



# ANNUAL REPORT 2022



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## MESSAGE FROM THE CHAIRMAN

Dear Reader

Following a record year in 2021, used vehicle sales and the number of Car-Pass documents issued fell by around 10% last year. Low registrations of new vehicles due to delivery delays meant that fewer cars were released to the used vehicle market. The scarcity of supply and increased prices for new cars also caused prices for used cars to increase sharply. At the same time, consumer purchasing power in 2022 was lower due to higher energy prices, inflation and rising interest rates. A final important factor was the energy transition, which over time will cause a real revolution in the mobility sector. The hefty price tag of electric vehicles is beyond the budget of the average buyer and many consumers still have a lot of questions about the availability of charging infrastructure, autonomy, the cost of electricity, etc. Consequently, many are deciding to stick with their current car for the time being. The consequence of this is that the average age of vehicles for which a Car-Pass was requested also increased by 5 months in one year, to 9.5 years.

In addition, private buyers will undoubtedly ask questions about the condition of the battery in a used electric vehicle. To persuade private consumers, it's important that sellers can provide accurate information about the condition of the battery, known as the State of Health (SOH). With this in mind, Car-Pass has been taking part in a research project by Thomas More college into the reliability and practicality of different methods used to determine the SOH. We will continue this research in 2023.

I am delighted that the updated Car-Pass legislation was unanimously approved by the Chamber of Representatives. It proves the importance that our politicians, of whichever party, attach to the Car-Pass system. I wish to thank Deputy Prime Minister G. Gilkinet, State Secretaries E. De Bleeker and A. Bertrand and the Federal Public Services of Economy and Mobility for their positive cooperation. Starting on 1 January 2024, the Car-Pass will show not just the odometer reading but also the description of any work carried out on the vehicle. Car-Pass will very much enjoy the challenge of putting all of this into practice. It is not the intention for Car-Pass to become overloaded with minor details, thereby confusing consumers and handing professionals unnecessary administrative work. At the same time however, it's important that Car-Pass, the professional who carried out the work and the vehicle owner have sufficient legal certainty.

Dear reader, this report includes a number of truly fascinating figures, one of which I would like to highlight for you. In 2022, Car-Pass processed 1.7 million odometer readings from connected vehicles. This makes us completely unique in Europe and is a guarantee for the future.

I hope you enjoy reading it.

Didier Perwez  
Chairman of the Board

## What is Car-Pass?

Are you buying a used car or light van in Belgium? The seller is legally required to give you a Car-Pass. It doesn't matter whether the vehicle is being sold commercially or privately. The Car-Pass shows the odometer reading on different dates and other relevant information about the vehicle. 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 many different 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. Manufacturers are also obliged to share the mileage readings of their connected cars. 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 personal 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 1,344 in 2022.



Car-Pass non-profit is the organisation that has the task of registering the odometer reading and other data required by law pursuant to the implementation of the law of 11 June 2004 on the provision of information for the sale of used vehicles. The non-profit association was recognised for this purpose by the Royal Decree of 4 May 2006.

This report implements Article 2 §2 of the Royal Decree of 21 February 2005 on the recognition and control of the association responsible for registering the odometer readings of vehicles.

# KEY FIGURES 2022

## Car-Pass documents



Number of documents issued

760,262



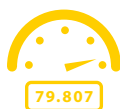
Number of documents issued upon import

112,614



Number of (highly) probable cases of fraud

1,344



Average size of the fraud (km)

79,807



Number of vehicle history requests

400,454

## Odometer readings



Number of odometer readings in the database on 31.12.2022

281,346,648



Number of odometer readings that are linked to active vehicles <sup>(\*)</sup>

176,001,936



Number of odometer readings received in 2022

17,913,650



Number of users who have provided at least one odometer reading

13,579

(\*) The active vehicle fleet consists of all vehicle registered on 31/12/2022 and/or vehicles for which Car-Pass received at least one odometer reading in the period 30/6/2021 to 31/12/2022.



## Vehicles



Number of vehicles in the database on 31.12.2022

25,479,990



Number of active vehicles <sup>(\*)</sup>

9,354,571

Number of vehicles for which at least one odometer reading was received in 2022

1km+

6,532,394



Average odometer reading upon issuing the Car-Pass

106,764



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

9.46



# 1,344 FRAUD CASES IN 2022



Thanks to manufacturers' data fraud upon import is falling.



The likelihood of odometer fraud is around 0.18%.



The largest fraud in 2022: 497,465 less km on the odometer.

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. Car-Pass also receives odometer readings from abroad from RDW (for import from the Netherlands) and from car manufacturers' central databases, allowing us to detect fraud in imported vehicles. Either the manufacturer or the Dutch RDW was able to supply effective odometer readings for 57% of imported vehicles.

In 2022, this allowed 1,344 cases of odometer fraud to be detected. 791 of those were related to domestic sales (0.09% of the total) and 554 (0.87%) were cases involving tampering at the time at which the vehicle was imported into the country. These are very encouraging numbers. They show that fraud upon import is falling year on year – in 2020, the percentage of fraud upon import was still 2.4%.



