

Car-Pass



2025

ANNUAL REPORT



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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.

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, the maintenance history 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 and the description of the work to Car-Pass non-profit. They have to by law. Manufacturers are also obliged to share the odometer 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 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 1,466 in 2025.

MESSAGE FROM THE CHAIRMAN



Dear reader,

For Car-Pass, 2025 was a year of consolidation, adaptation and ambition. It confirms the relevance of our mission to promote transparency in the used car market, while encouraging us to anticipate the major changes affecting the automotive sector, both in Belgium and at European level.

First and foremost, I would like to warmly thank all automotive professionals for the quality and consistency of the data they provide us with. Their commitment is essential to the smooth running of the Car-Pass system and forms the basis of consumer confidence. Thanks to this collaboration, Car-Pass continues to fully fulfil its role as a benchmark in the fight against odometer fraud.

The Car-Pass model remains a source of inspiration in many countries, and the desire to move towards a more harmonised approach at European level is growing. The cross-border exchange of mileage data remains a key issue in further securing the used car market. Car-Pass will continue to be actively involved in these discussions, in collaboration with its international partners.

The evolution of the vehicle fleet also presents us with new challenges. The growth of the market for used electric vehicles makes it essential to provide clear and reliable information on the state of health of the battery. The inclusion of this indicator on the Car-Pass document is an essential step towards strengthening buyer confidence and promoting more sustainable mobility. In 2026, this issue will be a strategic priority for our association, in consultation with the relevant authorities and industry stakeholders. In this regard, we would like to thank Ministers Beenders and Crucke for their involvement and excellent cooperation.

At the same time, certain regulatory developments are giving rise to legitimate concerns. The reform of technical inspections in Flanders could have a significant impact on the functioning of Car-Pass. We are monitoring this issue very closely and will ensure that the interests of transparency, consumers and the automotive sector are fully taken into account.

These multiple challenges cannot be met without a high-performance IT infrastructure and the daily commitment of our employees. I would like to sincerely thank them for their professionalism, expertise and motivation, which enable Car-Pass to continue to evolve and innovate.

I invite you to discover more about our association's actions, projects and prospects in this 2025 annual report. I hope you will find a clear vision of the role that Car-Pass intends to continue to play in promoting a more transparent and reliable automotive market.

I trust you enjoy reading it.

Didier Perwez
Chairman

KEY FIGURES 2025

CAR-PASS DOCUMENTS



Number of documents issued

855,169



Number of (highly) probable cases of fraud

1,466



Number of documents issued upon import

108,183



Average size of the fraud (km)

79,379



Number of documents mentioning an open recall

13.2%

ODOMETER READINGS



Number of odometer readings in the database on 31.12.2025

345,542,161



Number of odometer readings that are linked to active vehicles (*)

150,084,371



Number of odometer readings received in 2025

22,982,765



Number of users who have provided at least one odometer reading

14,597



Part of odometer readings with a description of the works

85%

VEHICLES



Number of vehicles in the database on 31.12.2025

27,631,968



Number of active vehicles (*)

7,565,460

1km+

Number of vehicles for which at least one odometer reading was received in 2025

7,092,362



Average odometer reading upon issuing the Car-Pass

107,127



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

9.76

(*) The active vehicle fleet consists of all vehicle registrations on 31 December 2025 and/or vehicles for which Car-Pass received at least one odometer reading in the period of 30 June 2024 to 31 December 2025.

CASES OF FRAUD IN 2025



1,466 cases of odometer fraud were detected in 2025.



The odometers were reversed by almost 80,000 km on average



The largest fraud in 2025: 370,000 km off 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 the 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 more than half of the imported vehicles.

We can conclude that the Car-Pass is playing its part and that odometer fraud has almost disappeared in our country. But if kilometres are still tampered with, the damage is substantial. On average, fraud reduced the odometer reading by almost 80,000 km (79,379 km to be precise). It is therefore still important that buyers continue to pay close attention to the Car-Pass. The tables show the 10 most serious frauds of 2025. At the top of these rankings is a 2010 Mercedes E class diesel with almost 370,000 kilometres taken off the clock.

In 2025, this allowed 1,466 cases of odometer fraud to be detected. 923 of those were related to domestic sales (0.12% of the total) and 543 (0.50%) were cases involving tampering at the time the vehicle was imported into the country.

