



Annual report 2017

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The Car-Pass not-for-profit association is the entity that has been tasked with registering vehicle odometer readings in implementation of the Act of 11 June 2004 to curb fraud with the odometer readings of vehicles. The not-for-profit association has been approved for this purpose by the Royal Decree of 4 May 2006.

This report implements the provisions of Section 2 (2) of the Royal Decree of 21 February 2005 regarding the approval of and the audit of the association that is charged with the registration of the odometer readings of vehicles.

Preface



Dear Reader,

You will no-doubt remember the congress that we organised in October 2016 to celebrate the 10th anniversary of Car-Pass. It was the ideal opportunity to spell out our vision for the future. At that time, we advocated first and foremost for the Car-Pass to evolve into a document that gives buyers clear and transparent information about all relevant objective factors that are important for their latter use of the vehicle. In addition, we highlighted the fact that fraud does not stop at national borders. That is why we strongly pressed for a legislative initiative from Europe, inspired by the Belgian model, to combat odometer fraud throughout the entire European Union.

Car-Pass has worked hard in 2017 to make progress on these two issues. Over the past year, representatives of Car-Pass, Febiac, GOCA and Traxio together with the relevant Federal Public Services for Economy and Mobility and the cabinets of Deputy Prime Minister Peeters and Minister Bellot, have reached an agreement on the amendment of the 2004 Act. In the future, the buyer of a second-hand car will be able to see on the Car-Pass document which European emission standard the car complies with, how much CO₂ it emits, whether the vehicle still has to undergo an inspection after an accident and whether any recall actions still have to be carried out. The Car-Pass will give buyers a clear picture of the mileage history as well as information that could influence the decision whether or not to purchase and could protect buyers from any unpleasant surprises afterwards. I am counting on Deputy Prime Minister Peeters and Minister Bellot to adopt this change in legislation in the course of 2018.

We were also able to make progress at international level over the past year. First of all, I would like to thank our Dutch colleagues from the RDW for their excellent cooperation, as Car-Pass and RDW have been systematically exchanging odometer readings since the end of 2016. In a period of 14 months, this resulted in a 42% reduction in fraud involving import vehicles from the Netherlands. This great result has not gone unnoticed. Several recent European studies refer to Belgium and the Netherlands as examples to be followed by the other Member States. I am optimistic that something will finally start to shift in Europe. The Transport and Tourism Committee of the European Parliament is preparing a binding report in which it will make a number of specific recommendations. The first drafts clearly show that the European Parliament is inspired by the Car-Pass model. The Commission will not be able to ignore this report and will have to come up with its own specific proposals.

You can see that persistence really pays off! Finally, I would like to report that Car-Pass issued 822.571 certificates last year, which is an absolute record. For this, I would like to thank all our partners and professionals who report odometer readings on a daily basis. If you would like more information about last year's activities, then please read the rest of this report.

Ph. Mertens
Chairman

What is Car-Pass?

Are you buying a used vehicle or light van in Belgium? The seller is legally required to give you a Car-Pass. It doesn't matter whether the car is being sold commercially or privately. The Car-Pass shows the odometer reading on different dates. The document may not be more than two months old. If you do not receive a Car-Pass, the sale is invalid and you can request to cancel the contract and receive a full refund.

The odometer reading on the Car-Pass comes from reliable sources: garages, body shops, fast fit service centres, tyre companies, technical inspections, etc. After maintenance, repair, assembly or inspection, they forward the current odometer reading to Car-Pass non-profit. They have to by law. All of those odometer readings are stored in the Car-Pass database. The data can only be used for the Car-Pass itself – not for commercial purposes. The database does not contain the license plate number or any data related to the owner of the vehicle.

Car-Pass non-profit was certified by royal decree to manage the database and issue the mileage certificates. It was founded by the associations representing the automotive industry and the motorists in Belgium. Car-Pass certificates are issued at vehicle inspection stations at the time of the compulsory inspection before the new owner registers a used vehicle. The non-profit doesn't receive subsidies and is fully funded by Car-Pass sales at the price set by royal decree.

The Car-Pass model has been a real success. Since the Car-Pass system was introduced, the number of new cases of tampered odometers has fallen dramatically: from over 60,000 per year to only 1.557 in 2017. Several factors account for this success:

- A simple legal framework with clear and effective sanctions.
- The Car-Pass creates more transparency for buyers and fraud is clearly apparent on the certificate.
- The automotive sector was in favour of cleaning up the used vehicle market from the start, which is why the system immediately received its widespread support.
- The system is based on a common practice in the sector: that is, whenever a vehicle is brought in for service, its mileage is recorded.

Key figures 2017



Car-Pass documents



822.576

number of certificates
issued in 2017



72.515

number of certificates
issued upon import



99,97%

Proportion of certificates
issued within the 5'



1.557

number of (highly)
probable cases
of fraud



62.068

average size of
the fraud (km)



mileage readings



number of mileage readings in the database on 31.12.2017

199.874.208



number of mileage readings that are linked to active vehicles*

109.673.299



number of mileage readings received in 2017

15.585.108



number of users who have provided at least one mileage reading

11.499



vehicles



number of vehicles in the database on 31.12.2017

22.054.070



number of active vehicles on 31.12.2017*

7.310.505

1km+

number of vehicles for which at least one mileage reading was received in 2017

6.198.280



average mileage reading upon issuing the Car-Pass

116.134



average age of the vehicle upon issuing the Car-Pass (in years)

9,43



number of vehicles for which a Car-Pass OK label was granted

145.335

* The active vehicle fleet consists of all vehicle registered on 31.12.2017 and/or vehicles for which Car-Pass received at least one odometer reading in the period of 30.6.2016 to 31.12.2017.

