevant to FIA members. Their access to different data sources and standardization efforts make them highly valuable to implement new use cases.
- Telematics providers such as GeoTab or Octo Telematics are also valuable as they already have the data platforms and infrastructure to efficiently share and aggregate data.
- Other partners are more use case specific, based on their value proposition, e.g. Chargetrip is valuable to EV-related use cases.
- There are some secondary values to roadside assistance, particularly to using road data, e.g. CEDR for safety of roadside assistance vehicles.

	Pre-emptive maintenance	Roadside assistance	Support OEM data profile	Insurer FNOL	Remote servicing	Driver behaviour and coaching	Usage-based insurance	Battery health and EV route planning	Road condition reporting	Feature analysis	Tolls and Parking	Used car certificate
COVESA	■	■	■	■				■	■	■		■
Data for Road Safety (DfRS)									■			
CEDR									■		■	
TISA									■		■	
NIRA Dynamics									■			
INRIX / TOMTOM		■						■	■		■	
AISIN / BOSCH	■	■	■	■	■		■		■	■	■	■
USA - NHTSA / FHWA									■			
GEOTAB / OCTO TELEMATICS	■			■		■	■	■		■		■
LEXIS NEXIS				■			■					■
URGENT.LY		■						■				
CHARGETRIP								■		■		
ARC EUROPE		■			■						■	■
CAURA											■	

Potential partnerships per use case

Pre-emptive maintenance

Recommendation

FIA members should consider pre-emptive maintenance because it improves downtime and safety. It could also lower long-term costs for fleets and individual vehicle owners. COVESA could be a particularly useful partner to support providing standardised models and practices to enable consistent analytics across various brands. Tier-1s such as Bosch or AISIN can provide real-time visibility on DTCs and health indicators across multi-brand fleets.

Partners	Potential partner	Reasoning
COVESA		Provides open data models (VSS) and interfaces for vehicle signals, easing multi-OEM health-data integration into club platforms.
Data For Road Safety		N/A
CEDR		N/A
TISA		N/A
NIRA Dynamics		N/A
INRIX / TOMTOM		N/A
AISIN / BOSCH		Bosch offers remote diagnostics, telemetry acquisition and OTA updates via Vehicle Connectivity Services and its connectivity hub, directly enabling predictive maintenance services.
USA - NHTSA / FHWA		N/A
Geotab / Octo Telematics		Already have the telematic fleet platforms used by many fleets. Can provide DTCs, CAN data and usage metrics to build predictive maintenance and service scheduling.
LexisNexis		N/A
Urgent.ly		N/A
Chargetrip		N/A
ARC Europe		N/A
CAURA		N/A

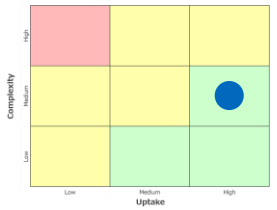
Value to FIA members (taken from WP3)

- Direct revenue source
- Ability to offer bundled solutions

Value to end consumers (taken from WP3)

- Cost reduction
- More uptime

Uptake vs complexity (taken from WP4)



Key
Ignore
Monitor
Consider

Roadside Assistance

Recommendation

FIA members should consider roadside assistance because a smarter, rapid and reliable response remains a core member service and a key differentiator in mobility. Several partners can support on a different part of the ecosystem: ARC Europe already orchestrates connected-car assistance for many European clubs, Urgent.ly offers a white-label digital roadside platform that can be integrated with club apps and telematics data to optimise dispatch and customer communication. Bosch connectivity services can provide remote fault interrogation at call-time, while TomTom/INRIX traffic and incident feeds improve routing and ETA predictions for patrols.

Partners	Potential partner	Reasoning
COVESA		COVESA can facilitate handling of signal data from different OEMs, as it tries to standardise the way signals are called and the data in those.
Data For Road Safety		N/A
CEDR		N/A
TISA		N/A
NIRA Dynamics		N/A
INRIX / TOMTOM		Provide real-time traffic, incident and SRTI feeds based on connected-vehicle data, valuable for routing patrols and warning members.
AISIN / BOSCH		Provide remote diagnostics and CAN access to read fault codes and status during an assistance call.
USA - NHTSA / FHWA		N/A
Geotab / Octo Telematics		N/A
LexisNexis		N/A
Urgent.ly		Operates an intelligent roadside/mobility assistance platform used by multiple automotive brands and suitable for white-label FIA club deployment.
Chargetrip		N/A
ARC Europe		Pan-European roadside alliance linked to FIA clubs, already deploying connected-car Smart RSA services for proactive and reactive assistance.
CAURA		N/A

