



ANNUAL REPORT 2018

Car-Pass



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 documents. It was founded by the associations representing the automotive industry and the motorists in Belgium. Car-Pass documents 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 1,648 in 2018. 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.

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Car-Pass is a non-profit association. Its mission is to register the mileage of vehicles under the terms of disclosing information about pre-owned vehicles, enforcing the relevant legislation of 11 June 2004. The organisation was certified for this purpose in the Royal Decree of 4 May 2006.

This report was prepared pursuant to Section 2 paragraph 2 of the Royal Decree of 21 February 2005 concerning certification of and auditing the association that is charged with mileage registration of vehicles.

Preface

Dear Reader,

It is with pride and pleasure that I let you know that 2018 can be classed as a true milestone in Car-Pass' history. After two years of preparations, the Parliament adopted the amendment to the Act of 11 June 2004 concerning countering fraud with odometers of motorised vehicles. The Act now has the new title 'Act concerning disclosures in the sale of pre-owned vehicles'. This new name clearly expresses its purpose. From 1 March 2019 onwards, Car-Pass sets out the CO₂ emissions of the vehicle, the pollution limits (Euro standard) and whether the vehicle is subject to a post-accident inspection. The new Act also aims to counter fraud with import cars. For this reason, as from 1 January 2020, the manufacturers and importers must share the odometer readings registered in their central database with Car-Pass when a pre-owned vehicle is imported into Belgium. From the same date, any recall actions that were not executed will be recorded on the Car-Pass. This protects the buyer against odometer fraud. Also, it provides the buyer with valuable information, enabling him/her to make a considered choice when buying a pre-owned vehicle. I am convinced that this will contribute to further professionalisation of the sector and increased consumer confidence. I would like to express my thanks to all sector federations and administrative bodies, and the cabinets of the Ministers Peeters and Bellot. Without their input and commitment to collaboration, we could not have achieved this great result. The fact that this Act was passed unanimously (with a single abstained vote) by our parliamentary representatives, proves the broad social support of the Car-Pass project.



Recognition and certification were also attained at a European level. In May 2018, the European Parliament adopted a resolution with recommendations to the Commission on odometer manipulation in motor vehicles. This garnered equally broad support, with an overwhelming majority of 91% of the votes. The European Parliament (EP) members recognise the seriousness of the problem across national borders and party lines, fully realising that this can be countered only at a European level. The resolution is based on a balanced mix of measures. The EP advocates technical provisions to make the odometer of new vehicles tamper-proof. Additionally, the EP requests the European Commission to propose a legislative framework within one year, based on which all member states would be subject to mandatory development of a central odometer readings registration system with mutual data exchange capability. This should be inspired by the existing systems in Belgium (Car-Pass) and the Netherlands, which have already proved their efficiency. We are, however, disappointed that the Commission has not entertained the specific proposals of the Parliament. Instead, the response was that further studies are required, while it was preferred to pass on the difficult issues to the member states. I call on the Commission's new members to be seated after the May 2019 elections to swiftly take up this issue and immediately proceed with the Parliament's resolution and to resolve a problem that costs European citizens billions of euros each year.

The share of imported pre-owned vehicles has significantly increased in Belgium in the past few years, resulting in an augmented risk of fraud. Fortunately, the new Act allows us to stop waiting for Europe. Instead, Car-Pass will be able to query the database systems of manufacturers directly. The excellent partnership with RDW (Netherlands Vehicle Authority) has proved that creating more transparency regarding mileage substantially reduces the number of fraud cases. The practical implementation of the new Act will be challenging for Car-Pass and the Belgian car sector in the coming years. I would like to explicitly thank the 11,848 businesses who supplied 16.1 million odometer readings for their input. Without their daily collaboration, the Car-Pass system cannot operate. Please find below a summary of last year's activities and results, which I am sure you will find very interesting.

Philippe Mertens
Chairman



KEY FIGURES 2018

Car-Pass documents

mileage readings



819,345

number of documents issued in 2018



1,648

number of (highly) probable cases of fraud



number of mileage readings in the database on 31.12.2018

215,968,392



80,038

number of documents issued upon import



64,326

average size of the fraud (km)



number of mileage readings that are linked to active vehicles*

115,835,236



99.97%

Proportion of documents issued within the 5'

vehicles



number of mileage readings received in 2018

16,103,152



number of vehicles in the database on 31.12.2018

22,776,464



average mileage reading upon issuing the Car-Pass

112,315



number of users who have provided at least one mileage reading

11,848



number of active vehicles* on 31.12.2018

7,373,672



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

9,10

1km+

number of vehicles for which at least one mileage reading was received in 2018

6,288,561



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

165,302

* The active vehicle fleet consists of all vehicle registered on 31.12.2018 and/or vehicles for which Car-Pass received at least one odometer reading in the period of 30.6.2017 to 31.12.2018.