	Brand	Model	Year of 1st registration	Latest mileage	Previous mileage	Difference	Imported
1	Mercedes	E200 CDI	2010	192,030	562,690	370,660	no
2	Toyota	Prius	2010	121,890	490,026	368,136	no
3	BMW	525d	1994	92,645	444,266	351,621	no
4	Mercedes	300TD	1990	158,792	493,520	334,728	yes
5	Volkswagen	Multivan	2011	278,831	607,510	328,679	no
6	Landrover	Defender	2006	147,522	470,596	323,074	yes
7	Volkswagen	Touran	2018	184,295	503,478	319,183	no
8	Mercedes	E200 D	2019	157,166	470,368	313,202	yes
9	Jaguar	XJ	2003	120,260	425,795	305,535	yes
10	BMW	118d	2007	175,090	480,100	305,010	no

THE STATE OF HEALTH (SOH) OF THE BATTERY IS NOW LISTED ON THE CAR-PASS

Only 4.7% of all second-hand cars registered in 2025 were electric vehicles (BEV). It is clear that the average second-hand car buyer is still reluctant to choose this type of vehicle. A study conducted by Deloitte on behalf of Car-Pass confirmed the main reasons for this reluctance. One of them is uncertainty about the battery's lifespan. The value of a second-hand BEV therefore depends not only on the vehicle's mileage, but also on the condition of the battery. However, in practice, battery degradation appears to be very limited. Both buyers and sellers therefore have every interest in transparent information about the condition of the battery, known as the "State of Health" (SOH). This theme therefore fits in perfectly with the objectives of the non-profit organisation Car-Pass.

Based on the Deloitte report, Car-Pass advocated for mandatory disclosure of the SOH on the Car-Pass of BEVs and plug-in hybrids (PHEVs) with a battery capacity of 10 kWh or more. The amendment to the law must also include an obligation for manufacturers and their importers to report the SOH value of their connected vehicles to the non-profit organisation Car-Pass four times a year. However, amending the Car-Pass law will take some time. Car-Pass therefore proposed to the competent ministers, Mr. Beenders and Mr. Crucke, to launch a pilot project in which sellers could voluntarily report the SOH of the battery to Car-Pass.

At the end of October 2025, Ministers Beenders and Crucke gave the green light for this. Rob Beenders, Minister for Consumer Protection, Social Fraud Prevention, Persons with Disabilities and Equal Opportunities, confirms: *"Uncertainty about the condition of the battery is currently a major barrier for consumers when purchasing a second-hand electric vehicle. By including the State of Health in the Car-Pass document, we are providing consumers with essential information to make an informed choice. In this way, we are strengthening confidence in the second-hand market for electric vehicles."*

From 1 January 2026, sellers of second-hand BEVs and PHEVs are able to upload the SOH value, together with the underlying test report, in the Car-Pass database. The SOH value will then appear on the Car-Pass. The digital version, which can be accessed by scanning the QR code, will link to the test report with all further details. Test reports may not be more than 6 months old.



WILL THE EU FINALLY IMPLEMENT THE BELGIAN CAR-PASS SYSTEM?

At the end of April 2025, the European Commission presented its long-awaited proposal to amend the Directive on roadworthiness testing (2014/45/EU). To combat odometer fraud, the Commission wants to make it mandatory for all Member States to record the mileage at each technical inspection and whenever a motor vehicle professional carries out maintenance or repair work on a vehicle. This data must be recorded in a national database or register. In addition, Member States must require manufacturers to report the mileage of their connected vehicles to the central register every three months. To enable consumers to detect mileage fraud before purchasing a vehicle, they must have access to this information. Member States must also exchange mileage history data with each other.

The Commission has clearly been inspired by the Belgian Car-Pass system. The proposal is now being considered by the European Parliament and the Council. The European Parliament already adopted a resolution in 2018 advocating such anti-fraud measures. The Commission's proposal can therefore count on broad support. The situation is different for the Member States. For many countries, this is still uncharted territory. It is therefore not surprising that they are cautious. Car-Pass, in collaboration with the Belgian Permanent Representation to the EU, gave a presentation to experts from the Member States to explain how Car-Pass works in Belgium and to answer a number of frequently asked questions. The final text is expected to be adopted in the course of 2026.

Jean-Luc Crucke, Minister of Mobility, Climate and Ecological Transition, responsible for Sustainable Development, is pleased: *"By proposing European legislation that is strongly inspired by the Car-Pass model, the European Commission recognizes the added value of the Belgian system. A complete and transparent mileage history protects consumers, contributes to road safety and strengthens confidence in the second-hand market. At European level, I will continue to advocate for the spread of the Car-Pass system."*



CAR-PASS PROVIDES INFORMATION ABOUT OPEN RECALLS



13.2% of the Car-Pass documents mentioned an open recall

Today's vehicles are highly complex and contain numerous high-tech features. Design or construction faults can still come to light when vehicles are used in a wide variety of real world conditions. These can pose a threat to safety or the environment. Just think of the problems with airbags that made the news in 2025.

In such cases, the manufacturer will organise a recall. Some software or electronics updates can be done 'over the air', but in most cases the importer will write to the owners and invite them to have the vehicle checked by an authorised repairer. If the owner does not respond, the recall remains 'open'. Such open recalls appear on the Car-Pass with the manufacturer's specific code and a brief description of the problem. This way, the new owner of the vehicle is immediately warned. In 2025, 105,224 Car-Pass documents (13.2%) showed one or more open recalls. This is a significant number.