European recognition for the Car-Pass system

Independent European studies confirm: **“Belgium and the Netherlands are implementing “best practice” in combating odometer fraud.”**

The introduction of a Car-Pass system in all EU Member States is the most efficient solution and could save European consumers **EUR 8,51 billion**, provided that the countries share their data with each other.

The **European Parliament** is actively involved in this debate.

In 2016, Car-Pass organised an international conference on the problem of odometer fraud and the possible solutions. One of the conclusions was the need for a European approach. After all, second-hand cars are traded across national borders. National systems such as those currently in place in Belgium and the Netherlands clearly have their limitations when it comes to fraud involving imported vehicles. However, the European Commission has remained very passive in this area. Fortunately, the European Parliament has picked up the baton.

Tomáš Zdechowský, a Czech MEP, organised two conferences in Prague and Warsaw in 2017 to bring odometer fraud to the attention of the local authorities and the press. Car-Pass presented the operation of our Belgian anti-fraud system at both events and received a great deal of press attention. This is not surprising, as the Eastern European countries are major importers of second-hand cars. A Polish senator stated in no uncertain terms that 80% of these imports have odometer problems.

Another speaker at our conference was the German MEP, Ismail Ertug. He has put the subject on the agenda of the Transport and Tourism Committee (TRAN). The European Parliament has the power, based on a report with substantiated arguments (own initiative report), to request the Commission to submit a proposal for legislation to combat odometer fraud. Ismail Ertug has been appointed as the rapporteur for this report, which will contain a number of concrete recommendations. The first drafts show that the members of parliament are very much in favour of the Belgian database model and are of the opinion that this can be easily and quickly adopted by the other Member States. This procedure will be implemented in the course of 2018. The European Commission will have one year to come forward with specific proposals.

In the run-up to this report, the TRAN Committee commissioned two preparatory studies. One proposes possible policy measures¹ and the other has carried out a cost-benefit analysis². Both studies are full of praise for the Belgian Car-Pass system. They consider the Belgian and Dutch approach to be “best practice” in Europe and something that other EU countries should aspire to. Extending the Car-Pass model to the whole of the European Union would save European consumers EUR 8,5 billion a year. The exchange of odometer readings between Car-Pass and RDW (Netherlands) is also highly praised.



1 TRT Transport e Territorio, 2017, Research for TRAN Committee - Odometer tampering: measures to prevent it

2 European Parliamentary Research Service, 2018 - European added value assessment of further EU-level measures addressing odometer manipulation in motor vehicles



Here are some of the more notable quotes taken from both studies.

"In Belgium, the implementation of the "Car-Pass" system contributed substantially to nearly eradicating the odometer tampering in the domestic market."

"The "Car-Pass" system was successful right from the outset. After more than ten years since its implementation, it can be stated that odometer fraud in Belgium has become a very marginal phenomenon."

"The Belgian Car-Pass system is considered by many stakeholders as the best practice in eliminating odometer fraud."

"Regulatory systems that have been implemented in Belgium and the Netherlands have proved to be very effective in tackling odometer tampering, since they contribute to the creation of a more transparent framework at national level, defining clear rules and responsibilities for all the stakeholders involved in the second-hand car market. These systems could be adapted to the specific markets and legislative frameworks in the various Member States."

"Assuming the same success rate of odometer fraud reduction for the whole EU as for Belgium, the creation of a Car-Pass-like system could bring a benefit of €8.51 billion to the European economy."

The exchange of odometer readings between Belgium and the Netherlands is a success.

More transparency about the mileage reading means less fraud.

In October 2016, the competent Belgian and Dutch Ministers signed a declaration of intent "on a joint approach to combat odometer fraud". Car-Pass and the Dutch RDW were instructed to exchange their data in order to prevent fraud involving vehicles which are traded between the two countries. After all, Belgium and the Netherlands are the only countries in Europe that systematically register odometer readings. The project effectively started on 18 November 2016 and received support from the Federal Public Service for Mobility and Transport. Belgium and the Netherlands are pioneers, as this is the first time that odometer readings have been systematically exchanged between two European countries.

The principle is very simple. Every time a car with Dutch documents is presented for an import inspection with the Belgian technical inspection authorities, Car-Pass requests the vehicle's mileage history from RDW. This request is made via the EUCARIS network, to which all EU Member States are connected. In case of a positive response, the Dutch mileage history will be printed on the Car-Pass certificate. This creates transparency about the history of vehicles that are imported from the Netherlands and any fraud will be immediately revealed. From an IT-technical viewpoint, the project ran smoothly right from the start.