THE NEW CAR-PASS IS HERE



On 14 November 2018, the House of Representatives adopted the amended Car-Pass Act (unanimously, with one abstention). With this amendment, the legislator aims to inform buyers of pre-owned vehicles of the actual mileage and provide details on some essential characteristics of the vehicle that are key factors in subsequent use of the vehicle. It makes sense that the title of the Act was changed accordingly into 'Act concerning disclosures when selling pre-owned vehicles'. The rules regarding data transfer to Car-Pass were updated at the same time, increasing accuracy and avoiding input errors as much as possible.

The Car-Pass was fully updated.

From 1 March 2019, the Car-Pass shows the mileage history and also the following details:

- The European emission standard (EURO):** this vehicle detail is relevant for tax reasons and also a key factor in access to low-emission zones. Car-Pass receives this information from the FOD Mobility & Transport.
- The CO₂ emissions:** the vehicle tax system is based on CO₂ emissions. The test method (NEDC or WLTP) is also stated. If the two emission values are known, both will be shown on the Car-Pass. Car-Pass also receives this information from the FOD Mobility & Transport.
- Reporting post-accident inspection:** vehicles are subject to strict inspection after a major accident. Some of these vehicles are offered for sale without any certification after limited repairs. In order to prevent this, car assessors will have to immediately inform Car-Pass when determining that the vehicle must be subjected to a post-accident inspection before being certified for public road use. Until this inspection has been completed, the buyer can read this from the Car-Pass.

- From 1 January 2020, the Car-Pass will also disclose **recall actions that were not executed**. The car manufacturers or importers are subject to mandatory disclosure of such recall details.

This is why the Car-Pass document was redesigned. The new version was launched on 1 January and contains a QR code that can be used to verify authenticity.

Countering fraud with imported vehicles.

The new Act also aims to counter fraud with imported vehicles. Car-Pass does not receive any data from other countries, with the exception of the Netherlands. However, most car manufacturers use a central database with odometer readings based on details entered by their brand dealers in all countries. This is why one of the Act's provisions sets out that manufacturers and importers must share the odometer readings registered in their central database with Car-Pass when importing the vehicle into Belgium. This may also concern the odometer readings of so-called connected vehicles, which send their data directly to the manufacturer.

What changes for businesses in the car sector?

The new Act also changes the way in which businesses in the car sector transmit their odometer readings to Car-Pass. For example, using a fax is no longer permitted after 1 March 2019. The 2004 Act gave businesses 5 days' time to share their data with Car-Pass. However, if they made a mistake in entering the odometer data, it was extremely difficult to correct it, as cars normally leave the workshop after one or two days. This is why the new Act sets out that the data must be forwarded immediately to Car-Pass, i.e. when the vehicle is still present in the workshop.

This implied having to update the Dealer Management Software. Most software companies have made the necessary updates.

A trader offers a pre-owned vehicle for sale subject to mandatory disclosure of the Car-Pass details in the relevant ads and the showroom. The trader can retrieve the electronic data from Car-Pass. The portal sites and internal company websites must be compatible with this requirement. In order to clearly present this link to vehicle history in a uniform and easily recognisable way, Car-Pass developed a specific logo.



Naturally, the Car-Pass document is also mandatory for eventual sale.

Broad information campaign

This concerns the first Car-Pass update since 2006. This is why Car-Pass planned a broad communication campaign to the general public in 2019, informing potential pre-owned car buyers. The campaign will be spread over TV, radio and digital media. Car-Pass already had some new TV and radio ads recorded. Online videos and banners in various formats were produced.



The Car-Pass document contains **extra information**:

- The European emission standard
- CO₂ emissions
- Reporting post-accident inspection
- Recall actions not executed (as from 1.1.2020)

Improved **countering of import fraud**: manufacturers need to communicate the available odometer readings of imported cars to Car-Pass (as from 1.1.2020).

The companies must **immediately** forward the data to Car-Pass while the vehicle is still in the workshop.

A broad **communication campaign** is designed to inform the general public accordingly.



THE EUROPEAN PARLIAMENT ADVOCATES THE INTRODUCTION OF A CAR-PASS SYSTEM IN ALL MEMBER STATES

On 31 May 2018, the European Parliament adopted a resolution with a majority of 91% of the votes, with recommendations to the Commission to counter odometer manipulation of motorised vehicles. The Parliament determines that odometer fraud is costing European consumers billions of euros each year. About 30 to 50 percent of international transactions involves some level of malpractice. Such malpractice is also a threat to traffic safety and the environment. Unfortunately, prosecution of such fraud is challenging in most member states due to not having an effective legislative framework in this respect. The resolution explicitly refers to the best practice shown in Belgium and the Netherlands, where odometer fraud has been virtually eliminated. Parliament recognises that the problem can be addressed effectively only at a European level, and calls on the Commission to issue legislative proposals.

The resolution outlines a balanced mix of measures to counter odometer fraud.