It is sometimes difficult for private individuals to find information about recalls on the manufacturer's website. In order to be able to mention outstanding recalls on the Car-Pass document, Car-Pass is connected online to (almost) all brands. It was therefore only a small step to add a module to the home page of our website where people can check whether a recall still needs to be carried out. All you have to do is enter the vehicle identification number of your car or van. This page went live in mid-July 2025. Since then, the recall status of more than 15,000 vehicles has been checked. In a quarter of the cases, an outstanding recall was actually found.



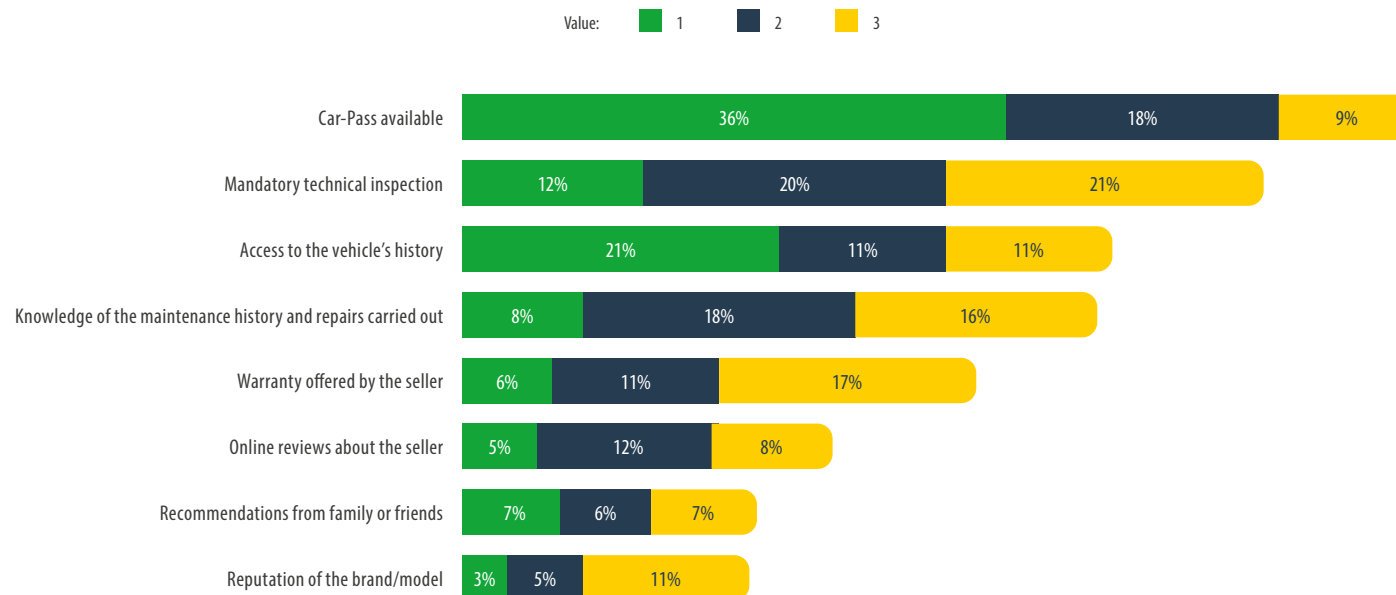
CAR-PASS CONSUMER SURVEY ON THE SECOND-HAND MARKET

Car-Pass largely depends on developments in the second-hand market, which makes it very important for our organisation to understand the changing attitudes of second-hand vehicle buyers. Car-Pass therefore asked market research agency Intotheminds to conduct a survey at the end of 2025 of 552 Belgians who had bought a second-hand car in the previous 12 months and 551 people who were planning to do so within the next 12 months – a large and representative sample. The main findings are as follows.

82% of buyers consider the Car-Pass to be a (very) useful document.

65% of buyers say they consulted the Car-Pass beforehand and 88% of future buyers intend to do so. More than 80% of recent and future buyers consider the Car-Pass to be a (very) useful document and an effective tool in the fight against odometer fraud. When future buyers are asked which three factors offer them the most confidence when purchasing a second-hand car, the Car-Pass is most often listed as number one.

Rank the three factors that give you the most confidence when buying a used car.





56% of buyers bought a used car for the first time.

In the case of 27% of buyers, the used car was the first car they had ever bought. 29% were people who had previously always bought a new car but had now switched to second-hand. 44% were habitual purchasers of second-hand cars. Price and immediate availability are the main drivers for buying a used car. The fact that there is much more confidence in the quality of used cars also clearly plays a role. 83% are (very) satisfied with their recently purchased second-hand car.

The average purchase price was €12,160.

Buyers' budgets were rather limited, averaging €12,160. Half of buyers paid less than €10,000 for their second-hand car. 19% paid more than €20,000. There are striking regional differences: in Flanders, the average purchase price was €13,470, in Brussels €12,133 and in Wallonia €11,253. Prospective buyers have set aside a higher budget, averaging €13,000. Twenty-six per cent are willing to pay more than €20,000. Buyers of second-hand cars have a clear preference for city cars that run on petrol.

58% bought from a professional dealer.