On average, the odometer reading of Belgian vehicles fell by nearly 75,000 kilometres. For foreign vehicles, the scope of the fraud at nearly 80,000 km was slightly higher. Although fraud, even in imported vehicles, has fallen considerably, it is important that buyers continue to pay close attention to the Car-Pass. Indications are that vans are relatively popular amongst fraudsters as they tend to have higher odometer readings on average. The tables show the 5 largest cases of fraud in vans and passenger cars. A 2002 Volkswagen Transporter comes top of these unfortunate rankings, with a fall of just under half a million kilometres. A Volkswagen also takes the dubious honour amongst cars, with a 2011 VW Touran losing more than 360,000 km.

### Vans

	Brand	Model	Year of 1st registration	Latest mileage	Previous mileage	Difference	Imported
1	Volkswagen	Transporter	2002	118,949	616,414	497,465	no
2	Opel	Vivaro	2010	180,587	613,034	432,447	no
3	Mercedes	Sprinter	2018	286,184	693,365	407,181	no
4	Mercedes	Vito	2014	162,849	533,243	370,394	yes
5	Mercedes	Vito	2015	115,545	449,636	334,091	yes

### Passenger cars

	Brand	Model	Year of 1st registration	Latest mileage	Previous mileage	Difference	Imported
1	Volkswagen	Touran	2011	132,467	493,961	361,494	yes
2	Mercedes	E200D	2017	65,314	384,850	319,536	yes
3	Audi	A4	2010	178,677	494,146	315,469	no
4	Toyota	Land Cruiser	1986	322,617	619,167	296,550	yes
5	Volkswagen	Golf Sportsvan	2015	107,871	403,000	295,129	yes

# THE NEW CAR-PASS LEGISLATION IS A FACT



On 15 December 2022, the Chamber of Representatives unanimously passed amendments to the Car-Pass legislation. The text was compiled in close cooperation between Car-Pass non-profit, the Consumer Affairs office of State Secretaries E. De Bleeker and A. Bertrand, the Mobility office of Deputy Prime Minister G. Gilkinet, FPS Economy and FPS Mobility. The following is an overview of the most important amendments:

- 1. The range of electric vehicles, measured using the WLTP procedure, will be reported on the Car-Pass.** This is in addition to the CO<sub>2</sub> emissions from thermal engines, which are already reported on the Car-Pass. This is valuable information for buyers not only of electric vehicles, but of plug-in hybrids as well. Car-Pass will receive this data from the Crossroads Bank for Vehicles (the CBV).
- 2. When carrying out work on a vehicle, professionals will be able to transmit the odometer reading on the basis of the vehicle's number plate as an alternative to the Vehicle Identification Number (VIN).** In 2022, they shared almost 1 million odometer readings using the secure Car-Pass website. Doing this requires manual input of the vehicle's VIN, which comprises 17 alphanumeric characters. The VIN does not contain control digits (much like a bank account number), which means that mistakes can happen easily. Consequently, it will save these companies a considerable amount of time if they are able to report odometer readings using the number plate, which in most cases will only have 7 characters. To make this possible, Car-Pass non-profit will be able to have a real-time connection with the CBV's register of number plates. Number plate holders' personal data will not be available for retrieval.

- 3.** As this report shows once again, Car-Pass non-profit has a considerable amount of data that can act as a valuable source of information for studies relating to mobility and for economic analyses of the automotive industry in Belgium. The Car-Pass legislation did not, however, permit this. **The legislative amendment allows the data to be made available under strict conditions – for archiving in the public interest, for studies and research for scientific, historical or statistical purposes.** And all with due consideration for personal data privacy, including personal data processing regulations. Commercial applications are excluded.
- 4. The company carrying out the work on the vehicle will also be required to share a description of the work with Car-Pass non-profit.** This information will then be available for the buyer to review whenever a Car-Pass document is delivered or if the vehicle is offered for sale. Used vehicle buyers always ask whether a vehicle has been properly maintained by its former owner(s). In the future, this information will be available to them on the Car-Pass. Conversely, sellers want to be able to demonstrate that they have always maintained a vehicle properly and, in some cases, had expensive repair work carried out (e.g. a belt replacement, engine overhaul, vintage car restoration). They will usually need to be able to supply documentary evidence in the form of invoices or a maintenance log. These documents can often get lost or be falsified. The new law offers a solution to this problem.

The first 3 provisions enter into effect on 1 July 2023, the last on 1 January 2024.



# STUDY INTO DETERMINING THE STATE OF HEALTH OF A BATTERY

The market share held by battery electric vehicles (BEV) on the used car market was just 1.4% in 2022, and less than half of those vehicles were registered to private individuals<sup>1</sup>. Research undertaken by Car-Pass shows that 40% of consumers are nevertheless considering the purchase of an electric car. The principal obstacles are the high purchase price, the (high) price of electricity and the unknown condition of the battery. As with laptop computers and mobile phones, electric vehicles use lithium-ion batteries, the capacity of which decreases over time and as the number of charging cycles increases. Private buyers will no doubt ask questions about the condition of the battery in a used vehicle. To what extent has the original capacity decreased? Most manufacturers give an 8-year warranty on batteries. In 2022, however, the average age of a used car was 9.5 years. There will be many used electric vehicles on sale

over the coming years whose battery warranty has (almost) expired. Replacing a battery is still very expensive and, from a technical perspective, not always possible. To persuade private consumers, it's important that sellers can provide accurate information about the condition of the battery, known as the State of Health (SOH). The new law already provides that the theoretical range of electric vehicles will be stated on the Car-Pass with effect from 1 July 2023. Over time, buyers will also want to know about the effective range of the vehicle based on the SOH.