1. Technical solutions

Within the legislative framework of the type approval of vehicles, car manufacturers have the obligation of fitting a secure system to protect odometers from manipulation. However, this guideline currently does not set out any test requirements or acceptance criteria. This is why the resolution requests the Commission to set out clear criteria enabling the effective enforcement of this requirement.

2. Database systems

The resolution requests all member states to swiftly take action to create a central registration point of vehicle mileage. Not only based on data derived from technical inspections - also from all businesses in the car sector. This implies that Parliament clearly advocates the introduction of a Car-Pass system in all EU member states. In order to smoothly exchange data between countries, it is essential that the

systems to be set up are compatible and comparable. This is why the Parliament requests the Commission to create a legislative framework based on existing best practices covering the mechanisms for central registration of odometer readings in the member states. The resolution also includes a plea to use the existing EUCARIS network for international exchange of odometer readings, as applied by both Belgium and the Netherlands.

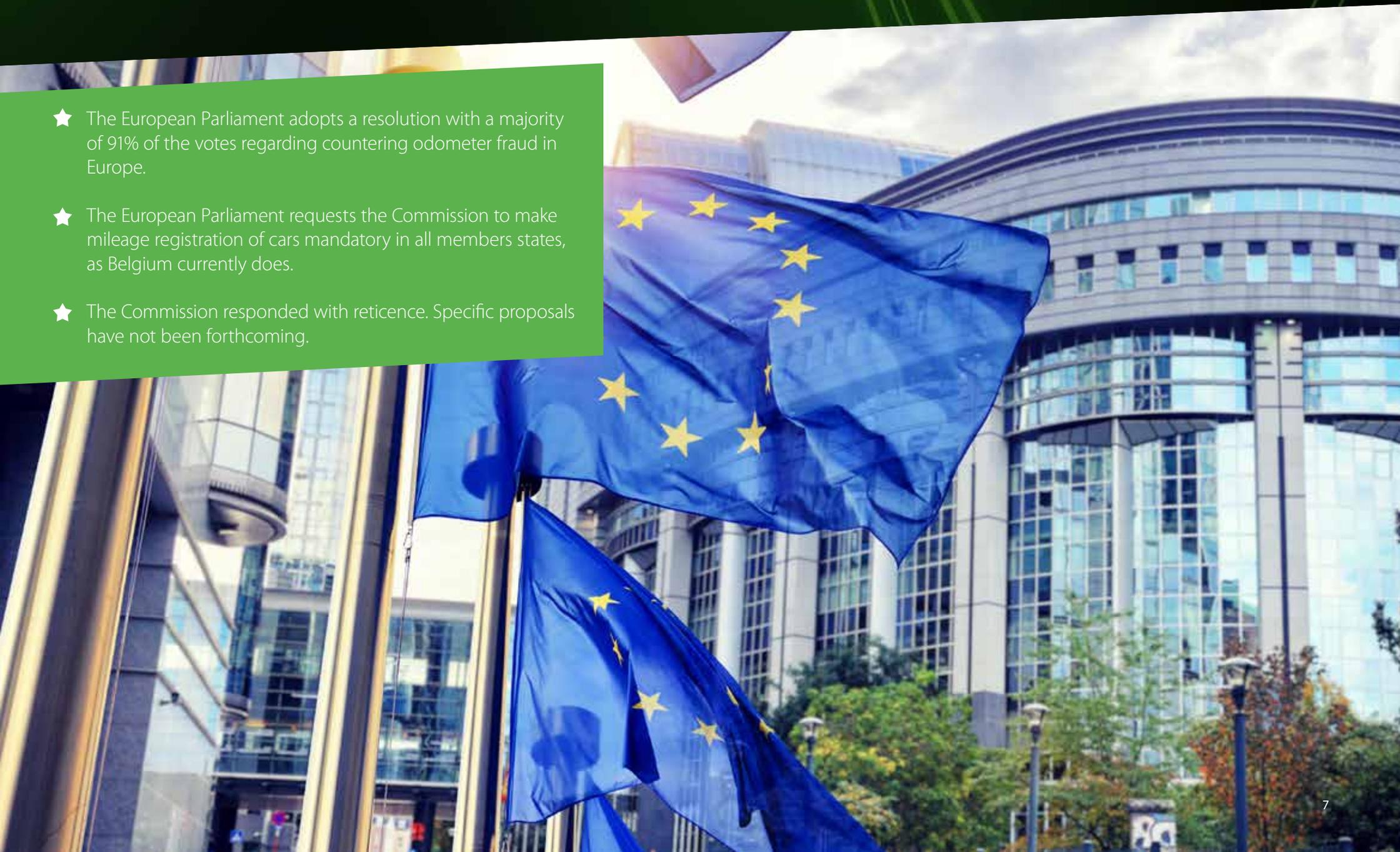
3. Blockchain and connectivity

The text refers to the potential benefits of blockchain technology to record vehicle mileage, and calls on the Commission to conduct a cost-benefit analysis. An increasing number of new vehicles is connected. According to Parliament, their data should ideally be stored through blockchain, naturally while observing private data protection.