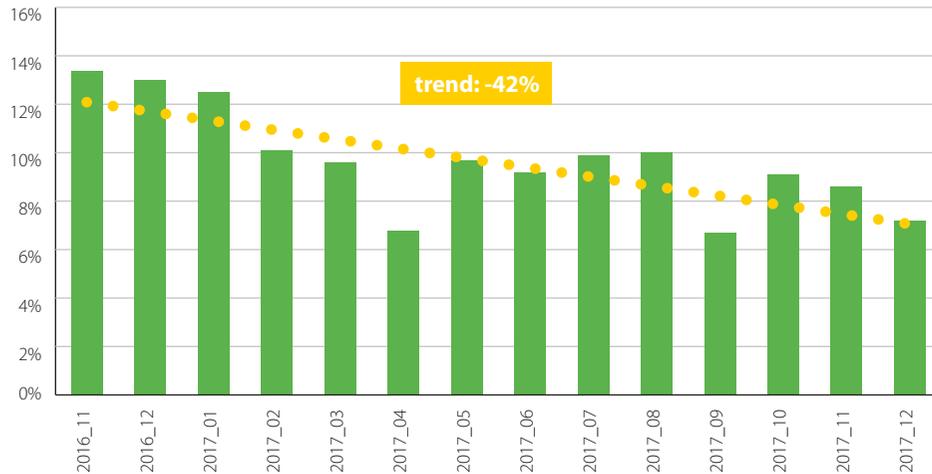
Now that the system has been operational for more than a year, we can also draw the first thorough conclusions. By the end of December 2017, Car-Pass had received almost 150.000 odometer readings from more than 10.000 vehicles. The project revealed that the odometer had been tampered with in 9,5% of the cars imported from the Netherlands. Odometers had been rolled back on average 108.000 km. In case of a Mercedes 300 TD from 1987, the odometer had even been rolled back by as much as 550.000 km. The fact that the project is paying off, is demonstrated by the sharp downward trend in the number of monthly fraud cases, which fell by 42% in 14 months. Hence, greater transparency clearly means less fraud.

It seems logical that an analysis of the fraud cases shows that vehicles exported from the Netherlands with high odometer readings are more susceptible to the risk of fraud. For cars with a reading of more than 200.000 km on the odometer, the risk of fraud increases to 20,3%. Some brands are more popular with the fraudsters than others. Buying an Audi, Volkswagen or BMW from the Netherlands exposes you to an increased risk.

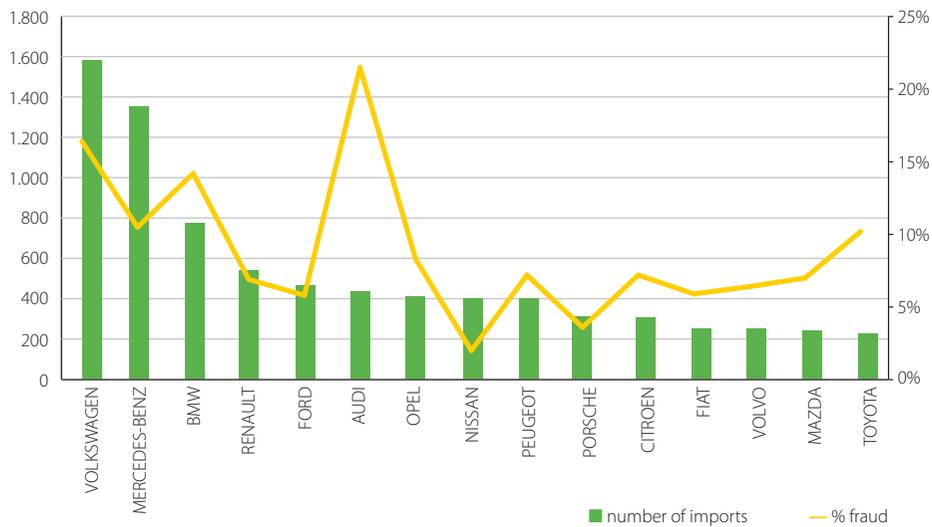
In the opposite direction, Car-Pass supplied RDW with 490.000 odometer readings for more than 41.000 vehicles. The profile of the exported cars is totally different. They are much newer vehicles, with lower odometer readings. The number of fraud cases amounts to 2,5%. RDW also noticed a marked decline in the number of fraud cases since the start of the project.

Period	18/11/2016 - 31/12/2017
number of imports from the Netherlands	10.418
odometer readings received from RDW	148.329
average number of odometer readings per imported vehicle	14,2
percentage of old-timers (≥ 25years)	31,9%
average age at the time of import	17,92
average mileage at the time of import	146.440
percentage of fraud cases	9,5%
average fraud (km)	-107.994
largest fraud (km)	-549.587
number of exports to the Netherlands	41.286
odometer readings sent to RDW	489.906
average number of odometer readings per export vehicle	11,9
percentage of fraud cases (figures provided by RDW)	2,5%

% monthly fraud cases



fraud cases by brand



Belgium and the Netherlands play a **pioneering role** in Europe by systematically exchanging odometer readings via the EUCARIS network.



During the first 14 months, Car-Pass and RDW exchanged

638.000

odometer readings for 51.500 vehicles.



In **9,5%** of the cars imported from the Netherlands, the odometer had been tampered with.



The number of fraud cases fell by

42% in 14 months.

The new Car-Pass legislation is in the pipeline.