58% bought from a professional dealer (a brand dealer, second-hand dealer or independent garage). 32% bought from an unknown private individual and 10% from acquaintances or family. 88% of second-hand cars were purchased for private use, clearly suggesting that businesses are not very eager as yet to enter the used car market. 31% of buyers only searched for their used car on the Internet. About the same number (34%) only carried out a physical search. The remaining third searches both online and at dealers or garages. Autoscout24 and 2dehands/2emain.be are the most popular platforms.

Private consumers are hesitant to purchase second-hand electric vehicles.

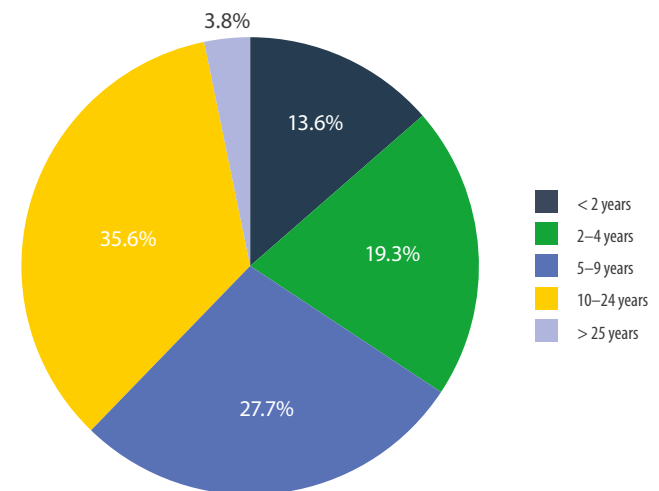
The question everyone is asking these days is: 'Are private individuals willing to buy a second-hand electric vehicle?' 14% of future buyers said they would definitely consider it and 31% said they might. There are still many (radical) non-believers. 26% do not want a second-hand electric vehicle and 28% might not. 80% are (strong) supporters of including the SOH on the Car-Pass.

FACTS AND FIGURES¹

2025 was an outstanding year for the pre-owned car market in Belgium. Compared to the peak year of 2024, registrations of second-hand cars rose by 0.8% and those of light commercial vehicles by 5.1%². Car-Pass surfed this high wave, issuing a total of 855,169 Car-Pass documents. This broke the 2024 absolute record of 5,000 units. The share of imported vehicles increased slightly at 12.7%. The share of paid Car-Pass documents (which therefore contain at least 4 odometer readings) was 82.2%. For Car-Pass documents requested for imported vehicles, the share of paying documents was 39%.

The Belgian second-hand cars and vans for which a Car-Pass was issued were on average 9.76 years old. This is an increase by 4,5 months compared to 2024. The share of very young used cars (less than 2 years old) was 13.6%. The young vehicles often come from abroad. 37,5% are younger than 2 years old. For Belgian vehicles, their share is only 10,3%. At the other end of the spectrum, almost 40% of vehicles are 10 years or older.

The distribution of Car-Pass documents according to age



More than 855,000 Car-Pass documents were issued in 2025.



The share of imports amounted to 12.7%.



The average used vehicle was 9.8 years old and had driven 107,127 km.

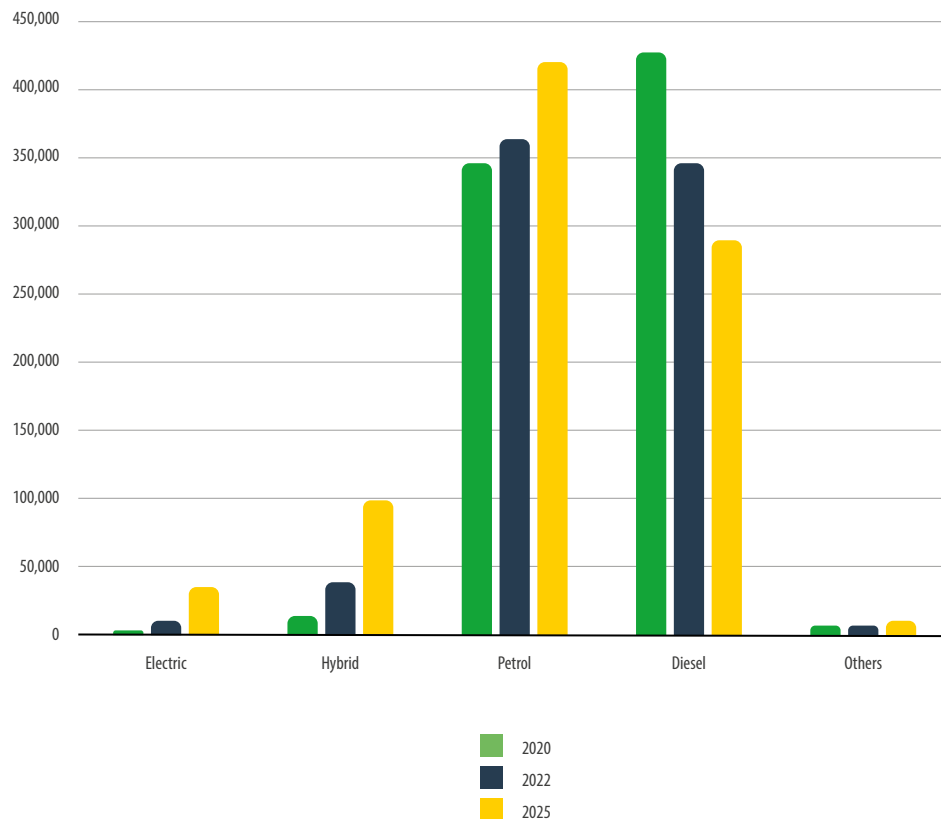
¹ The figures relate to cars (cat. M1) and light commercial vehicles (cat. N1).