Car-Pass was actively involved in preparing this resolution and is basically very pleased with the content. The fact that the text was adopted with an overwhelming majority proves its wide-spread support across national borders and party lines to address odometer fraud.

However, the Commission's response did not contain any specific measures. The Commission committed only to further studying, reviewing and analysing the subject, implying it intends to throw it over the fence to the member states. In view of the demonstrable scope of the problem and the international dimensions, the Commission's attitude was incomprehensible and very disappointing. Naturally, the timing was far from perfect, as the Commission has started its last work year before the European elections, which is why it is not motivated to propose new legislation. Hopefully, the Commission and members of Parliament will pick up the issue after the elections.

- ★ The European Parliament adopts a resolution with a majority of 91% of the votes regarding countering odometer fraud in Europe.
- ★ The European Parliament requests the Commission to make mileage registration of cars mandatory in all members states, as Belgium currently does.
- ★ The Commission responded with reticence. Specific proposals have not been forthcoming.





1,648 FRAUD CASES IN 2018



In fraud cases, perpetrators deduct an average of **64,000 km** from the odometer.



38% of all fraud cases are related to vehicles **imported from the Netherlands.**



Highest odometer roll-back found in 2018: **507,497 km** reduced from the odometer.

Comparing the odometer reading when the Car-Pass is issued with the prior odometer readings gives an accurate impression of the number of fraud cases because the odometer is generally rolled back just before the vehicle is sold.

This way, 1,648 odometer fraud cases were found in 2018. This concerns 0.22% of all Car-Pass documents, without even considering those issued for import vehicles not from the Netherlands. On average, over 64,000 km were deducted from the odometer mileage. Almost 40% of such fraud cases are vehicles imported from the Netherlands. This comes to light thanks to collaboration between Car-Pass and RDW (Netherlands Vehicle Authority). They have shared odometer readings since November 2016. Without the Dutch import vehicles, malpractice was found in only 1,017 domestic sales. This is why we are not surprised

that import vehicles from the Netherlands were well-represented in the top 10 fraud cases this year. A 2011 Iveco Daily commercial van was the rejuvenation champion with over 500,000 km reduced from the odometer. Other top 10 vehicles showed also drastic roll-backs.

From 1 January 2020, car manufacturers and importers have the obligation to share the odometer readings in their central database with Car-Pass when importing the vehicle into Belgium. This measure is highly necessary due to the lack of European legislation. Indeed, buying an imported car involves a substantially higher risk. That was proved once more in a recent Dutch survey¹ that demonstrated that the odometer of 20% of cars exported from Germany to the Netherlands had probably been tampered with.

	brand	model	year of 1 st registration	previous mileage	latest mileage	difference
1	Iveco*	Daily	2011	572,670	65,173	507,497
2	Volkswagen*	Transporter	2007	548,879	155,362	393,517
3	Volkswagen*	Crafter	2007	429,800	81,675	348,125
4	Mercedes*	C 220 CDI	2007	503,777	171,958	331,819
5	Mercedes	Sprinter	2002	604,809	273,575	331,234
6	Volkswagen	Golf	2005	410,188	85,474	324,714
7	Mercedes	SL 280	1998	459,314	137,155	322,159
8	Volkswagen	Golf	2002	475,379	153,366	322,013
9	Mercedes	E 220 CDI	2006	572,265	255,360	316,905
10	Mercedes*	E 200 CDI	2013	498,064	185,218	312,846

(*) imported from the Netherlands

1 RDW (Netherlands Vehicle Authority) & Association for Countering Odometer Fraud, 2018 - Odometer manipulation regarding imported vehicles from Germany