All parties involved **agree** to amend the Car-Pass Act from 2014.

Additional information will be added to the Car-Pass document:

- EURO standard
- CO₂ emissions
- Notification of inspection after an accident
- Notification of missed recalls.

Better **prevention of import fraud**: manufacturers need to communicate the available odometer readings of imported cars to Car-Pass.

Companies will have to send their data to Car-Pass **immediately**, i.e. when the vehicle is still in the workshop.

The new law is scheduled to come into force as **from 1 January 2019**.

In October 2016, the conference on the occasion of the 10th anniversary of Car-Pass took place. The chairman and the managing director of the Car-Pass not-for-profit association, both stated that the Car-Pass had to evolve further into a document containing information of more relevance for buyers of second-hand vehicles, rather than only the mileage history. This vision was immediately taken up by the Deputy Prime Minister Peeters and Febiac and Traxio. In January 2017, they signed the "Joint recommendations for providing transparent information to customers about software updates and recall actions for automobiles". It was agreed that if an owner of a vehicle fails to comply with an important recall by the manufacturer, this will be mentioned on the Car-Pass. This way the buyer is warned that the vehicle still needs to be recalled in order to improve the safety or environmental performance of the vehicle.

Over the past year, representatives of Car-Pass, Febiac, GOCA and Traxio, together with the relevant Federal Public Services for Economy and Mobility and the cabinets of Deputy Prime Minister Peeters and Minister Bellot, have discussed amendments to the 2004 Act and the corresponding Royal Decrees. One of the intentions behind this was to update the wording on the basis of more than 10 years of practical experience and to adjust where necessary. In order to improve the accuracy of the communicated odometer readings, it was decided to no longer allow the use of fax machines. In any case, the number of fax users has dropped by nearly 90% over the years. Current legislation allows companies 5 working days to communicate their data to Car-Pass. If companies make a mistake in registering the odometer reading it is, of course, very difficult to rectify as the vehicle has long since left the workshop. This is why the new wording stipulates that the data must be sent to Car-Pass immediately, i.e. while the vehicle is still on the company premises.

Another intention was to ensure that all parties have considered what additional information might be relevant for buyers when making a purchase decision and to protect them from unpleasant surprises after the purchase. Furthermore, this information must also be objective and compatible with data protection laws.

The following four points were considered to be relevant:

1. **The EURO standard on harmful emissions to which the vehicle complies.** This is important not only for vehicle taxation, but also for user options. After all, more and more cities in Belgium and abroad are limiting access to certain areas if a vehicle does not meet minimum environmental requirements (low emission zones). The European standard is therefore also an important factor in the resale value of the vehicle.
2. **The CO₂ emissions of the vehicle.** The entire vehicle taxation is based on the CO₂ emissions and they also directly relates to fuel consumption and therefore, the running costs of the vehicle. The testing method (NEDC or WLTP) will also be listed, as the CO₂ values strongly depend on it.
3. **Notification of inspection after an accident.** Vehicles that have been involved in a serious crash must undergo a rigorous inspection before they are allowed back on the road. Some of these vehicles are offered for sale after faulty repair without having had an inspection. In order to make this type of fraud impossible, the buyer will be able to see on the Car-Pass that an inspection still needs to be carried on the vehicle out after an accident.
4. **Notification of outstanding recalls.** The Car-Pass will also contain a message when there are still important recalls pending which were not carried out by the previous owner. This can have serious implications, both for the vehicle's safety, as well as its environmental performance. It is therefore very important that potential buyers are made aware of this.

Finally, the new wording also aims to make it more difficult to commit fraud with imported vehicles. After all, Car-Pass (with the exception of the Netherlands) does not receive any data from abroad. In practice, most car manufacturers do have a central database with odometer readings, registered by their dealers at home and abroad. That is why the text also contains a provision obliging manufacturers and importers to inform Car-Pass of the odometer readings available to them when the vehicle is imported into Belgium. These can also be the odometer readings of so-called connected vehicles, which send their data directly to the manufacturer.

At the end of 2017, all parties reached agreement on the wording. The wording must now follow the legal trajectory. If everything goes according to plan, the new provisions will come into force as from 1 January 2019.

Additional information on the Car-Pass As from 1 January 2019



Euro standard:

Do I have access to low emission zones with the vehicle?



CO₂ emissions:

the testing method (NEDC/ WLTP) will also be listed.



*The buyer will receive notification of
inspection after accident.*



*The buyer will be informed about **outstanding recalls.***

1.557 fraud cases in 2017



The risk of odometer fraud when purchasing a Belgian second-hand car is only

1 at 500



In those cases, the odometer is rolled back on average

62.068 km



The largest fraud in 2017:

636.794 km

fewer miles on the odometer.