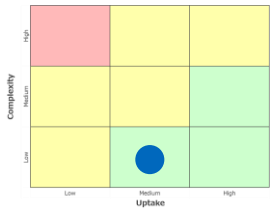
Value to FIA members (taken from WP3)

- Direct revenue source
- Uptake in registration of companion app

Value to end consumers (taken from WP3)

- Higher safety
- Better UX
- Higher uptime

Uptake vs complexity (taken from WP4)



Key
Ignore
Monitor
Consider

Support OEM Data Profile

Recommendation

Building a generic OEM data-profile platform sits closer to OEM and Tier-1 strategy than to the core mission of many clubs; FIA members should only engage where it clearly unlocks downstream services (e.g. roadside or insurance products). COVESA's open specifications can be promoted to OEM partners to ensure that any data the club receives is harmonised and future-proof. For pilots, Bosch's connectivity hub and LexisNexis Telematics Exchange can be used as intermediaries to push standardised event and driving data into OEM and insurer clouds without clubs operating their own heavy data infrastructure.

Partners	Potential partner	Reasoning
COVESA		COVESA leads open vehicle standards that reduce fragmentation. Vehicle signal specifications (VSS) and CVII work directly on harmonised data models for cloud integration.
Data For Road Safety		N/A
CEDR		N/A
TISA		N/A
NIRA Dynamics		N/A
INRIX / TOMTOM		N/A
AISIN / BOSCH		Major Tier 1 suppliers with deep component-level data and insight. Deliver secure data capture and transmission to cloud services.
USA - NHTSA / FHWA		N/A
Geotab / Octo Telematics		N/A
LexisNexis		N/A
Urgent.ly		N/A
Chargetrip		N/A
ARC Europe		N/A
CAURA		N/A

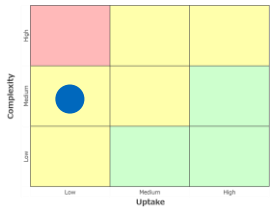
Value to FIA members (taken from WP3)

- No major value identified

Value to end consumers (taken from WP3)

- Better UX

Uptake vs complexity (taken from WP4)



Key
Ignore
Monitor
Consider

Insurer FNOL

Recommendation

FIA members should consider insurer FNOL because faster, more accurate notices improves claims handling, reduce fraud and could improve insurance products for members. Octo Telematics and LexisNexis already provide crash detection, driving scores and telematics exchanges tailored for European insurers and can be integrated into club workflows. ARC Europe and national clubs can act as the “data collection edge”, combining member contact, photos and vehicle telemetry before handing structured FNOL packages into the LexisNexis or Octo ecosystems.

Partners	Potential partner	Reasoning
COVESA		Harmonised signal definitions help clubs share structured crash and status data with insurers across brands.
Data For Road Safety		N/A
CEDR		N/A
TISA		N/A
NIRA Dynamics		N/A
INRIX / TOMTOM		N/A
AISIN / BOSCH		Connectivity services can provide crash and DTC telemetry to clubs/insurers but require OEM adoption.
USA - NHTSA / FHWA		N/A
Geotab / Octo Telematics		Octo is a leading UBI and claims-analytics provider, delivering crash detection, scoring and FNOL services; Geotab telematics can also trigger claims events.
LexisNexis		Telematics Exchange and Insurance Telematics products are explicitly designed to deliver telematics data and scores to European insurers at quote and claim time.
Urgent.ly		N/A
Chargetrip		N/A
ARC Europe		N/A
CAURA		N/A

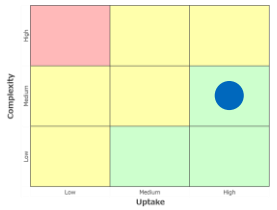
Value to FIA members (taken from WP3)

- Direct revenue source

Value to end consumers (taken from WP3)

- Cost reduction

Uptake vs complexity (taken from WP4)



Key
Ignore
Monitor
Consider

Remote Servicing

Recommendation

Remote access is technically feasible via Tier-1 solutions but exposes clubs to significant cybersecurity and liability risks. FIA members should pilot only where OEMs assume primary security responsibility and where access is mediated by standardised APIs and short-lived credentials, drawing on COVESA's security and service-oriented architecture work where applicable.

