



Canada's auto care sector: Keeping life affordable for Canadians

Right to repair

Modern vehicles collect thousands of data points on the health of vehicle systems. Often, independent auto repair shops are not permitted to access vehicle data from original equipment manufacturers (OEMs) for service and repair needs - leaving our auto care members unable to properly help drivers needing vehicle repairs.

This leaves Canadians with fewer options to have their vehicles fixed, leading to less choice and higher prices.

Currently, vehicle OEMs control access to vehicle repair information, including which auto repair shops can obtain it, under what terms and at what price point. Unless this changes, Canadians will have few options but have their cars serviced exclusively at their dealership.

To ensure there is a competitive auto care sector in Canada that can provide convenient, cost-effective repairs for drivers, the auto aftermarket requires access to vehicle data exclusively for servicing, diagnosis and repair.

Canadians want the right to repair their vehicle

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

The solution

The Canadian Automotive Service Information Standard (CASIS) – the current voluntary agreement between automakers and the aftermarket – worked well for traditional cars but is insufficient today.



For a truly competitive Canadian automotive aftermarket to continue to exist, original equipment manufacturer's (OEM) must be mandated to provide the aftermarket with direct, remote, and real-time access to diagnostic data, for diagnosis, maintenance and repair services.

Impact of Tariffs on Auto Parts, on the Auto Care Sector

Collectively, Canada's automotive aftermarket supply and service chain contributes over \$43.9 billion to the economy, keeping Canada's fleet of 26 million vehicles on the road, and in safe condition.

Canada's aftermarket 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.

Additional tariffs on auto parts and supplies used by the aftermarket to repair vehicles will limit the aftermarket's ability to provide cost-effective service to Canadians.

At a time when many Canadians are balancing housing, food, heating and gas payments, ensuring a competitive aftermarket has never been more important.

Combatting auto theft

The problem of car thefts in Canada requires all stakeholders in the automotive supply chain to come together and work towards tangible solutions that will slow the spike of stolen vehicles.

How the aftermarket can help:

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

Labour shortages

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

- A shortage of automotive tradespeople; and
- A skills shortage among our workforce.

Automotive Industries Association of Canada
Association des industries de l'automobile du Canada

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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.

For more information, contact:

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