1.557

fraud cases in 2017

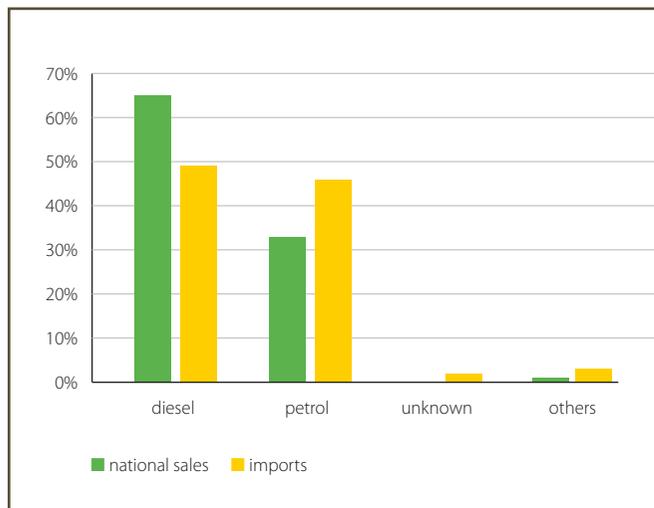
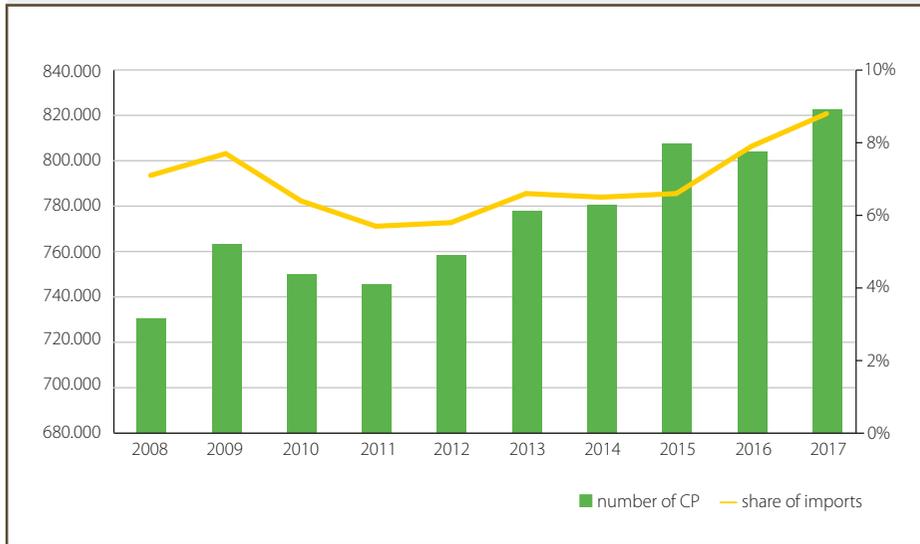
By comparing the odometer reading when the Car-Pass is issued with the prior odometer reading(s), it is possible to obtain a clear picture of the number of fraud cases because the odometer is generally rolled back just before the vehicle is sold.

1.557 cases of odometer fraud came to light in this way in 2017 thanks to the Car-Pass. This is 0,21% of all Car-Pass certificates, without taking into account the ones that are issued for imported vehicles. We see little change in the number of vehicles where the odometer has been rolled back, as this number fluctuated between 1.200 and 1.800 in recent years. On average, odometer readings were rolled back by 62.000 kilometres. However, sometimes the fraudsters do not shy away from rolling the odometer back several hundred thousand kilometres, as the following list of the 10 most flagrant cases shows. A Mercedes Vito van from 2009 received a very drastic rejuvenation treatment. Its odometer reading was rolled back more than 600.000 km.

The fraud rate is approximately 50 times lower than the fraud rate for imports from the Netherlands. The ratio is likely to be even more favourable for imports from other countries.

	brand	model	year of 1st registration	previous mileage	latest mileage	difference
1	Mercedes	Vito	2009	917.040	280.246	636.794
2	Opel	Astra	2002	485.866	114.035	371.831
3	Mercedes	E200 CDI	2009	596.136	265.144	330.992
4	Mercedes	Vito	2007	507.120	180.454	326.666
5	Mercedes	S320 CDI	2006	648.104	322.425	325.679
6	Citroën	Berlingo	2008	398.025	85.842	312.183
7	Volkswagen	Golf	2002	480.260	182.066	298.194
8	Audi	80	1992	425.382	136.332	289.050
9	Mercedes	E200 CDI	2011	506.116	220.177	285.939
10	Mercedes	Vito	2012	388.399	105.242	283.157

Facts & Figures



Since 2012, the number of requested Car-Pass documents has been steadily increasing. The last 2 years have seen a remarkable increase in the number of Car-Passes issued at the time of an import inspection.



The percentage of petrol and diesel cars is almost the same for imported second-hand vehicles. This is in contrast to domestic sales, where diesel vehicles are still clearly in the majority, at 65%. The breakthrough of hybrid and electric vehicles in the second-hand market is still to come.



822.576
Car-Pass documents issued in 2017: an absolute record.



The proportion of paying certificates was **78,9%**.



The number of Car-Passes issued for imported vehicles has increased by

36%
in 2 years.



This increase is explained by the growing demand for petrol cars, which the local second-hand market cannot meet.



Volkswagen

continues to be the most popular brand in the second-hand market.