Partners	Potential partner	Reasoning
COVESA		N/A
Data For Road Safety		N/A
CEDR		N/A
TISA		N/A
NIRA Dynamics		N/A
INRIX / TOMTOM		N/A
AISIN / BOSCH		Support secure remote activation of vehicle functions, compliant with UNECE cybersecurity rules.
USA - NHTSA / FHWA		N/A
Geotab / Octo Telematics		N/A
LexisNexis		N/A
Urgent.ly		N/A
Chargetrip		N/A
ARC Europe		Strong European roadside network & established relationships with service providers.
CAURA		N/A

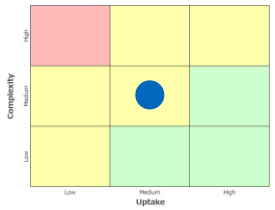
Value to FIA members (taken from WP3)

- Direct revenue source

Value to end consumers (taken from WP3)

- Better UX

Uptake vs complexity (taken from WP4)



Key
Ignore
Monitor
Consider

Driver Behaviour and Coaching

Recommendation

FIA members could consider implementation initially for fleets and high-risk segments. Octo and Geotab already offer mature driving-behaviour scoring and coaching programmes that can be white-labelled by clubs, reducing time-to-market. LexisNexis' risk scores derived from telematics can be used where clubs cooperate with insurers to create driver-improvement programmes that are directly linked to premium benefits.

Partners	Potential partner	Reasoning
COVESA		N/A
Data For Road Safety		N/A
CEDR		N/A
TISA		N/A
NIRA Dynamics		N/A
INRIX / TOMTOM		N/A
AISIN / BOSCH		N/A
USA - NHTSA / FHWA		N/A
Geotab / Octo Telematics		Both supply smartphone/device-based driver scoring and coaching solutions widely used by fleets and insurers.
LexisNexis		N/A
Urgent.ly		N/A
Chargetrip		N/A
ARC Europe		N/A
CAURA		N/A

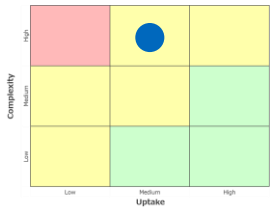
Value to FIA members (taken from WP3)

- Direct revenue source
- Uptake app stickiness and usability

Value to end consumers (taken from WP3)

- Cost reduction
- More uptime

Uptake vs complexity (taken from WP4)



Key
Ignore
Monitor
Consider

Usage-Based Insurance

Recommendation

UBI is a natural extension of driver-behaviour services and many FIA clubs already distribute insurance; Octo Telematics provides end-to-end UBI platforms including device management, scoring and insurer integrations. LexisNexis Telematics Exchange and Telematics OnDemand give access to OEM and aftermarket telematics data and normalised risk scores at point of quote/renewal across European markets. Clubs should position themselves as distribution and customer-relationship owners while relying on Octo/LexisNexis (and potentially Geotab for fleet lines) for the heavy analytics and regulatory-grade data handling.

Partners	Potential partner	Reasoning
COVESA		N/A
Data For Road Safety		N/A
CEDR		N/A
TISA		N/A
NIRA Dynamics		N/A
INRIX / TOMTOM		N/A
AISIN / BOSCH		Connectivity services provide hardware and data capture for OEM-based UBI but not the actuarial engine.
USA - NHTSA / FHWA		N/A
Geotab / Octo Telematics		Octo is one of the leading global UBI platforms with risk scoring; Geotab telematics data is widely used in commercial-fleet insurance.
LexisNexis		Telematics Exchange and OnDemand deliver normalised driving data and scores to insurers, specifically for UBI in Europe.
Urgent.ly		N/A
Chargetrip		N/A
ARC Europe		N/A
CAURA		N/A

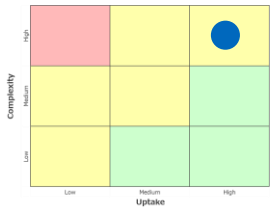
Value to FIA members (taken from WP3)

- Direct revenue source

Value to end consumers (taken from WP3)

- Cost reduction

Uptake vs complexity (taken from WP4)



Key
Ignore
Monitor
Consider

Battery Health and EV route planning

Recommendation

FIA members should consider battery health and EV performance because EV adoption is growing and members need reliable information on range, degradation and maintenance. Chargetrip is a strong specialist partner in Europe, providing EV routing APIs that already underpin services like Arval's My Arval app and can be integrated into club apps with relatively low effort. TomTom and INRIX supply high-quality traffic, elevation and incident data, which Chargetrip or clubs can use to refine range predictions and charging recommendations.

