The Belgian Car-Pass system
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1. The problem of odometer fraud
Tampering the odometer or clocking is technically speaking a piece of cake

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• It took a few minutes to lower the mileage of 3 recent models: Ford Kuga (2019), Opel Grandland X (2020) & Peugeot 208 (2019)

• For 170 recent car models tools and software are available to manipulate the odometer

Study by European Parliamentary Research Service and Gdansk University (January 2018):

• Total consumer damage between € 5.6 and 9.6 billion in the whole Union (for cross border transactions only)
2. The Belgian Car-Pass system
Legal framework: stage 1 (federal law of 11 June 2004)

- Mileage fraud is considered a serious crime sanctioned with severe penalties (up to 1 year imprisonment)
- Creation of a central database containing the odometer readings of all vehicles registered in Belgium
- All professional car dealers and repair shops are required to transfer VIN number, mileage and date when repairing or maintaining a vehicle or replacing parts (ex. tyres, windscreens,...)
- The seller of a second hand vehicle is obliged by law to deliver a certificate showing the mileage history of the vehicle to the buyer. If he fails to do so the transaction is void.
The Belgian CAR-PASS system: in practice

CAR-PASS is a non-profit organisation authorised by Royal Decree, to manage the central database with the mileage recordings.

All stakeholders are represented in the CAR-PASS board:

- Association of the car importers (FEBIAC)
- Association of the dealers, repair shops, ... (TRAXIO)
- Companies performing the technical inspection
- Automobile clubs (Touring, VAB)
- Ministry of Economic Affairs
- Ministry of Transport

Cost-efficient and self supporting. Sale of this mileage certificate is the only revenue for CAR-PASS. No public funding.

Car-Pass mileage documents are delivered by the technical inspection.
MoT: Ministry of Transport
PTI: Periodical Technical Inspection

78 stations PTI

Car-Pass documents

MoT

First registrations
- VIN
- 1st registration date
- Brand, model
- Euro x, CO2, ...

VIN + km + date

Professionals

Min.Economy

New companies
- VAT nr
- name
- address,

Car-Pass
The system has been very successful

- The Car-Pass model has proven its necessity in an effective way!
- Before the system was introduced odometer fraud was a serious problem in Belgium with 60,000 to 100,000 cases a year
- In 2020 only 1,716 new cases of mileage fraud took place (0.2% of used cars registered in B).
- But the system wasn’t effective against frauded imported cars.
Legal framework: stage 2 (amendment of 2018)

Objectives:
• make extra information about the used car available to the buyer
  • Euro standard (source: MoT)
  • CO2 emissions (source: MoT)
  • The need for a technical inspection after accident (source: assessors)
  • Outstanding recalls (source: importers/OEM's)
• Reduce fraud with imported cars
  • Mileage history of imported used cars (source: importers/OEM's)
• Prepare for the future
  • Mileages from connected cars 4x year (source: importers/OEM's)
Unique ID

General data about the vehicle

Mileage history

Les données mentionnées sur ce document proviennent de tiers parties. Car-Pass a été créé par la loi pour vérifier l'exactitude et/ou l'exhaustivité de ces données. Veuillez lire attentivement les informations au verso.
Data received from the OEM’s (2021)

Recalls
- 7.7% Car-Pass reveals one or more open Recalls

Connected Cars: 666,000 mileages

Imported cars
- Mileages received: 227,000
- Car-Pass received at least one mileage observation for 48% of the imports
- On average, 4.2 mileages per imported car
- There is suspicion of odometer tampering in 2.1% of the cases (see example)
- On average, the odometer has been reduced by 100,000 km (data 2020)
Toyota Auris (2013)
highest mileage manufacturer: 240.485 km
mileage registered at import inspection in B: 110.491 km

Km import inspection

OEM data
3. The need for a European approach
Resolution of the EU Parliament (31.5.2018) with recommendations to the Commission on odometer manipulation in motor vehicles

- Creation of a Car-Pass-like system in all EU countries, with a cross-border EU information exchange, could bring a benefit of €8.51 billion/y to the European economy.
- The EP calls on the Commission to propose a legislative framework for Member States to set up comparable and mutually compatible national data collection mechanisms, based on existing best practices.
- A buyer of a second-hand vehicle should be able to verify the accuracy of its odometer reading, regardless of the Member State in which it was previously registered.
- The EP requests the Commission to submit a proposal for an act on measures tackling odometer manipulation following the recommendations of the report.
- Adopted with a vast majority of 91% of the votes.
Response of the Commission Juncker

We need to further study...
Response of the Commission von der Leyen

Sustainable and Smart Mobility Strategy (SSMS):

(64) the Commission plans to “assess the need for a proposal to require efficient exchange of odometer readings across the EU” in 2021

Opportunity - Revision process of EU Directive 2014/45/EU

• Reliable odometer readings are needed for reliable PTI and In Service Compliance testing
• Reliable odometer implies:
  1. follow up as from date first use (and not from the first PTI)
  2. exchange of odometer data between countries to cover export
Thank you!

Questions?

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Car-Pass is an initiative from FEBIAC, TRAXIO and the companies certified for roadworthiness inspection in collaboration with the FPS Economy, SMEs, Self-Employed and Energy and the FPS Service Mobility and Transport and supported by Touring and VAB.