

**Driving the future:
How a competitive auto care sector
creates more affordability for
Canadians**

The **Automotive Industries Association of Canada** (AIA Canada) represents, supports and leads innovation in Canada's auto care sector.

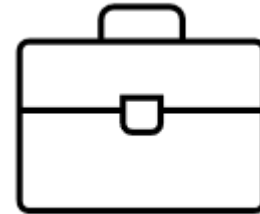
With **thousands of member locations** from coast to coast to coast, our vision, research, training programs and advocacy supports Canada's collision and mechanical sectors.

Our best practices for the auto care industry help our members keep Canada's fleet of almost **26.6 million vehicles** on the road.

Whether you have been in a collision or require maintenance, our members help **vehicles last longer, pollute less** and **keep drivers safer** by offering Canadians any product or service a vehicle may need after it rolls off the dealership's lot.



\$43.9 billion
in annual volume



507,120
full time jobs

Right to repair

Modern vehicles collect thousands of data points on the health of vehicle systems.

Without access to this data, independent auto repair shops cannot service a vehicle. This data model leaves consumers without the right to repair their vehicle at the auto repair shop of their choice.

The case for right to repair

- **Affordability:** The right to repair will allow Canadians to access competitive services rates, and encourages the safe maintenance of vehicles by providing cost-efficient options for repair. At a time when many drivers are balancing housing, food, heating and gas payments, ensuring a competitive aftermarket has arguably never been more important.
- **Accessibility:** Dealerships are not always accessible, particularly in rural and remote communities. Having the option to visit a local repair shop or retail outlet saves vehicle owners time and money, while supporting local jobs.
- **Competition:** Less competition and more concentration hold the economy back. Denying the right to repair raises prices for consumers and commercial vehicle owners and means independent repair shops cannot compete for vehicle owners' business.

Majority of Canadians support right to repair legislation

- **94 per cent** of Canadians agree or strongly agree that consumers should have the ability to get their vehicles serviced at any repair or service shop they want.
- **83 per cent** of Canadians agree or strongly agree that automakers should be required by law to share data with independent auto shops so they can fix their car.
- **Over 3-in-4** Canadians would either be less likely or would not purchase a certain vehicle if it could only be serviced at a company dealership.

Right to repair momentum

- Adoption of a comprehensive right to repair bill in Quebec (Bill 29); draft regulations just published.
- Passage of federal Bills C-244 and C-294, amending the Copyright Act.
- Adoption of new right to repair laws in several U.S.A. states, including Maine, California, New York, and Massachusetts.
- Adoption of right to repair laws in the European Union and Australia.

Our ask

Require original equipment manufacturers (OEM) to make vehicle service, repair, and maintenance data available to the aftermarket. A voluntary code is not sufficient – there must be a mandated requirement for this data to be provided.

Why do it:

- Give drivers choice in where they have their vehicles serviced.
- Reduce repair costs for Canadians.
- Provide convenient access for drivers to have their vehicles serviced, including in rural areas.
- Support well-paying, skilled jobs in the aftermarket including in small communities.
- Provide a more competitive auto care market.
- Extend the life of vehicles, keeping them on the road longer.

Impact of Canada-U.S.A. trade relations

- Tariffs on auto parts and supplies used by the auto care sector to repair vehicles will limit our ability to provide affordable service to Canadians.
- Canada's auto care industry relies upon a diverse, competitively-priced parts market. The more options that are available to the aftermarket, the more competitive they can keep repair and maintenance pricing for drivers.
- Punitive tariffs do not respect the integrated supply chain that exists between Canada and the United States' auto industry. Imposition of this would have serious ramifications on the aftermarket's ability to provide cost-effective service to Canadians.

Auto theft: How the aftermarket can help

- Awareness building on vulnerabilities
- Improving digital content to better educate consumers
- Highlighting aftermarket products that can be used to protect vehicle owners against theft
- Partnering with local and regional stakeholders to educate, prevent, mitigate and track stolen vehicles

Labour challenges

Canada's independent auto repair shops face two significant labour shortages:

- Shortage of automotive tradespeople
- Skills shortage among current workforce

Our ask

We urge the government to:

- Fund industry-led initiatives that break stigma associated with a career in the automotive trades.
- Fund industry-led upskilling initiatives to address labour and skills shortages within the workforce.
- Work with the industry to attract more young Canadians and under-represented groups to the automotive trades.
- Work with the industry to implement solutions to meet our sector's labour needs. This includes ensuring that automotive tradespeople are properly trained to service electric vehicles (EV) as Canada transitions to a growing EV fleet.

Thank you

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