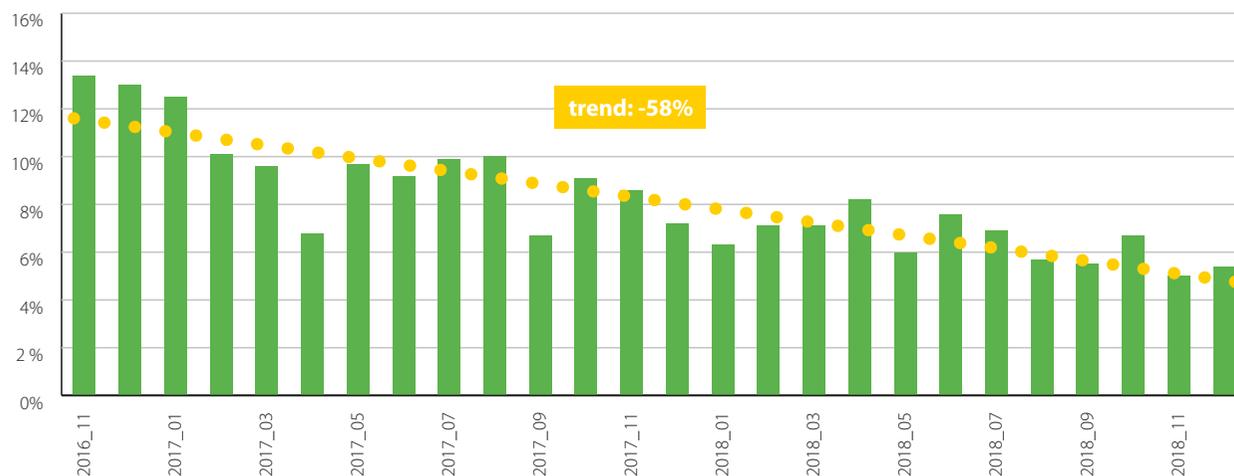
THE ODOMETER FRAUD CASES BETWEEN BELGIUM AND THE NETHERLANDS CONTINUES TO DECREASE

Since November 2016, Car-Pass and RDW have exchanged odometer history of Belgian vehicles exported to the Netherlands and vice versa. More transparency about the car's history results in less tampering. That was very clearly demonstrated in this project. Fraud with vehicles imported from the Netherlands decreased by 58% in just 2 years. Our counterparts in the Netherlands are also satisfied. According to RDW, fraud was found in just 1.8% of Belgian vehicles exported to the Netherlands. In 2017, this percentage was 2.6%.



In 2018, Car-Pass and RDW exchanged more than **350,000 odometer** readings of almost **40,000 vehicles**.

% monthly fraud cases



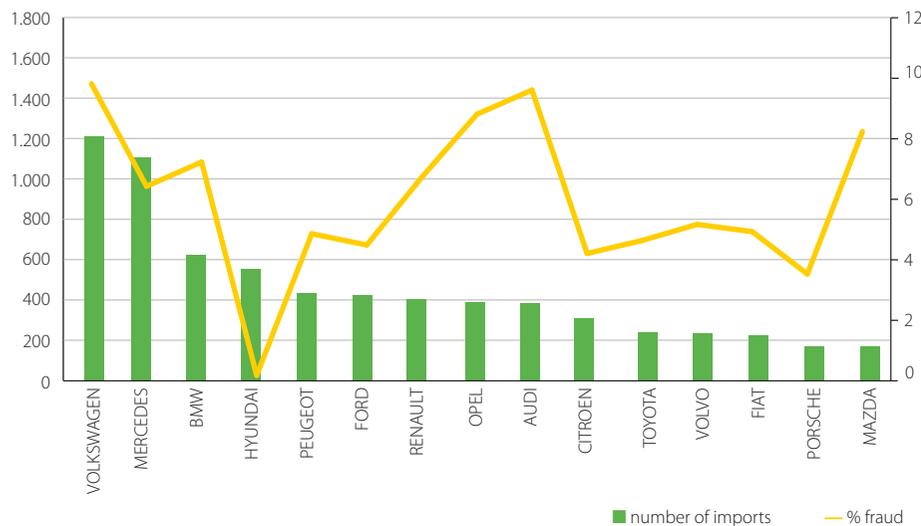
The number of fraud cases with vehicles imported from the Netherlands **dropped by 58%** over a 2-year period.



In 6.5% of the cars imported from the Netherlands, the odometer had been tampered with.

The vehicles imported from the Netherlands are relatively old (an average of almost 15 years) and have an average of just over 130,000 km on the odometer. The brands Volkswagen and Mercedes top the import list. We found major differences in the percentage of tampering with odometers between the brands. The German brands proved most popular with the malpractice perpetrators. This was in proportion to the assumption 'the higher the mileage, the higher the risk of fraud'.

fraud cases by brand



period	01/01/2018 - 31/12/2018
Number of imports from the Netherlands	9,691
Odometer readings received from RDW	125,226
Average number of odometer readings per import vehicle	12,9
Percentage of old-timers (≥ 25 years)	21.2%
Average age at the time of import	14,8
Average mileage at the time of import	130,749
Percentage of fraud cases	6.5%
Average fraud (km)	-105,651
Number of exports to the Netherlands	28,144
Odometer readings sent to RDW	228,277
Average number of odometer readings per export vehicle	8,1
Percentage of fraud cases (figures provided by RDW)	1.8%