There are already several systems on the market claiming to be able to determine the SOH of the battery. For these to be of use on the used car market, however, they need to be inexpensive, easy to use and reliable. Car-Pass asked Thomas More college to research the precision and practical feasibility of different systems. They tested 4 different methods of determining the SOH on 5 different vehicles, some of which had a battery with a poor SOH. A scientific test on the roller bench was used as a reference measurement for each method. The study showed that for now, no one commercial system returns truly satisfactory results. Some methods were too cumbersome and required the vehicle's battery to be driven flat. The faster methods returned less reliable measurements. Even the vehicle's Battery Management System (BMS) read-out did not always display the correct value. The results of the study were shared publicly during a webinar that was held in October 2022.

Since the technology is still in its evolutionary phases, the study will continue throughout 2023.

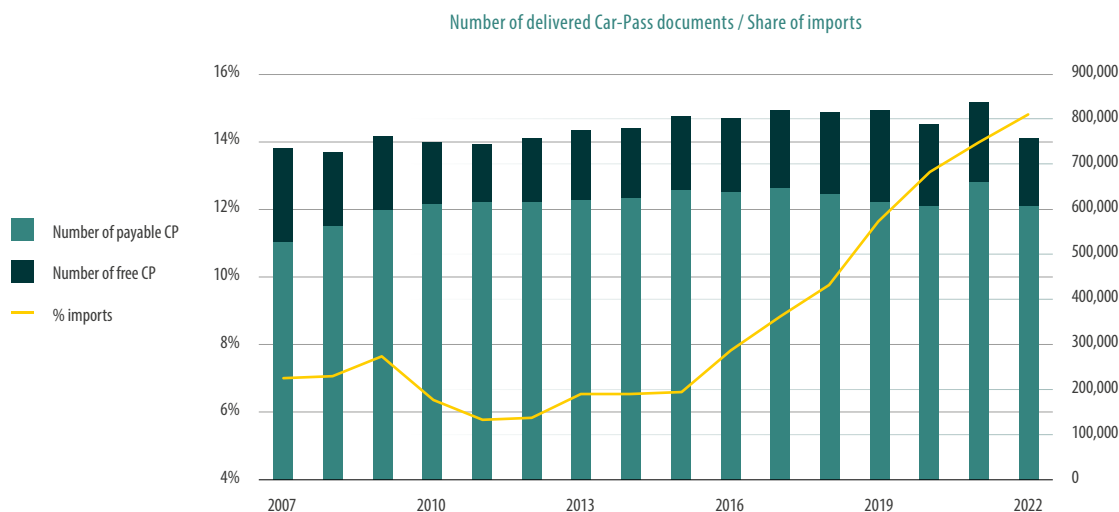
<sup>1</sup> Figures from FEBIAC and FPS Mobility and Transport.

Image: a battery electric vehicle on the roller bench at Thomas More college (photo L. Claessens)

# FACTS & FIGURES<sup>2</sup>

Following a record year in 2021, sales of used vehicles saw a decline of around 10%. There are several reasons for this decline. Delays in delivery of new vehicles, which started after the coronavirus crisis, persisted in 2022. Lower vehicle registration figures also mean that fewer cars are sold on the used car market, therefore inhibiting supply. The scarcity of supply and increased prices for new cars caused prices for used cars to increase sharply. Figures from popular used vehicle websites such as Autoscout24.be and 2dehands.be suggest that prices for used vehicles have risen some 40% in 2 years. By contrast, consumer purchasing power in 2022 was lower

due to higher energy prices, inflation and rising interest rates. A final important factor is the energy transition, which will also cause a real revolution in the mobility sector. The purchase of electric vehicles by private buyers is currently not very evident, however. Their hefty price tag is beyond the budget of the average buyer, the number of used electric vehicles available remains relatively low and many consumers still have a lot of questions about the availability of charging infrastructure, autonomy, the cost of electricity, etc. Consequently, many are deciding to stick with their current car for the time being.



**760,262 Car-Pass documents issued in 2022.**



**The share of imports rose to 14.8%.**



**The average used vehicle was 9.5 years old and had driven 106,764 km.**



**Car-Pass received foreign odometer history from 57% of all imported vehicles.**

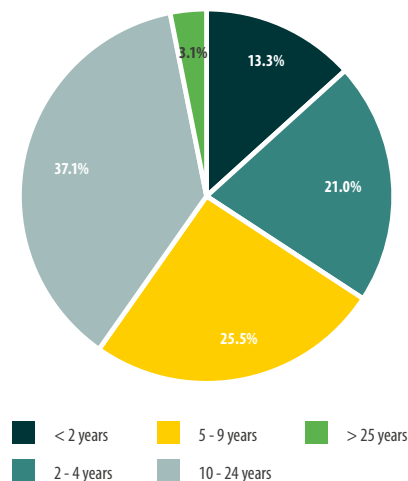
<sup>2</sup> The figures relate to cars (cat. M1) and light commercial vehicles (cat. N1).