Strong increase in 2 years:



newer second-hand vehicles (< 2 years)

+39%



old-timers (≥ 25 years):

+35%

The average second-hand vehicle is

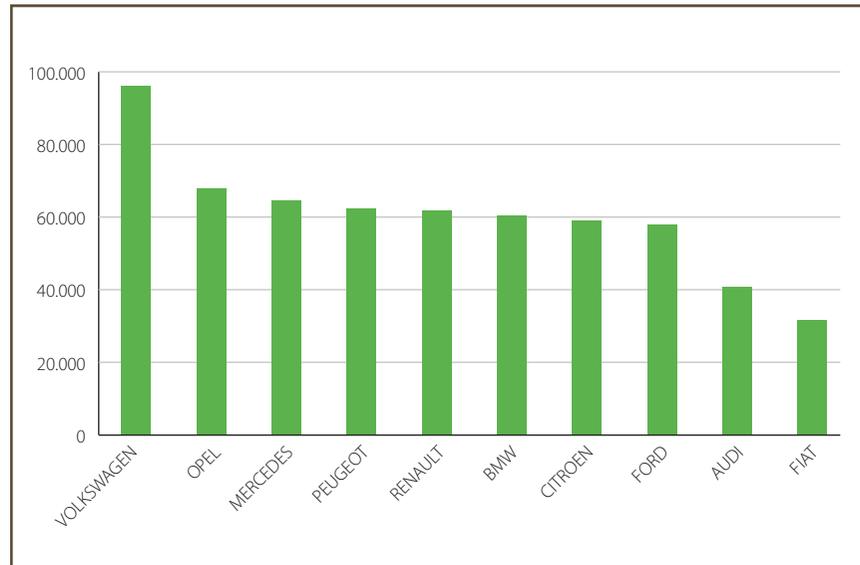


9,43 years old

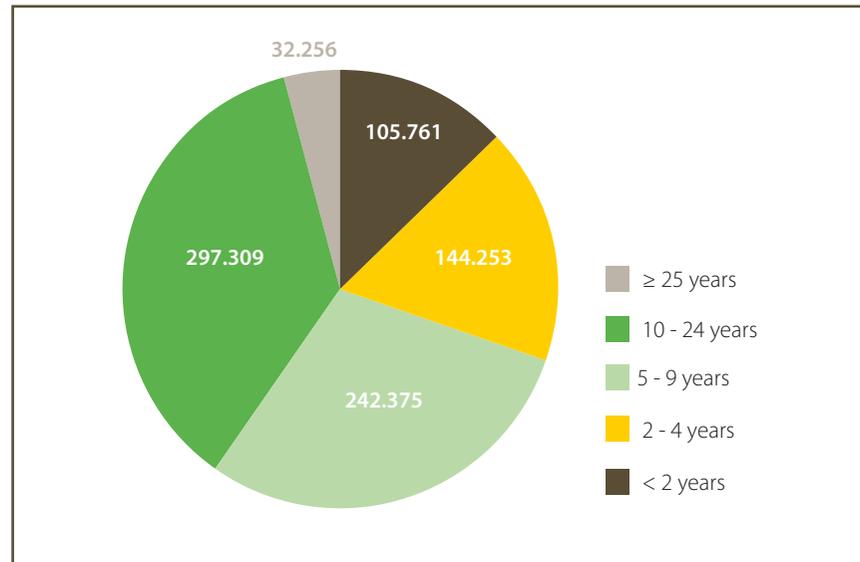
and has driven



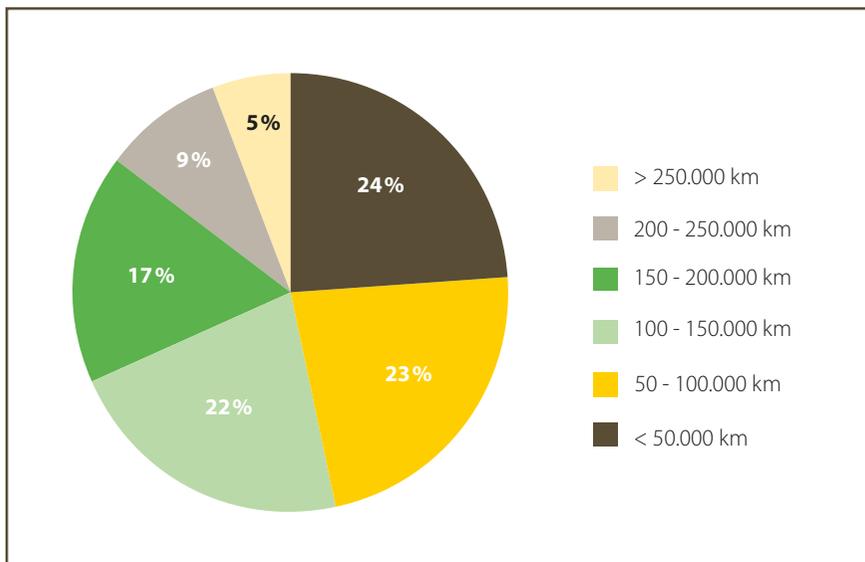
116.134 km.



Nearly 100.000 Car-Pass documents were requested for a Volkswagen. It remains by far the most popular brand in the second-hand market, with Opel, Mercedes and the other brands in the top 10 clearly lagging behind.



The analysis of the number of Car-Pass certificates per age of vehicle shows that the segment less than 2 years of age is experiencing strong growth. This has increased by 39% over a two-year period, while the total number of Car-passes has only increased by 9%. Old-timers are also enjoying increasing popularity. Their share rose in the same period by 35%. The average age of all vehicles for which a Car-Pass was issued in 2017 was 9,43 years.



