

## How will R2RC work?

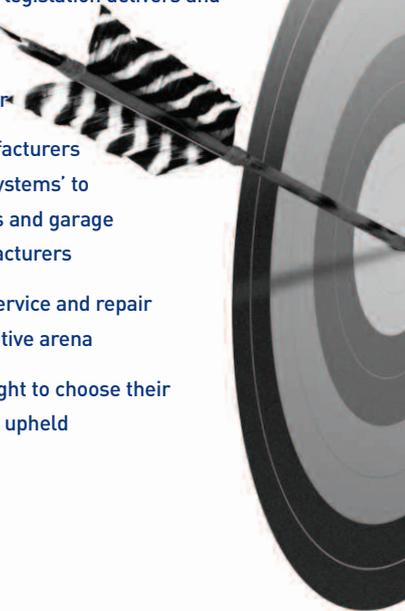
- Develop a cohesive campaign lobbying the EU, European Commission, European Parliament, The Council of Ministers, Embassies and National Governments
- Focus on the environmental issues (well maintained vehicles cause less pollution!)
- A programme of one to one meetings with EU Officials, M.E.P.'s, members of national political parties and governments
- Develop a full media programme to represent R2RC including press, internet etc
- Raise consumer awareness



## Our Objectives

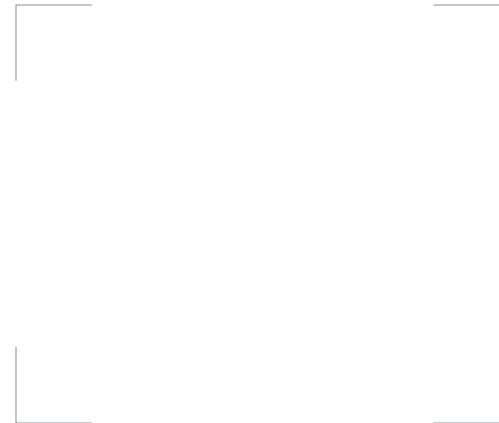
For the R2RC to succeed we must all endeavour to achieve our objectives

- Create awareness in all sectors of the independent aftermarket
- Create awareness amongst European and UK decision makers
- Ensure that future legislation delivers and protects the right to repair for the independent sector
- Ensure that manufacturers do not use 'trick systems' to frustrate suppliers and garage equipment manufacturers
- That automotive service and repair remains a competitive arena
- The consumer's right to choose their service provider is upheld



For further information on the Right to Repair Campaign, the most up to date press releases, newsletters and current developments please visit the website.

[www.r2rc.co.uk](http://www.r2rc.co.uk)



The Right to Repair Campaign would like to thank all of those individuals, companies and organisations who have contributed to the campaign.



Right to Repair Campaign  
Forbes House, Halkin Street  
London SW1X 7DS



## The Right to Repair Campaign

The Right to Repair Campaign (R2RC) is the response of the entire repair sector for motor vehicles to defend the rights given by Block Exemption (BER).

The Block Exemption Regulation (BER) included elements that give the consumer the freedom to choose where they have their vehicle maintained without negating manufacturer's warranties, as long as original parts or parts of matching quality have been fitted by the repairer. To enable repairs to be made, the vehicle manufacturer under BER should make technical information freely available to the independent market.

[www.r2rc.co.uk](http://www.r2rc.co.uk)



## What is the problem?

Vehicles are becoming more complex and access to information is often being restricted by the price that the vehicle manufacturers charge, or by restrictive covenants, therefore, negating the benefits that BER was intended to bring.

As a result of a 'loophole' that restricts access to technical information, it is becoming increasingly necessary for vehicles to be sent to the dealership for 're-commissioning' even if the repair has been successfully completed by the independent repairer.

## So what will happen?

There will be fewer vehicles that the independent repairer are able to repair and, if the vehicle manufacturers succeed in their aims the independents will be fewer, if any exist at all. There are currently 5.92 million vehicles fitted with CAN-bus components already in the UK aftermarket!

The consumer will have less choice on where the vehicle is repaired and an increase in cost of repair.

There are far fewer franchised dealers across the UK than independent repairers. The consumer will have an increased distance to travel to have a vehicle maintained/repaired and greater cost in both financial terms (fuel) and in time.

## So what will happen?<sub>cont</sub>

The hourly rate of the independent garage is half that of the franchised dealers (source GIPA UK Ltd Operation Rate Trends March 2007).

The cost to the consumer of repairs could double!

The result - vehicles are serviced less often meaning they operate less efficiently, coupled with increased distances to travel for repair, this will create a negative impact on the environment.

Lack of regular servicing will undoubtedly lead to unsafe vehicles on the road at what cost?

With the exception of the vehicle manufacturers and their dealerships it is in everyone's interest to ensure that R2RC succeeds in its aim - to ensure that the consumers right to choose where they have their vehicle repaired is protected and to ensure that the repair arena remains a competitive one.

## If we do nothing - who will be affected?

Doing nothing potentially sounds the death knell for the independent aftermarket, ultimately we will have no industry and 1,000's of jobs will be lost including: -

### Repairers

- mechanical and service specialists  
i.e. electrical, air-con
- Body repair
- Road side assist

### Distributors - national and local

### Suppliers

- OEM & OES
- Replacement component and re-manufacturers

The Consumer - without them we have no industry