Logically, the number of Car-Pass documents issued also fell by 9.5% when compared to 2021, with a total of 760,262 Car-Passes issued – its lowest in 10 years. More positively, the share of paid-for Car-Pass documents (those with at least 4 odometer readings) has been increasing again for the past 3 years. The figure in 2022 was 80.5%. The principal explanation for this is the increase in the number of paid-for Car-Passes for imported vehicles, as for these, Car-Pass receives the odometer readings from manufacturers/importers.

The share of imports rose to 14.8% last year. In 2019, Car-Pass only had the foreign odometer history for 10% of imported used vehicles, which is consistent with imports from the Netherlands. Since the introduction of the legal requirement in 2020, manufacturers and their importers are also required to share the odometer history of foreign vehicles known to them with Car-Pass. That way, Car-Pass was able to obtain one or more foreign odometer readings in 57% of cases. On average, there are 4 foreign odometer readings on the Car-Pass document. Improved transparency is an important inhibitor of fraud in imported vehicles.

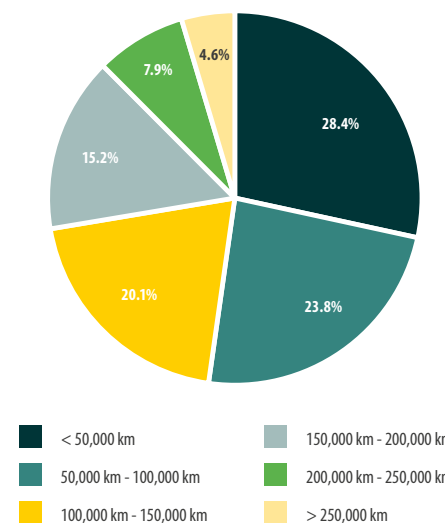
The Belgian used car or van was 9.5 years old on average, which represents an increase of 5 months on 2021. In 2008, the age was less than 8 years. The average used vehicle (and the Belgian car fleet as a whole) is gradually getting older. Taking rising prices for new and recent used cars into consideration, it should not surprise us that this trend is likely to persist in the years to come. We note that 40,2% of all used cars are now at least 10 years old, while 13.3% are less than 2 years old. In 2019, that figure was 15.9%. Young used cars are also becoming harder to find abroad. A third of imports were under 2 years old, while in 2021, their share was still 40%. There nevertheless remains a clear difference in the age profile of Belgian and imported used cars.

The distribution of the Car-Pass documents according to age



It has emerged that a used vehicle has an average of 106,764 km on the odometer when it is sold, which is an increase of around 2,000 km with respect to 2021. 28.4% of used vehicles have less than 50,000 km on the odometer. At the opposite end of the spectrum, 12.5% have travelled more than 200,000 km.

The distribution of the Car-Pass documents according to mileage

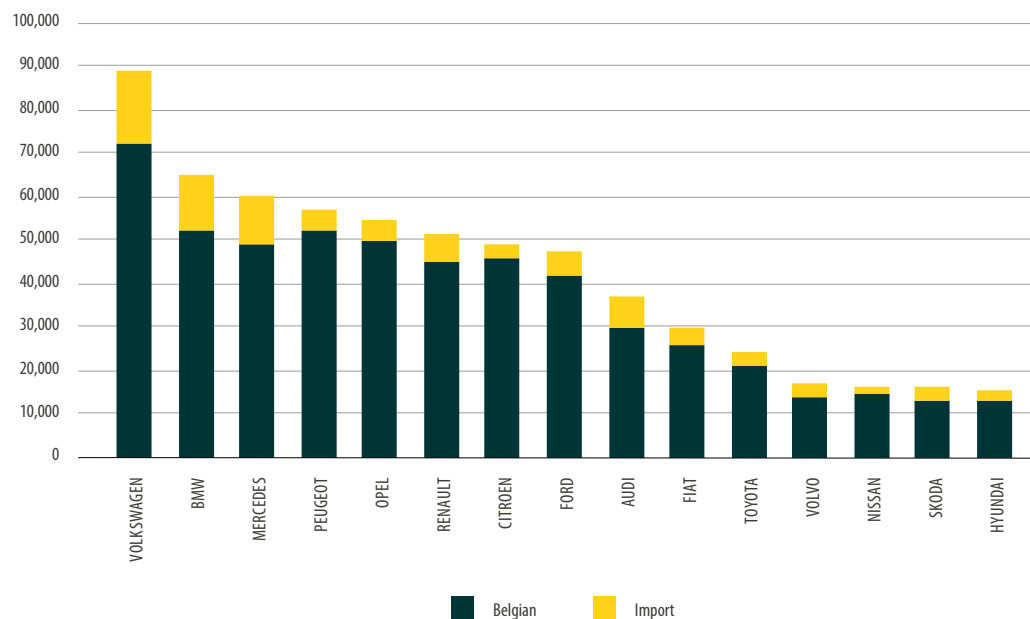




Car-Pass received  
17.91 million odometer  
readings in 2022 (+8.2%).



The number of Car-Pass documents by brand



Nearly 90,000 Car-Pass documents were requested for Volkswagen. This brand continues to be the most popular on the used car market. German premium makes BMW and Mercedes complete the top three. The share of imports for

these 3 makes is around 20%, which is significantly higher than the average (14.8%). Topping the list of imports is Porsche – 27.5% of all used Porsches come from abroad.