Almost half of all second-hand vehicles have less than 100.000 km on the odometer. The average odometer reading in 2017 was 116.134 km. Nevertheless, this graph shows that there are still buyers for vehicles that have driven more than 200.000 km.

	brand	model	year of 1 st registration	km
1	TOYOTA	COROLLA	1999	999.197
2	MERCEDES	A 170 CDI	2003	926.262
3	FIAT	SCUDO	2010	887.500
4	OPEL	VIVARO	2011	887.197
5	MERCEDES	SPRINTER	2009	874.055
6	FORD	GALAXY	2005	841.244
7	MERCEDES	SPRINTER	2014	831.431
8	OPEL	VIVARO	2011	812.693
9	CITROEN	BERLINGO	2001	797.227
10	MERCEDES	SPRINTER	2009	787.349



The champion of 2017 is a Toyota Corolla (1999) that has driven just under a million kilometres. He leads an impressive classification of vehicles for which, despite a very high odometer reading, a Car-Pass was issued and therefore a buyer could be found.



Car-Pass received 15,6 million odometer reading from 11.499 different sources in 2017. That is an increase of 1.7% and 2.2% respectively compared to 2016.

Car-Pass received more than 130.000 odometer readings from the Netherlands last year.

Car-Pass received nearly 15.6 million odometer readings in 2017, an increase of 2.7%. The inflow that requires extra manual work (input via website or fax) represented less than 6% of the total data volume. The technical inspection provided more than one third of all data. Car-Pass received more than 130.000 odometer readings from RDW in the Netherlands last year. The increasing number of odometer readings entered upon consulting the vehicle's history, indicates a growing interest in this functionality.

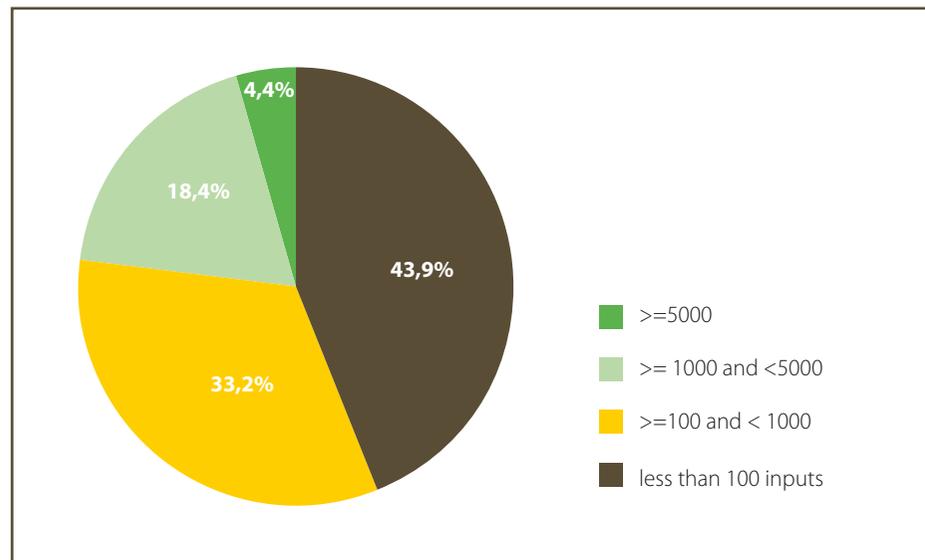


	2017		2016		2017 vs 2016
Technical inspection	5.448.461	35,0%	5.333.571	34,8%	2,2%
Data transmission via file transfer	7.854.331	50,4%	8.688.053	56,7%	-9,6%
Input via website	848.639	5,5%	879.902	5,7%	-3,6%
Input via fax or mail	56.590	0,4%	80.083	0,5%	-29,3%
Input via web services	1.167.807	7,5%	279.715	1,8%	317,5%
Eucaris webservices	131.716	0,9%	16.613	0,1%	692,8%
Vehicle history checks	77.564	0,5%	52.892	0,4%	46,6%
Total	15.585.108	100,0%	15.330.829	100,0%	1,7%

An increasing number of companies sent their data using web services.

The number of professionals that reported odometer readings last year rose by 2,2% to 11.499. The use of web services is becoming increasingly popular, to the detriment of sending data files (FTP). The use of the fax is becoming outdated. The vast majority of small businesses now uses the website.