² Source: Febiac

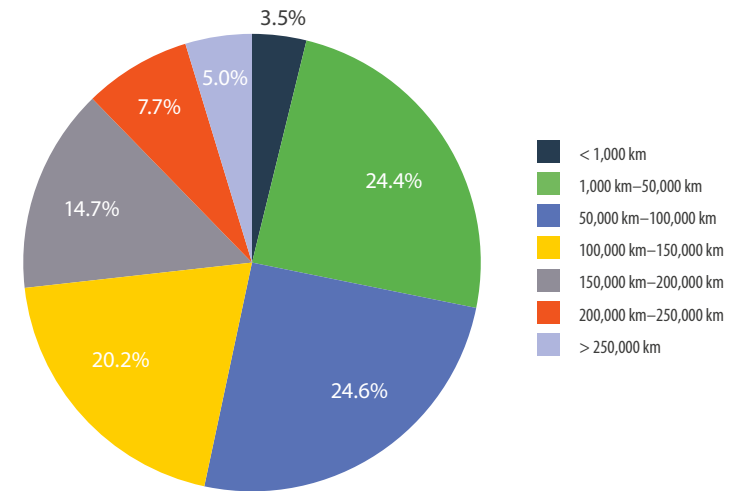
Last year, used cars had an average of 107,027 kilometres on the clock when sold. That is approximately 1,000 kilometres more than in 2024. 27.9% of used cars have driven less than 50,000 kilometres. 3.5% are actually new cars with less than 1,000 kilometres on the clock. On the other hand, 12.7% had exceeded 200,000 kilometres.

In 2022, for the first time, more Car-Pass documents were requested for a vehicle running on petrol rather than diesel. This trend continued in 2025. Approximately half of all Car-Pass documents concerned petrol engines. Diesel engines still account for a third (partly thanks to light commercial vehicles). Electric vehicles and, in particular, hybrids are slowly gaining market share. Together, they account for almost 16%.

The distribution of Car-Pass documents according to the source of energy



The distribution of Car-Pass documents according to mileage



Car-Pass received 22.98 million odometer readings in 2025 (+5.1%).



The volume of data from connected cars represents 22.4% of the total.



Car-Pass received a description for 85% of the works carried out.



14,597 companies shared odometer readings in 2025, which is an absolute record.

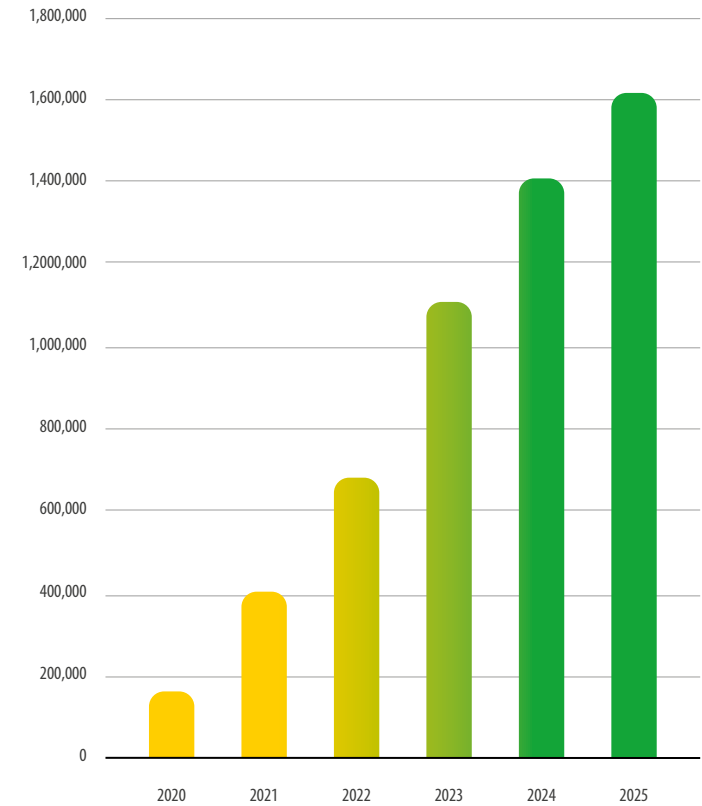
More than 98,000 Car-Pass documents were requested for a Volkswagen. Volkswagen continues to be the most popular make on the used car market. German premium manufacturers BMW and Mercedes complete the top three.