	2022		2021	2022 vs 2021
Technical inspection	6,035,534	33.69%	5,810,796	+3.9%
Car Professionals via website	978,715	5.46%	1,000,004	-2.1%
Car Professionals via DMS	8,123,659	45.35%	8,024,919	+1.2%
RDW (Netherlands)	256,195	1.43%	171,626	+49.3%
Vehicle history checks	400,454	2.24%	374,926	+6.8%
Manufacturers (import)	414,354	2.31%	378,422	+9.5%
Manufacturers (Connected Cars)	1,704,739	9.52%	794,411	+114.6%
<b>Total</b>	<b>17,913,650</b>		<b>16,555,104</b>	<b>+8.2%</b>

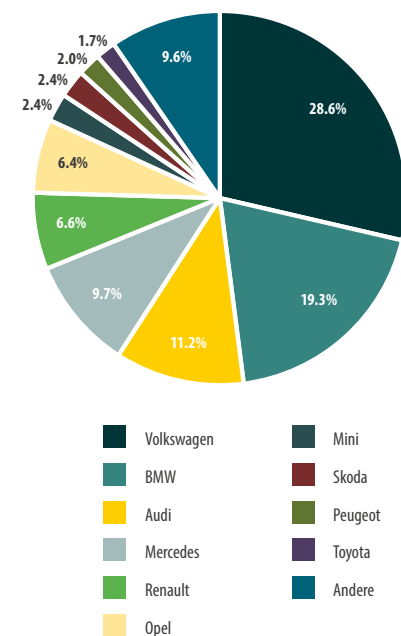
In 2022, Car-Pass received 17.91 million odometer readings, 8.2% more than in 2021. We have seen an increase in almost all data flows. With 6 million items of data, car inspection accounts for a third of all shared odometer readings. In absolute terms, this represents an increase of almost 4%, which can be explained by the growth and ageing of our fleet.

More than 8.1 million odometer readings were sent to Car-Pass by automotive companies using their own software (Dealer Management System – DMS). Almost 1 million were entered manually on the Car-Pass website. Data from pure after-sales activities were up 1% on the year before, but remain 8.5% lower than before coronavirus in 2019. The number of vehicles imported from the Netherlands increased by a third and at the same time, the number of odometer readings received by Car-Pass from partner RDW increased by 50%.

On a positive note, the odometer readings that are shared when a history consultation is carried out have increased further to more than 400,000 units. We note, however, that the link to the Car-Pass vehicle history is still missing from many online advertisements for used vehicles, which is something required by law. This remains a key point for attention for Car-Pass and the Economic Inspection Board also carries out regular checks.

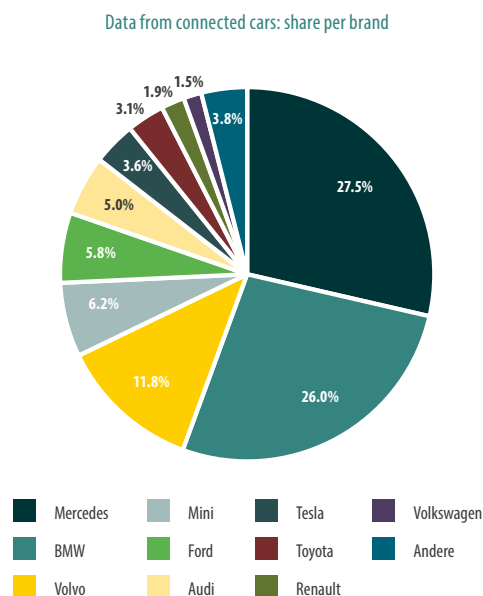
Even though imports fell by around 5,000 used vehicles in absolute terms, the number of odometer readings that we received from manufacturers for foreign vehicles increased by 9.5%. German makes Volkswagen, BMW, Audi and Mercedes supplied two thirds of all data.

Odometer readings received on import: share per brand



The most spectacular evolution is in the number of odometer readings received from connected cars – since 1 January 2020, manufacturers have been required to share an odometer reading for their connected vehicles (registered in Belgium) with Car-Pass four times a year. There is no comparable legal obligation in any other European country. It is important not to underestimate the value of this data. In 2022, this data accounted for almost 10% of the total inflow of odometer readings, even though many manufacturers were not in compliance with the legal requirements. It is generally assumed that electric vehicles will need to make fewer workshop visits for maintenance, ultimately decreasing the flow of data from after-sales activities. As such, data from connected vehicles is essential at building a sufficiently detailed – and reliable – history of readings.

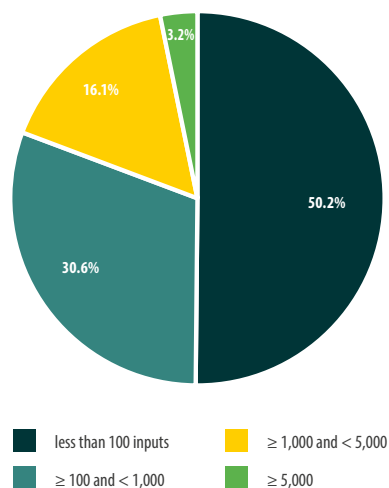
The figure shows the share of different makes in the data of connected vehicles. They relate to a total of 747,112 different VINs.