	2017		2016		2017 vs 2016
Users fax/mail	398	3,5%	480	4,3%	-17,1%
Users file transfer	3.443	29,9%	4.058	36,1%	-15,2%
Users website	6.668	58,0%	6.488	57,6%	2,8%
Users web services	990	8,6%	229	2,0%	332,3%
Total	11.499	100,0%	11.255	100,0%	2,2%



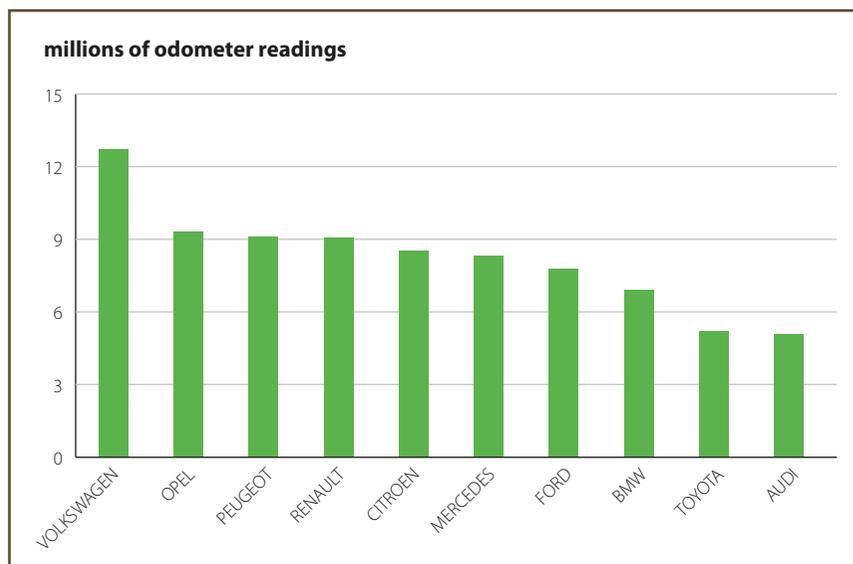
Less than a quarter of all businesses register more than 1.000 odometer readings. Nearly half of all businesses do not even achieve the 100 mark.

On 31.12.2017, the Car-Pass database contained **200 million** odometer readings. 55% are linked to the **7,3 million** active vehicles*. This means that every active vehicle has a history consisting of an average of **15** odometer readings.

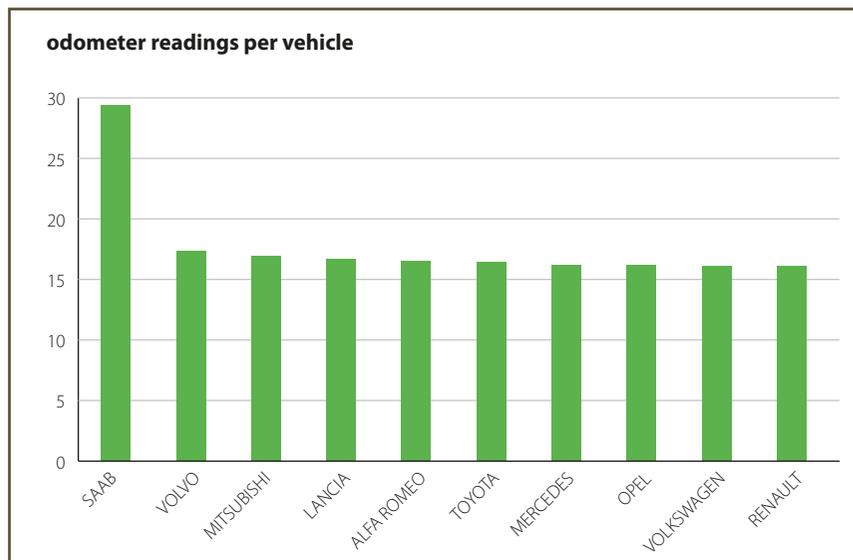
* Active vehicle: vehicle registered on 31.12.2017 and/or a vehicle for which Car-Pass received at least one odometer reading in the period of 30.6.2016 to 31.12.2017.

The Car-Pass database contains a total of **22 million** different vehicles which are or have been registered in Belgium.

In 2017, Car-Pass received at least 1 odometer reading of **6.198.280** different passenger cars and light vans.



Volkswagen is best represented in the Car-Pass database with regard to the active vehicle fleet. More than 12 million odometer readings are linked to a vehicle of this brand. Opel, Peugeot and Renault are also above the range of 9 million readings.



With 29,4 odometer readings, Saab is the leader in the ranking of the average number of data per active vehicle. This is, of course, due to the fact that no new vehicles of this brand are being registered. This is also the case for Lancia, in 4th place. Volvo is “the best of the rest”. Car-Pass has registered an average of 17,4 odometer readings for each Volvo.

Who's who?

General Assembly

Founding members

FEBIAC asbl
Boulevard de la Woluwe 46, boîte 6, 1200 Bruxelles

TRAXIO asbl
Avenue Jules Bordet 164, 1140 Bruxelles

AIBV sa
Boulevard Sylvain Dupuis 235, 1070 Bruxelles

Auto Contrôle Technique sa
rue Colonel Bourg 118, 1140 Bruxelles

Autosécurité sa
Zoning Industriel de Petit Rechain,
Avenue du Parc, 4800 Verviers

Autoveiligheid nv
Brusselsesteenweg 460, 2800 Mechelen

Bureau voor Technische Controle nv
Santvoortbeeklaan 34-36, 2100 Deurne

CTA nv
Ambachtenlaan 10, 3001 Leuven

Keuringsbureau Motorvoertuigen nv
Zandvoordestraat 442A, 8400 Oostende

La Sécurité Automobile sa
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Spokesperson/senior Company lawyer/
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Car-Pass non-profit is an initiative from FEBIAC, TRAXIO and GOCA, supported by Touring and VAB and in collaboration with the Federal Ministry of Economy and with the Federal Ministry of Transport.

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