Received odometer readings

	2025		2024		2025 vs 2024
Technical inspection	6,498,591	28.3%	6,412,326	29.3%	1.3%
Car Professionals via website	856,526	3.7%	917,702	4.2%	-6.7%
Car Professionals via DMS	9,141,733	39.8%	9,032,298	41.3%	1.2%
RDW (Netherlands)	336,131	1.5%	269,208	1.2%	24.9%
Vehicle history checks	524,075	2.3%	487,004	2.2%	7.6%
Manufacturers (import)	466,152	2.0%	469,887	2.2%	-0.8%
Connected Cars	5,159,538	22.4%	4,275,211	19.6%	20.7%
Total	22,982,746		21,863,636		5.1%

In 2025, Car-Pass received 22.98 million odometer readings, 5.1% more than in 2024. This increase is mainly due to the mileage data of connected vehicles, of which Car-Pass processed 5.16 million. We received mileage data from 1.61 million connected vehicles. This number has quadrupled since 2021. Last year, Car-Pass also received data from various Chinese brands for the first time: BYD, XPENG, Leapmotor, Omoda and Jaecoo. Others are likely to follow in 2026.

Number of Connected Cars



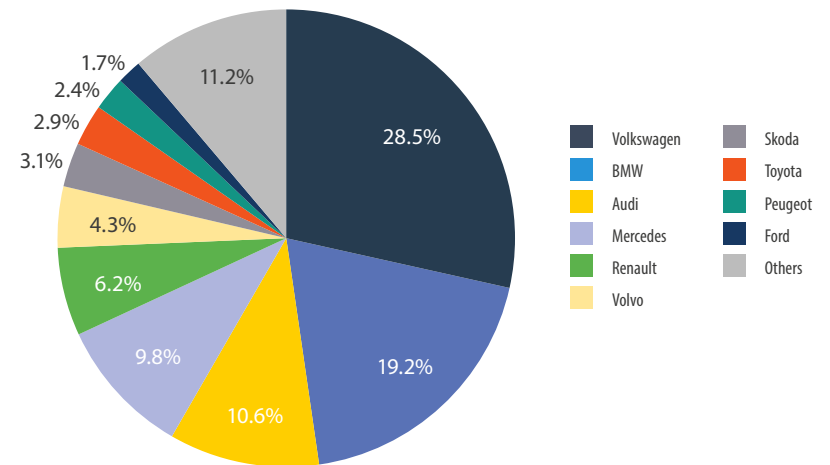


With 6.50 million entries, the vehicle inspection accounted for almost 30% of all reported odometer readings. 9.14 million odometer readings were sent to Car-Pass by automotive companies using their own software (Dealer Management System – DMS). 0.86 million were entered manually on the Car-Pass website. The number of odometer readings Car-Pass received from Dutch partner RDW increased by 24.9% (but the number of imported vehicles from the Netherlands also rose by 20%) .

On a positive note, the odometer readings shared when a history consultation is carried out have increased by 7.6% to 524,075 units. We have noted, however, that the link to the Car-Pass vehicle history is still missing from many online used vehicles advertisements, which is something required by law. This remains a key point for attention for Car-Pass, while the Economic Inspectorate also carries out regular checks.

The number of imported second-hand vehicles was up by 2,250 units in absolute figures. Nevertheless, the number of mileage readings received upon import fell slightly. This was mainly due to temporary connection problems with a number of manufacturers. 68% of all this data came from the German brands Volkswagen, BMW, Audi and Mercedes.

Odometer readings received on import: share per brand

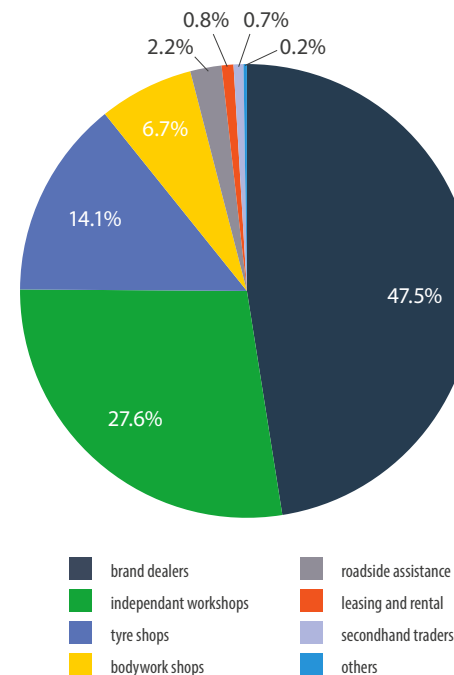


14,597 different companies and establishment units shared at least one odometer reading last year. This means we broke the 2024 record by 456 units. 39.0% of all companies used their DMS to share data with Car-Pass. 61.0% sent their data via the Car-Pass website. Broken down according to data volume, Car-Pass receives 91.4% of data from after-sales activities via DMS. Only 8.6% of the odometer readings were entered via the website. The ratios are different for history consultations: 69.5% were via the website and only 30.5% via software applications.