13,579 different companies and branches shared at least one odometer reading last year, thus breaking the record of 153 units in 2021. 36.5% of all companies used their DMS to share data with Car-Pass. 63.5% sent their data via the Car-Pass website. Broken down according to data volume, Car-Pass receives 90% of data from after-sales activities via DMS. Only 10% of the odometer readings were entered via the website. The ratios are different for history consultations: 63% were via the website and only 37% via software applications.

We observe that many companies in the industry are relatively small. Half of all companies shared fewer than 100 odometer readings in 2022. Only 19% exceed the 1,000 readings mark each year.

Distribution of companies as a function of the number of inputs



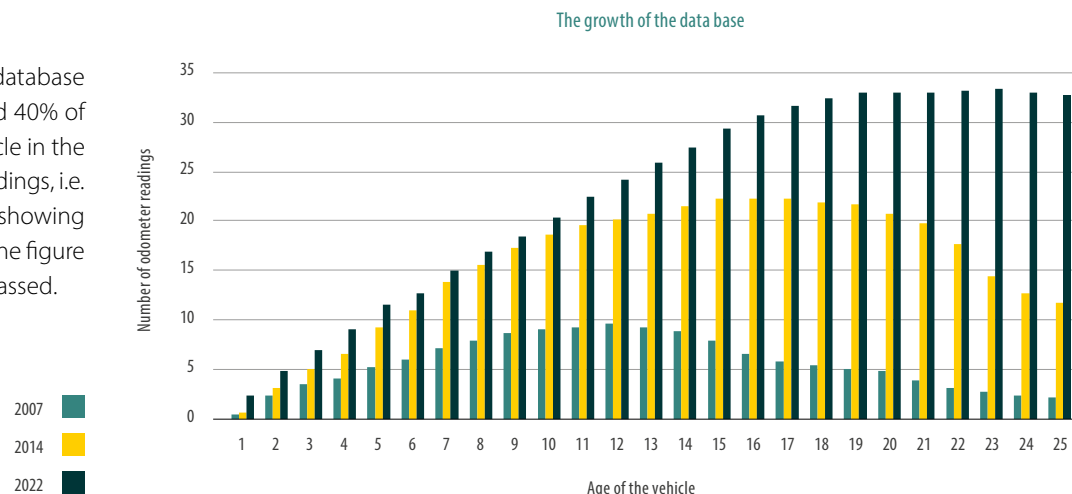
The volume of data from connected cars has increased dramatically, representing around 9.5% of the total.



13,579 companies shared odometer readings in 2022, which is an absolute record.



The Car-Pass database grows with each year that passes. At the end of 2022, the database contained 25.5 million vehicles and more than 281 million odometer readings. Around 40% of the data relates to vehicles that are no longer a part of the Belgian vehicle fleet. A vehicle in the active fleet<sup>3</sup> is 9.0 years old on average and its vehicle history contains 18.9 odometer readings, i.e. 2 per year. The growth of the database is nicely illustrated by the accompanying figure showing the number of registered odometer readings by age of vehicle in 2007, 2014 and 2022. The figure shows quasi-linear growth until the age of 16, at which point the 30 readings mark is passed.



On 31/12/2022, the Car-Pass database contained 281.3 million odometer readings, of which 176.0 million related to the active fleet.

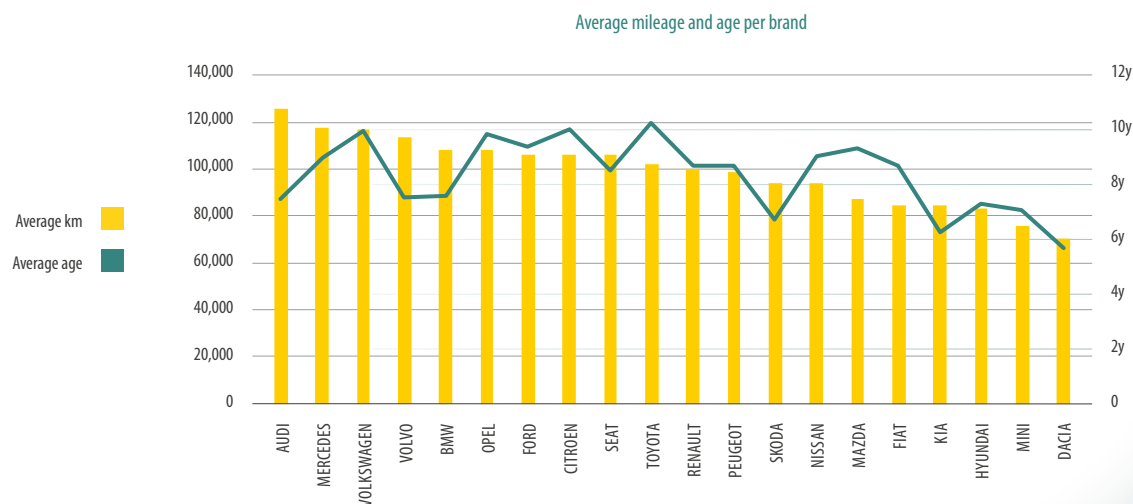
The history of an active vehicle averages 18.9 odometer readings.

In 2022, Car-Pass received at least 1 odometer reading from 6,532,394 different passenger cars and vans.

Volkswagen is the make with the largest fleet and the make for which Car-Pass has the most odometer readings in its database, at 19.6 million. Peugeot, Renault, Mercedes, Opel, Citroën, BMW and Ford also exceeded the 12 million mark.