Partners	Potential partner	Reasoning
COVESA		Data-model work includes EV-relevant signals (SoC, charging) and cloud integration, useful for cross-OEM EV services.
Data For Road Safety		N/A
CEDR		N/A
TISA		N/A
NIRA Dynamics		N/A
INRIX / TOMTOM		Provide traffic, gradient and incident data, plus integration with SRTI and C-ITS, all important for robust EV route planning.
AISIN / BOSCH		Supports standardised models
USA - NHTSA / FHWA		N/A
Geotab / Octo Telematics		Geotab has EV telematics products for SoC and range; useful building blocks for EV club services.
LexisNexis		N/A
Urgent.ly		N/A
Chargetrip		Offering APIs and My Arval integration across Europe; highly suited to FIA club EV route-planning services.
ARC Europe		N/A
CAURA		N/A

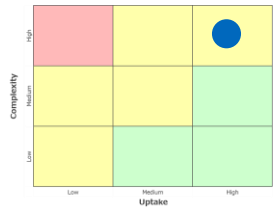
Value to FIA members (taken from WP3)

- Ability to offer bundled solutions

Value to end consumers (taken from WP3)

- Cost reduction
- More uptime

Uptake vs complexity (taken from WP4)



Key
Ignore
Monitor
Consider

Road Condition Reporting

Recommendation

FIA members should consider providing / selling data to road operators as a small but useful revenue stream improving roads for customers. Road-condition reporting aligns directly with European SRTI policy and club safety missions; Data for Road Safety (DfRS), CEDR and TISA provide the governance and standards framework for exchanging SRTI messages between public and private actors. TomTom and INRIX are key distribution partners, transforming raw SRTI/vehicle data into live hazard information in navigation systems, while ARC Europe orchestrates club participation and advocacy.

Partners	Potential partner	Reasoning
COVESA		Standard signal definitions make multi-OEM sensor data (e.g. ABS events, stability control) easier to aggregate for road-condition analytics.
Data For Road Safety		Already provides data to NRAs & road defects are part of SRTI standard message sets.
CEDR		Link to NRAs across Europe and is promoting vehicle-based data.
TISA		Road Condition considered as a TPEG Specification.
NIRA Dynamics		Already source data from VAG for road operators and sell to NRAs.
INRIX / TOMTOM		Provide traffic, gradient and incident data, plus integration with SRTI and C-ITS.
AISIN / BOSCH		Wide range of vehicle data sources to OEMs e.g. eCall.
USA - NHTSA / FHWA		FHWA road-weather/ITS research can inform methodologies.
Geotab / Octo Telematics		N/A
LexisNexis		N/A
Urgent.ly		N/A
Chargetrip		N/A
ARC Europe		N/A
CAURA		N/A

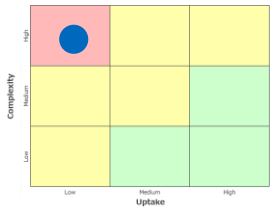
Value to FIA members (taken from WP3)

- Direct revenue source

Value to end consumers (taken from WP3)

- Cost reduction
- Higher safety

Uptake vs complexity (taken from WP4)



Key
Ignore
Monitor
Consider

Feature Analysis

Recommendation

Understanding feature usage is strategically valuable but requires deep integration with OEM infotainment stacks and consent management. In the short term, FIA members should focus on analysing usage of their own digital channels (apps, navigation services via TomTom/INRIX or Chargetrip) and prepare governance frameworks for broader in-vehicle analytics as regulation and OEM openness evolve.

Partners	Potential partner	Reasoning
COVESA		Open data models and service-oriented architectures directly support logging and analysing feature usage across OEMs.
Data For Road Safety		N/A
CEDR		N/A
TISA		N/A
NIRA Dynamics		N/A
INRIX / TOMTOM		N/A
AISIN / BOSCH		Can collect granular CAN/HMI data across fleets, enabling detailed feature-usage analytics.
USA - NHTSA / FHWA		N/A
Geotab / Octo Telematics		Telemetry platforms can capture device/app events and ADAS activation in fleets.
LexisNexis		N/A
Urgent.ly		N/A
Chargetrip		EV routing feature analytics (route choices, charger selection) could form a subset of broader usage analysis.
ARC Europe		N/A
CAURA		N/A

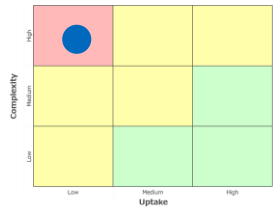
Value to FIA members (taken from WP3)

- No major value identified

Value to end consumers (taken from WP3)

- No major value identified

Uptake vs complexity (taken from WP4)



Key
Ignore
Monitor
Consider

Tolls and Parking

Recommendation

FIA members should consider assisting with tolls and parking as a service to their customers for retention and competitiveness. Tolling deployment is highly country-specific; FIA members should not build their own back-office but instead ensure interoperability with existing providers and standards.