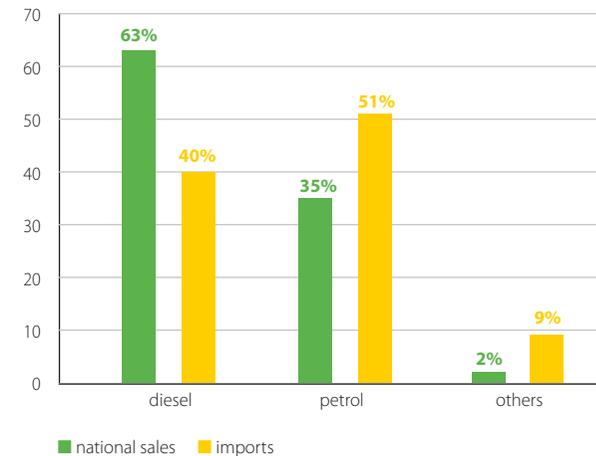
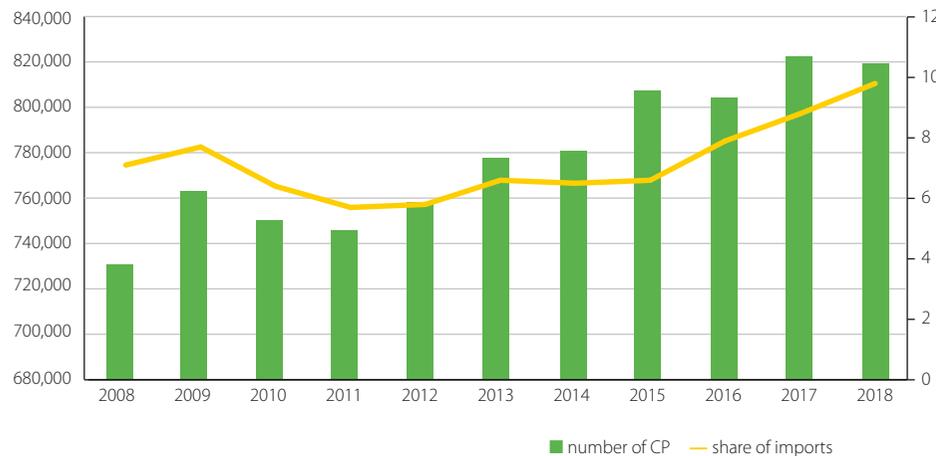
FACTS & FIGURES



819,345 Car-Pass documents were issued in 2018.

Since 2011, the number of requested Car-Pass documents has increased. In the past 3 years, we detected a substantial increase in the number of Car-Passes issued for an import inspection. In 2018, a Car-Pass was issued for almost 1 in 10 imported pre-owned vehicles. This growth is based on increasing demand for petrol-fuelled cars that the domestic pre-owned vehicle market cannot meet.

The fuel type of the majority of the imported pre-owned vehicles (51%) is petrol. This is not in line with domestic sales, where diesel vehicles are still clearly in the majority, at 63%. Also, hybrid and electric cars are found abroad.



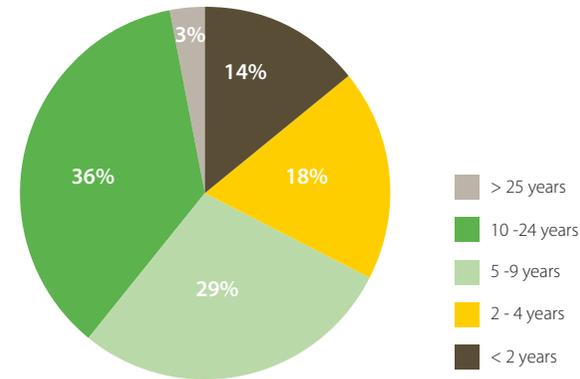
The number of **payable documents** amounted to **77.5%**.



The number of Car-Passes issued for imported vehicles has increased by **50%** over the past 3 years.



94,507 Car-Pass documents were requested for Volkswagen cars. This remains by far the most popular brand in the pre-owned vehicles market, with Opel, Mercedes and the other top 10 car makes clearly lagging behind. BMW jumps from 6th to 4th position compared with 2017.



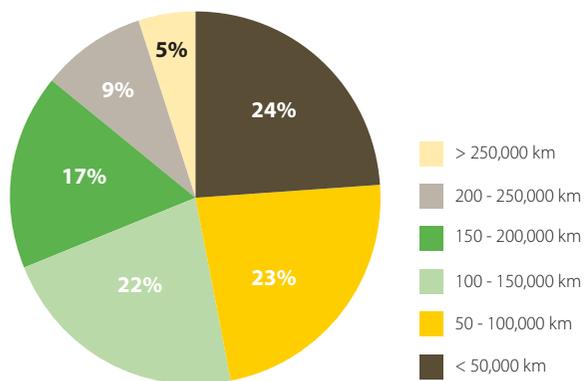
The analysis of the number of Car-Pass documents by vehicle age bracket shows faster growth of the segment 'less than 2 years old'. This has increased by 28% in a two-year period, while the total number of Car-Passes increased by just 1.9%. The classic cars were less popular than in 2017. We saw a 23.9% decline. The average age of all vehicles for which a Car-Pass was issued in 2018 was 9.10 years old.