The figure shows the average of the last odometer readings received and the average age at which the data was received.

The average odometer reading for the top 10 ranges from 110 to 145,000 kilometres. At 142,860 km at an age of 7.5 years, Audi is at the top of the rankings, just ahead of Mercedes and Volkswagen. If we look down the rankings a little, Saab has an average age of around 200,000 km. Its cars, which are no longer in production, are 17 years old on average.



<sup>3</sup> The active vehicle fleet consists of all vehicles registered on 31/12/2022 and/or vehicles for which Car-Pass received at least one odometer reading in the period 30/6/2021 to 31/12/2022.

# WE ARE STILL DRIVING (A LITTLE) LESS THAN BEFORE THE CORONAVIRUS CRISIS

Car-Pass manages the central register of odometer readings for the Belgian car fleet, giving it a good understanding of automobility. The average annual kilometres covered are calculated using previous odometer readings for all vehicles for which the organisation has a registered odometer reading in a particular month. Using the odometer readings from December, we can deduce that the average passenger car travelled 16,589km in 2022. These figures confirm that car use continued to increase last year over 2021 (+8%), but that we

have not yet reached pre-coronavirus levels (-7.5%). Potential explanations are the persistence of teleworking and the increased use of bicycles (e-bikes and speed pedelecs) for commuting.

With vans, the differences are less stark. In 2022, they covered 19,542 kilometres on average, which is roughly the same as 2021 and only 3% down on 2019.

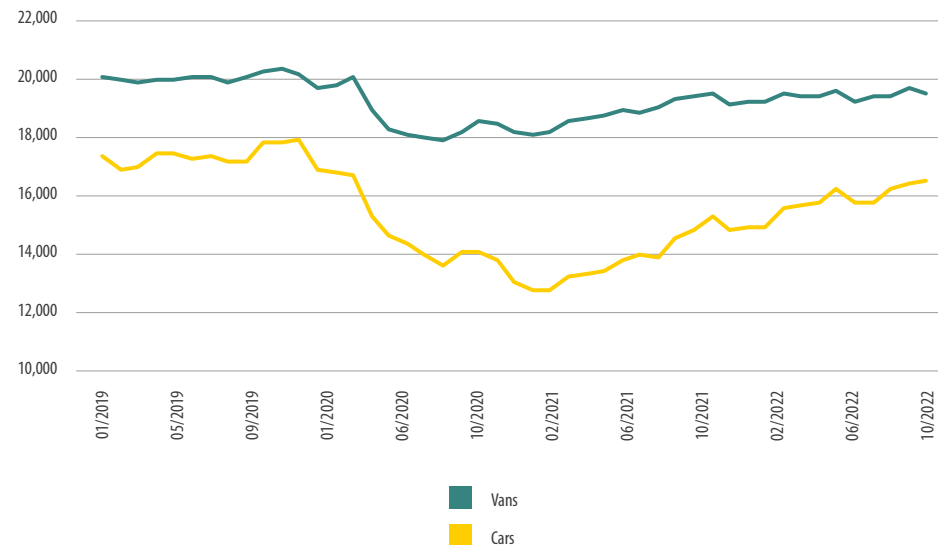


In 2022, the average passenger car covered 16,589 km.



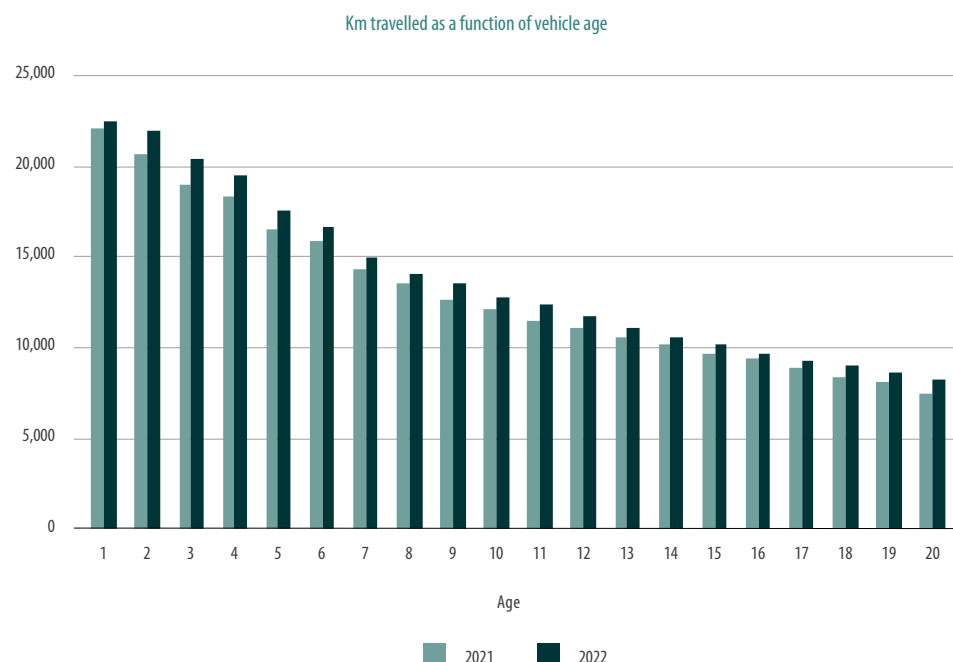
which is an 8% increase on 2021, but still 7.5% below 2019, before coronavirus.