It appears that many companies in the industry are relatively small. More than half of all companies shared fewer than 100 odometer readings in 2025. Only 18.3% exceed the 1,000 readings mark each year. The Autosécurité group, which operates most of the roadworthiness inspection stations in Wallonia, is the largest data supplier with 1.78 million odometer readings.

If we analyse the origin of the data from professionals per sector, we find that almost half of all data comes from the official dealer network. Just over a quarter is supplied by independent garages (including fast fitters and car window repairers). Next come tyre centres and body repairers.

Origin of the odometer data by sector



On 31 December 2025, the Car-Pass database contained 345.5 million odometer readings, of which 150.1 million related to the active fleet.



The history of an active vehicle averages 20 odometer readings.



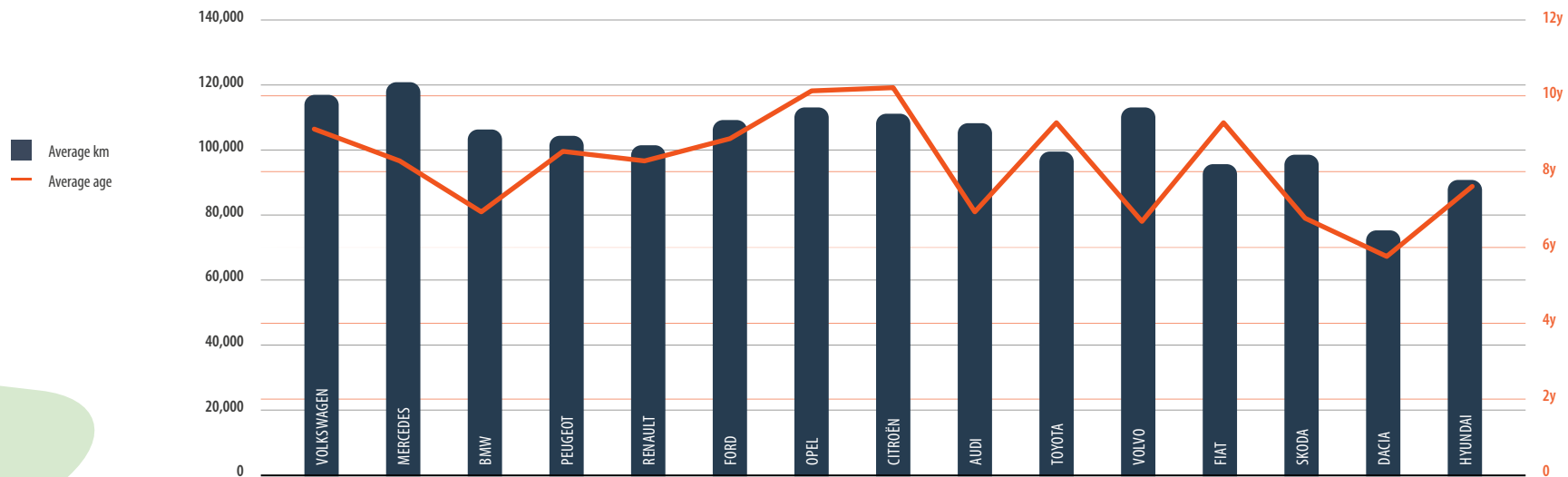
In 2025, Car-Pass received at least 1 odometer reading from 7,092,362 different passenger cars and vans.

Since 1 January 2024, companies that carry out work on a vehicle are also required to provide Car-Pass with a description. In 85% of the cases, this information was indeed communicated. This is a remarkable improvement compared to last year, when a description was provided in only 70% of cases. Nevertheless, there is still some way to go to reach 100%. The quality of the descriptions provided also remains an important point of attention if we want to be able to use this data as a basis for reliable statistics. In 2026, Car-Pass will investigate the possibility of using AI for this purpose.

The Car-Pass database grows with each year that passes. At the end of 2025, the database contained more than 345 million odometer readings from 27.6 million vehicles. 150 million relates to vehicles that are a part of the active Belgian vehicle fleet³. Upon receipt of the most recent mileage, these vehicles were on average 8.5 years old and had a mileage history of 20 odometer readings on average.

Volkswagen is the brand with the largest active fleet and for which Car-Pass has stored the most odometer readings in its database, namely 15.8 million. Mercedes, BMW, Peugeot and Renault also exceed the 10 million mark.

Average mileage and age per brand



The figure shows the average of the last odometer reading received and the average age at which this data was recorded. The average odometer reading for the top 15 ranges from 75,000 to 120,000 kilometres. At 121,405 km Mercedes is at the top of the rankings, just ahead of Volkswagen and Volvo.

³ The active vehicle fleet consists of all vehicles registered on 31 December 2025 and/or vehicles for which Car-Pass received at least one odometer reading in the period 30 June 2024 to 31 December 2025.