Volkswagen remains top of the list in the market for pre-owned vehicles



The number of **young pre-owned cars** (< 2 years) has increased by **28%** over a two-year period.



Almost half of all pre-owned vehicles are sold with a mileage of 100,000 km or less. The average mileage in 2018 amounted to 112,315 km. However, this chart shows that there is still a market for vehicles with a high mileage. 14% of pre-owned cars is sold with over 200,000 on the odometer.

The vehicle with the highest mileage registered in Car-Pass in 2018 was a Mercedes Sprinter commercial van built in 2013 with no less than 1,034,103 km on the odometer. For the passenger car segment, the winner was a Volkswagen Sharan from 2012 with just under one million kilometres on the odometer. The top 10 in cars is as follows.

	brand	model	year of 1 st registration	km
1	Volkswagen	Sharan	2012	999,981
2	Volkswagen	Sharan	2012	976,385
3	Mercedes	190	1990	973,471
4	Toyota	Supra	1987	957,554
5	Audi	80	1985	943,128
6	Mercedes	A 170 CDI	2003	931,037
7	Audi	A6	2004	927,185
8	Mercedes	250	1992	900,701
9	Audi	80	1991	900,622
10	Audi	A4	1999	873,604



The average pre-owned vehicle is just over **9 years old**



with a mileage of **112,315 km.**



The vehicle with the highest mileage registered in 2018 was a Mercedes Sprinter MY 2013 with no less than **1,034,103 km** on the odometer.

In 2018, Car-Pass received 16.1 million odometer readings from 11,848 different sources. This is an increase by 3.3% and 3.0% respectively compared with 2017.

Car-Pass received more than **125,000 odometer readings** from the **Netherlands** last year.

In total, Car-Pass received over 16.1 million odometer readings in 2018. This is a 3.32% increase. The inflow requiring extra manual work from professionals (input via website or fax) represented less than 6% of the total data volume. Car inspections provided one third of all data. Car-Pass received more than 125,000 odometer readings from RDW (Netherlands Vehicle Authority) in the Netherlands last year via the EUCARIS network. The increasing number of odometer readings entered when viewing vehicle history shows increased application of the functionality.

	2018		2017		2018 vs 2017
Technical inspection	5,480,775	34.04%	5,448,461	34.96%	0.59%
Input via file transfer	6,027,413	37.43%	7,854,331	50.40%	-23.26%
Input via website	903,131	5.61%	848,639	5.45%	6.42%
Input via fax or mail	44,882	0.28%	56,590	0.36%	-20.69%
Input via web services	3,414,073	21.20%	1,167,807	7.49%	192.35%
Eucaris webservices	125,226	0.78%	131,716	0.85%	-4.93%
Vehicle history checks	107,652	0.67%	77,564	0.50%	38.79%
Total	16,103,152	100.0%	15,585,108	100.0%	3.32%

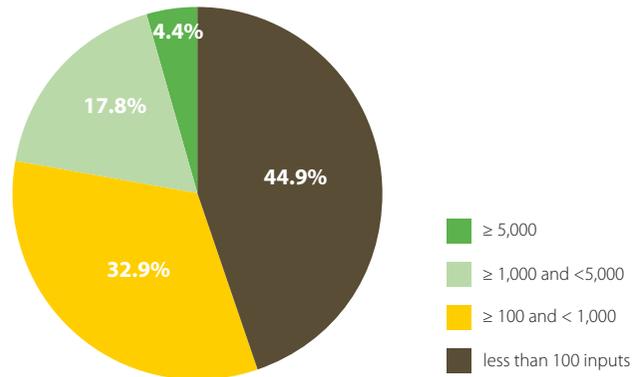


An increasing number of companies sent their data using web services.

The number of professionals sharing odometer readings in the past year increased by 3.04%, to a total of 11,848. Anticipating the introduction of the new legislation, the use of online services is increasingly popular, with a reverse trend for FTP data file transfers and fax. From 1 March 2019, the companies will have to report the odometer readings to Car-Pass while the vehicle is still on site. Using a fax will no longer be permitted. A majority of mainly smaller companies shares data via Car-Pass' website.