The evolution of the annual kilometres driven

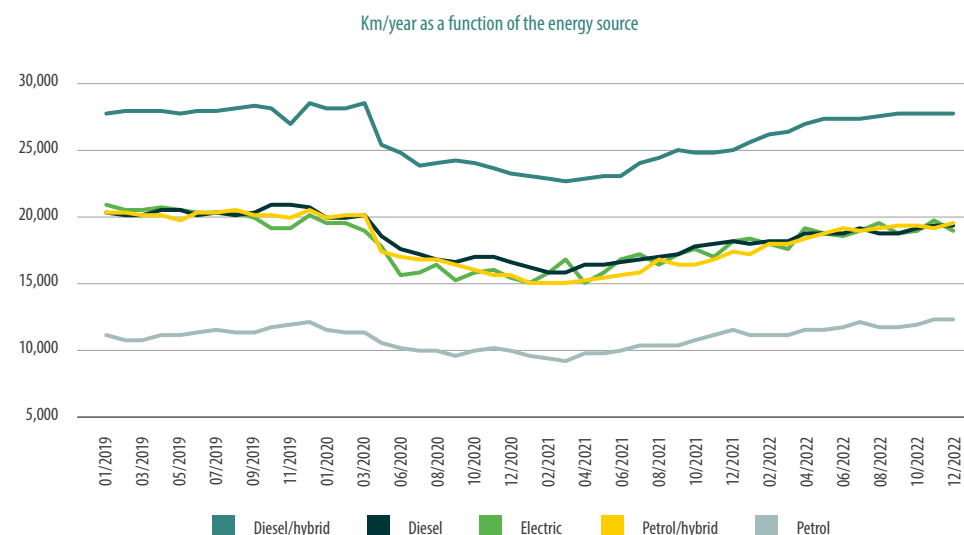




The newer the vehicle, the more it is driven. In their first year, cars travel 22,453 km, after 10 years it is still 12,726 km and after 20 years only 8,153 km. The figure shows the difference over 2021 for each age. It shows that all of us drove more distance, irrespective of the age of our vehicle.



If we look at the power source of these vehicles, drivers of diesel hybrid cars travel the most distance. This is unsurprising as these are fairly recent vehicles that tend to be found primarily in business fleets. They covered an average of 27,832 km in 2022. Electric vehicles are also used intensively. They covered some 19,033 km last year, which is comparable with regular diesel vehicles and petrol hybrids. The average petrol car had 'only' an additional 12,386 km on its odometer last year. These vehicles tend to be registered by private individuals, and are generally slightly older, hence the lower figure.



Finally, we list the makes that covered the most distance last year:

Brand	
Tesla	22,653 km
DS	21,595 km
Volvo	20,485 km
Mercedes	20,301 km
Audi	19,630 km

It may seem surprising that Tesla and DS are at the top of the rankings but their fleets are, on average, less than 3 years old and thus significantly younger than those of Volvo and Mercedes, the average age of which is 7.5 and 9.0 years respectively.

# CAR-PASS SUPPORTS THOSE WITH DISABILITIES TO PARTICIPATE IN SPORTS

In 2022, the board of Car-Pass encountered Nigel Bailly, a racing pilot who is paralysed in both legs. This fact hasn't stopped him from participating in auto races on circuits with a specially equipped car, where all the commands are on the steering wheel. This skill requires exceptional coordination from the pilot. In addition, Nigel and his non-profit YourGT support a range of initiatives that help people with disabilities to participate in sports, both recreationally and competitively. Impressed by his courage and willpower, Car-Pass decided to co-sponsor the Bentley that Nigel used to compete in the Francorchamps 24 hours race in 2022. Unfortunately, the car had to pull out during the night due to mechanical problems.

In addition, Car-Pass also gave Nigel a cheque for 5,000 Euros to support his initiatives. This money was ultimately donated to the sports club at the Traumatology and Rehabilitation Centre (ASCTR). The centre encourages recreational and professional sports in people with physical disabilities as a way to support their rehabilitation. It accomplishes this by purchasing adapted equipment and offering professional (medical) supervision.



# WHO'S WHO?

## General Assembly

### FOUNDING MEMBERS

#### **FEBIAC non-profit**

Boulevard de la Woluwe 46, boîte 6, 1200 Bruxelles

#### **TRAXIO non-profit**

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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#### **Studiebureel voor Automobieltransport nv**

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### ASSOCIATED MEMBERS

#### **Royal Touring Club de Belgique non-profit**

Boulevard du Roi Albert II 4, 1000 Bruxelles

#### **VAB nv**

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### OBSERVERS OF THE FEDERAL GOVERNMENT

#### **Federal Public Service of Economy, SMEs, Self-Employed and Energy**

Boulevard du Roi Albert II 16, 1000 Bruxelles

#### **Federal Public Service of Mobility and Transport**

City Atrium, Rue du Progrès 56, 1210 Bruxelles

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COO Royal Touring Club de Belgique non-profit

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#### **Thibault Willaert**

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Car-Pass non-profit is an initiative from FEBIAC, TRAXIO and the companies certified for roadworthiness inspection, 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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