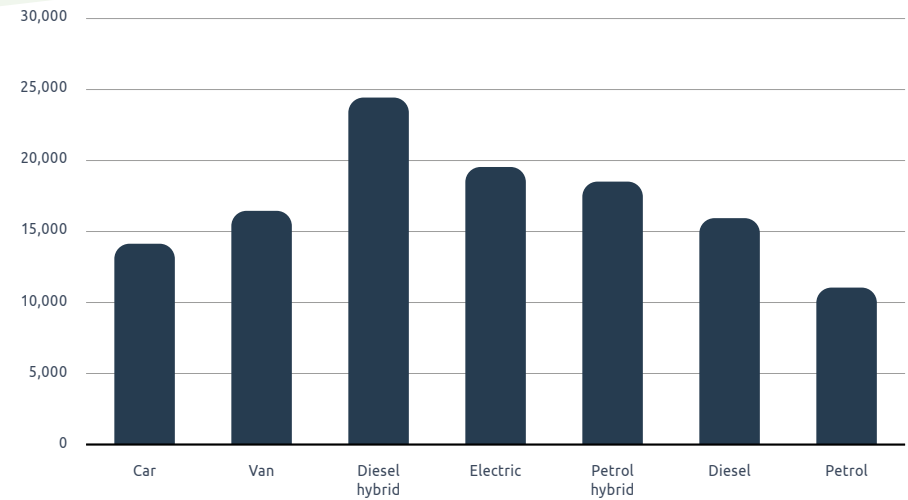
MOBILITY FIGURES

Car-Pass manages the central register of odometer readings for the Belgian car fleet, giving it a good understanding of automobility. We consider all vehicles for which we received a odometer reading in 2025 and compare it with a previous odometer reading dating from 6 to 18 months before. That way, for each of those cars, we can calculate how much it has driven in one year.

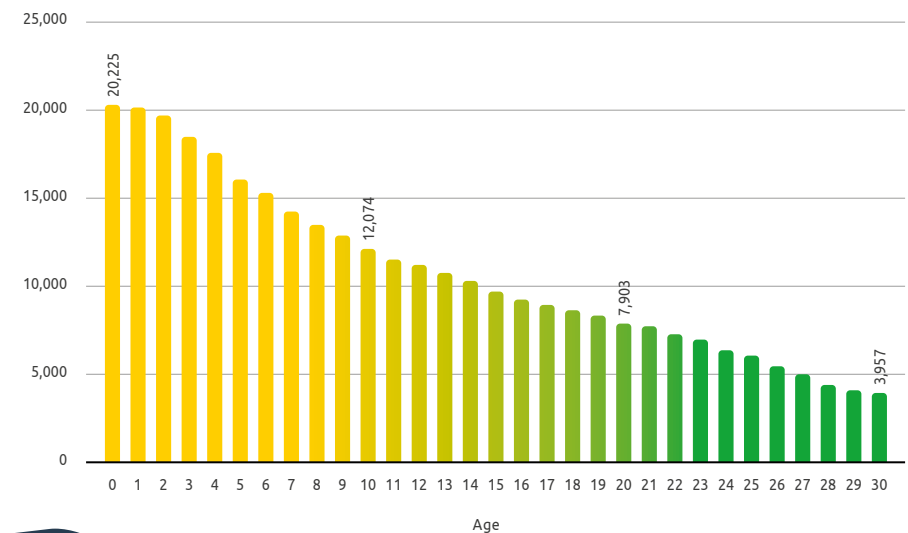
The result of this is that a Belgian car drove an average of 14,172 km last year. De average van drove 16,420 km. The differences with 2024 are small. If we classify by fuel, drivers of diesel hybrids appear to be the frequent drivers with an average of 24,441 km per year, followed by electric cars with 19,659 km per year. The determining factor is the age of the car rather than the fuel. This immediately explains why diesel only comes 4th. After all, few new diesel cars have been registered in recent years.

The older the cars are, the less they are driven. Cars and vans drive an average of 20,225 km in their first year of life. When they are 10 years old, that is only 12,074 km, and after 20 years, 7,903 km. Thirty-year-old classic cars drive less than 4,000 km on average.

Average annual kilometres driven



Km driven as a function of vehicle age



Passenger cars covered an average of 14,172 km in 2025.



A car that has been in use for 14 years only covers half the mileage of a new one.

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

Rue Lieutenant Lotin 21, 1190 Bruxelles

Studiebureel voor Automobieltransport nv

Poortakkerstraat 129, 9051 Sint-Denijs-Westrem

Associated members

Touring sa

Boulevard du Roi Albert II 4, b12, 1000 Bruxelles

VAB nv

Pastoor Coplaan 100, 2070 Zwijndrecht

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 Transports

City Atrium, Rue du Progrès 56, 1210 Bruxelles

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Chief Aftersales & Operations Officer D'Ieteren automotive

Directors of the associated members

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General Manager VAB Assistance

Patrick Van den Broeck

COO Touring sa

Observers of the federal administration

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Car-Pass



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