Partners	Potential partner	Reasoning
COVESA		N/A
Data For Road Safety		N/A
CEDR		Road-authority platform; toll-road operators participates via associated organisations (e.g., ASECAP) in cooperative ITS, which affects tolling integration.
TISA		TPEG services can carry toll and parking-related travel information (tariffs, restrictions), supporting user interfaces.
NIRA Dynamics		N/A
INRIX / TOMTOM		Traffic and road-segment data used in dynamic tolling and pricing models; partners of toll-road operators.
AISIN / BOSCH		Connectivity hub can transport toll-related data and support OEM implementations but is not a toll back-office provider.
USA - NHTSA / FHWA		N/A
Geotab / Octo Telematics		N/A
LexisNexis		N/A
Urgent.ly		N/A
Chargetrip		N/A
ARC Europe		ARC Europe can coordinate advocacy and interoperability but is not a toll-tech vendor.
CAURA		Consolidated vehicle payments platform covering tolling, parking, clean air and congestion charges; offers white-label and embedded services, enabling FIA members to deliver toll payment without building their own back-office.

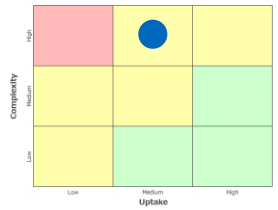
Value to FIA members (taken from WP3)

- Direct revenue source
- Uptake in registration of companion app

Value to end consumers (taken from WP3)

- Better UX

Uptake vs complexity (taken from WP4)



Key
Ignore
Monitor
Consider

Used Car Certificate

Recommendation

FIA members should consider used car certificate because trusted, data-backed vehicle history increases buyer confidence. ARC Europe is well placed to coordinate a cross-border used-car certificate framework that aggregates club inspection data, breakdown history and assistance records into a standardised digital product. CARFAX Europe and LexisNexis can supply authoritative vehicle-history and claims/accident data, significantly strengthening the credibility of any club-branded certificate. Other partners can further support the enrichment of data.

Partners	Potential partner	Reasoning
COVESA		Common signal and data-exchange standards help clubs access historical vehicle data in a consistent way for certificates.
Data For Road Safety		N/A
CEDR		N/A
TISA		N/A
NIRA Dynamics		N/A
INRIX / TOMTOM		N/A
AISIN / BOSCH		Store lifetime telemetry/diagnostic logs that feed into OEM- or club-issued digital history certificates.
USA - NHTSA / FHWA		N/A
Geotab / Octo Telematics		Fleet telematics histories (mileage, usage, incidents) can underpin used-vehicle certificates for ex-fleet vehicles.
LexisNexis		Insurance and claims history available through LexisNexis risk databases can enrich vehicle-history certificates (accident history, write-offs).
Urgent.ly		N/A
Chargetrip		N/A
ARC Europe		Orchestrate cross-border data-sharing and standards for club-issued used-car certificates, aggregating inspection, breakdown and assistance history.
CAURA		N/A

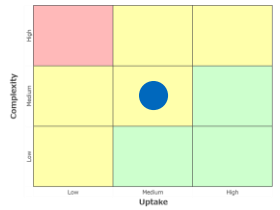
Value to FIA members (taken from WP3)

- No major value identified

Value to end consumers (taken from WP3)

- More uptime

Uptake vs complexity (taken from WP4)



Key
Ignore
Monitor
Consider

Use cases analysed

After checking existing use cases and research internally. SBD developed a list of relevant use cases. This list was then validated with FIA members and feedback directly from the FIA, as the most relevant use cases to analyse:

ID	Use case family	Use case
1	Pre-emptive maintenance	Routinely & proactively pull vehicle status & fault data as part of preventative health check service
2	Roadside assistance event	Remotely pull vehicle status & fault data in response to consumer calling roadside assistance provider with issue
3	Support OEM data profile	Collect vehicle data at roadside during callout and upload to OEM cloud
4	Insurer FNOL	Collect vehicle data at collision location to send to insurer
5	Remote servicing	Remotely locate, unlock & lock for “we come to you” servicing
6	Driver behaviour and coaching	Track driving patterns and provide recommendations to maximise fuel/battery range and minimise overstress to components
7	Usage-based insurance (UBI / PAYD / PHYD)	Risk patterns developed from driving behaviour to provide a better insurance cost
8	Battery health and EV route planning	Maximise battery life and optimise routes to include charging
9	Road condition reporting	Collect information about road conditions for improved safety
10	Feature usage analysis	Understand usage patterns of features and apps within the vehicle to inform future UX and implementations
11	Tolls and Parking	Use vehicle location data to automatically collect road-based charges
12	Used car certificate	Digital report of vehicle condition, history and data points for consumers selling their car

Ecosystem actors

Ecosystem actors of interest

Name	Purpose	Suggested interest to FIA	Website
COVESA	Standardise vehicle data to a common schema on/off the vehicle to make integration between parties easier	Monitor COVESA activities to understand maturity of data standardisation with a view to ingesting harmonised data from all OEM brands	https://covesa.global/about-covesa/
Data for Road Safety Consortium	Cross-sector ecosystem (OEMs, service providers etc) for sharing SRTIs to improve road safety	Strong alignment with FIA road safety goals	https://www.dataforroadsafety.eu/
CEDR (Conference of European Directors of Roads)	Collaboration platform for European national road administrations (performance, data strategies, research)	Key public sector partner. FIA can advocate for user-centric data access	https://www.cedr.eu/
TISA (Traveller Information Services Association)	Develops/maintains standards and tools for high-quality traffic and travel information services	Promote reliable standardised traffic information for FIA members. Opportunities for data quality accreditation with EU Data Act sharing	https://tisa.org/
NIRA Dynamics	Automotive software for sensor fusion, signal processing, tyre pressure monitoring, road surface analysis and connected vehicle data for safety / mobility	Interest in vehicle-generated data for safety features. FIA could explore road intelligence collaborations and aftermarket applications	https://www.niradynamics.com/
INRIX	Provides real-time & historical traffic data, analytics, congestion insights, safety alerts, and volume data from vehicles, sensors and devices	Valuable for traffic management and safety insights. FIA can map INRIX data to member services	https://inrix.com/
AISIN	Major Tier 1 supplier of automotive components (e.g. powertrain, chassis, electronics etc)	Track supplier-side data generation and sharing. Opportunities for FIA advocacy on aftermarket / repair data access	https://www.aisin.com/en/
TomTom	Navigation, maps, real-time traffic data and location-based services	Core player in traffic/mobility data. High relevance for FIA member app/services leveraging user/vehicle data	https://www.tomtom.com/
USA – NHTSA / FHWA	NHTSA crash data & FHWA statistics / analysis / benchmarking	Benchmark EU developments against USA practices. Identify transatlantic learnings	https://crashstats.nhtsa.dot.gov/ https://highways.dot.gov/

Ecosystem actors of interest

Name	Purpose	Suggested interest to FIA	Website
GeoTab / Octo Telematics	Fleet telematics	Consider fleet safety /usage-based services. Potential for driver behaviour & coaching.	https://www.geotab.com/ https://www.octotelematics.com/
Lexis Nexis	Legal and risk solutions	Use car certificates, insurance partnership. Possible sharing of vehicle data. Potential for driver behaviour and coaching	https://www.lexisnexis.com/en-us/gateway.page
Urgent.ly	Location-based mobile app for service providers helps them accept and manage roadside services in real-time	Battery health & tyre health. Useful data.	https://www.geturgently.com/products
ChargeTrip	EV routing and e-mobility software	Watching brief for EV services. Consider aspects like battery health, range and possibly charging infrastructure insights	https://www.chargetrip.com/
ARC Europe	European digital roadside assistance and mobility services	Consider for cross-border roadside assistance and standardisation for FIA members	https://arceurope.com/
CAURA	A UK-built vehicle payments and management platform that brings every vehicle-based payment into a single account - servicing and MOT, parking, tolling, insurance, and road charges such as clean air zones and congestion charging - all delivered with a consumer-grade user experience.	They are already in talks with some FIA members	https://www.caura.com/enterprise

Thank you!



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Do you have any questions?

If you have any questions or feedback about this proposal, you can contact us at info@sbdautomotive.com or discuss with your account manager.

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