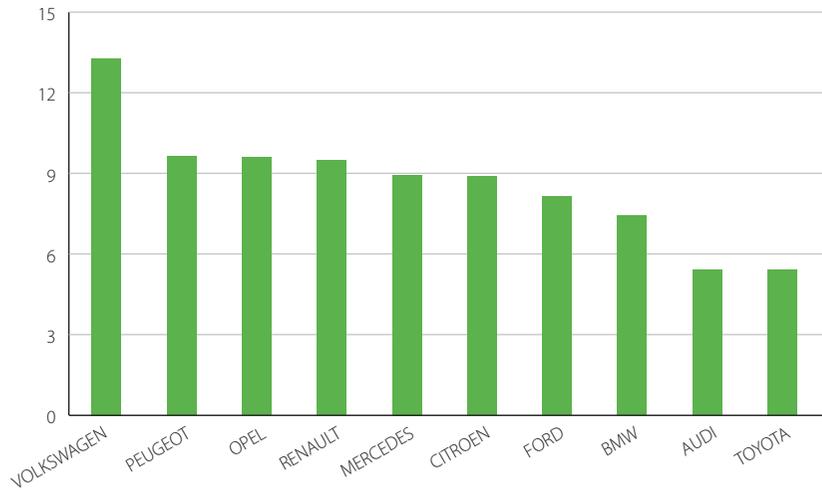
	2018		2017		2018 vs 2017
Users fax/mail	262	2.21%	398	3.46%	-34.17%
Users file transfer	2,404	20.29%	3,443	29.94%	-30.18%
Users website	7,032	59.35%	6,668	57.99%	5.46%
Users web services	2,150	18.15%	990	8.61%	117.17%
Total	11,848	100.0%	11,499	100.0%	3.04%

Less than a quarter of all businesses register more than 1,000 odometer readings per year. Nearly half of all businesses register less than 100.



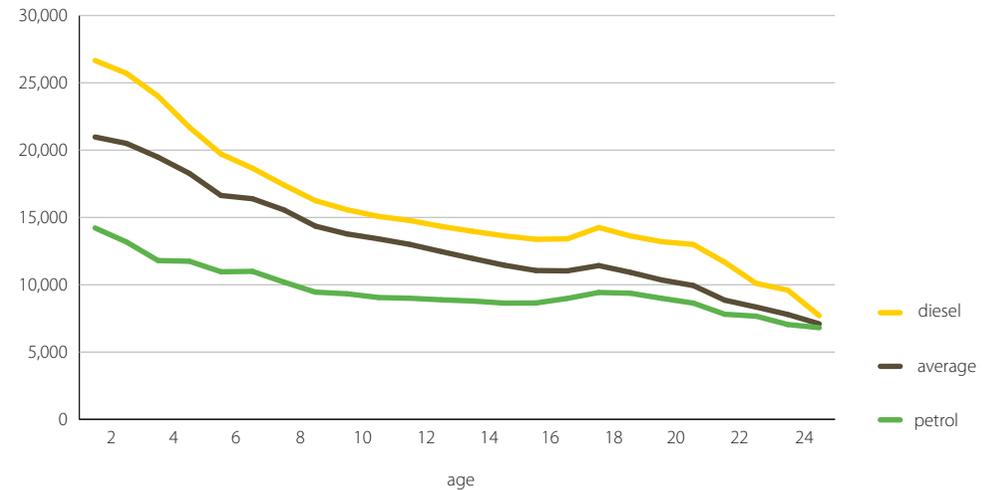
The brand Volkswagen has the most cars in the active fleet in Car-Pass' database. Over 13 million odometer readings are linked to a vehicle of the Volkswagen make. Peugeot, Opel and Renault are above the 9 million odometer readings mark.

millions of odometer readings



The large number of data processed by Car-Pass provides an interesting insight into the driving behaviour of the Belgian car fleet. Not surprisingly, diesel drivers have a higher annual mileage compared with petrol-fuelled cars. During the first 4 years, the difference amounts to about 12,000 km. The older the car, the lower the annual mileage becomes. The mileage difference between diesel and petrol decreases with age.

average mileage per year (km)



As at 31.12.2018, the Car-Pass database contained **216 million odometer readings**. Each active vehicle¹ has a history consisting of an average of **16 odometer readings**.

In 2018, Car-Pass received at least 1 odometer reading for **6,288,561** passenger cars and light commercial vans.

Compared with petrol-fuelled cars, young diesel cars are driven an extra **12,000 km** per year.

¹ Active vehicle: vehicle registered in the Car-Pass database as at 31.12.2018 and/or a vehicle for which Car-Pass received at least one odometer reading in the period from 30.6.2016 up to 31.12.2018.

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
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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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1190 Bruxelles

Studiebureel voor
Automobieltransport nv
Poortakkerstraat 129
9051 Sint-Denijs-Westrem

Associated members

Royal Touring Club de
Belgique asbl
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1040 Bruxelles

VAB nv
Pastoor Coplaan 100
2070 Zwijndrecht

Observers of the federal government

Ministry of Economy, SMEs,
Self-Employed and Energy
Boulevard du Roi Albert II 16
1000 Bruxelles

Ministry of Mobility and
Transports
City Atrium
Rue du Progrès 56
1210 Bruxelles

Board of Directors (31.12.2018)

Chairman

Philippe Mertens
Treasurer FEBIAC asbl
Member of the board
Beherman Invest sa

Vice chairmen

Katia De Geyter
Vice chairman GOCA
Flanders asbl
Managing director SBAT sa

Carl Veys
Managing director TRAXIO
Services sa

Managing director

ir. Michel Peelman

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Chairman of the board of
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