



## Activity Report leasing 2025

## Most important topics in 2024

### Integration of leasing activities into Febelfin

In the context of the revision of Febelfin's governance, Febelfin has proposed to several of its sub-associations, including the Belgian Leasing Association (BLV vzw), to fully integrate their activities into Febelfin. This sought to increase efficiency and improve support from Febelfin.

Accordingly, on 30 January 2025, an Extraordinary General Meeting and a Special General Meeting of BLV vzw were held, during which resp. the dissolution and liquidation of BLV vzw were approved.

Subsequently, BLV is no longer a sub-association of Febelfin, and its leasing activities have been fully integrated into Febelfin.

Instead of the former BLV Board of Directors, Febelfin has established the Leasing Committee. The former BLV members now constitute the Leasing Member Forum.

### Standard delivery certificate and digital 'order to payment' platform

In February 2024, a uniform delivery certificate in Dutch, French, English, and German was made available to all leasing companies that are members of the Leasing Member Forum. Leasing companies can ask asset suppliers to use this delivery certificate.

The uniform delivery certificate is a first step towards further digitalization of the processes. In this context, a digital 'order to payment' platform can be developed to which financial leasing companies can connect.

A digital 'order to payment' platform to which most financial leasing companies are connected offers not only operational efficiency but also the advantage of preventing fraud. Furthermore, it becomes possible to collect information about assets. One possible option consists of financial leasing companies not setting up their own platform but connecting to the platform of the operational leasing companies, namely the Mobiorder Platform of Mobeyond. Currently, the number of asset types for which Mobiorder can be used is limited to passenger cars, vans, motorcycles, bicycles, and wallboxes.

If the financial leasing companies were to connect to the Mobiorder Platform, the number of asset types would not only need to be expanded, but the Platform would also need to be expanded with elements necessary for financial leasing.

Discussions with Mobeyond on this matter are ongoing.

## VAT treatment of termination fees in leasing contracts

Several members of the Leasing Member Forum received comments from VAT inspectors during VAT audits that termination fees in leasing contracts might need to be subject to VAT in certain cases. However, there was no guideline on this matter, and various inspectors had requested clarification from the Central VAT Administration.

Termination fees charged to customers in the case of an early termination of the leasing agreement were traditionally classified by the Central VAT Administration as compensation. In advance, these are exempt from VAT because they are not considered to be the consideration for a service or supply of goods. The compensation is merely intended to cover the damage caused.

In recent years, however, the European Court has issued several rulings that could question the above viewpoint.

To obtain legal certainty about the application of VAT regulations concerning termination fees in leasing contracts, the leasing sector entered into discussions with the Central VAT Administration in 2023. The leasing sector was assisted by the law firm Loyens & Loeff.

Following these discussions, the Central VAT Administration sent a letter to Loyens & Loeff on April 8, 2024. In this letter, the Central VAT Administration announced that a circular on this subject would be prepared. The members of the Leasing Member Forum were informed about this on April 24, 2024.

The Leasing Committee is awaiting the draft circular before taking further steps, but has asked the VAT Administration to be involved in drafting the circular. The Central VAT Administration has confirmed that it will submit the draft circular to the leasing sector.

## Increase in registration fees for leaseholds or superficies

As part of the preparation of the federal budget for 2024, the registration fee for contracts establishing a leasehold or superficies right and for transfers was increased from 2% to 5% as of January 1, 2024.

Leasehold rights are used, among other things, in leasehold and lease-back operations of existing buildings of companies. This is essentially a financing form for SMEs that want to release working capital, for example, to make additional investments in the context of the energy transition.

Furthermore, leasehold rights are also used when a company buys a building and establishes a leasehold on the same day to finance the building through leasing. Through real estate leasing, as opposed to traditional financing secured by a mortgage, up to 90% or more of a property can be financed. In the case of traditional financing, this is usually limited to 70 to 75%.

The increase in registration fees for establishing a leasehold right significantly drives up the transaction costs of these financing operations for SMEs, effectively depriving them of the possibility to finance themselves through real estate leasing.

The leasing sector had contacted various political bodies to address the consequences of the increase in registration fees for leaseholds on the financing possibilities for SMEs. However, the previous federal government was not willing to remedy this.

As a new federal government was formed at the end of January 2025, contacts will be re-established to address the adverse effects of the increase in registration fees for leaseholds and superficieses. It has also become apparent that this increase could slow down the installation of wind turbines and solar panels. The increase in registration fees for superficieses also applies to lands on which wind turbines and solar panel parks are located. This could make it more difficult for the Regions to achieve their climate goals.

## Combating fraud

Leasing companies are regularly faced with fraud.

A leasing working group has identified the various fraud mechanisms. Data was also requested to understand the extent of the problem.

The aim is to develop methods to combat fraud. The following possible methods will be investigated:

- One form of fraud is the sale of a car owned by a leasing company by the lessee. When selling a used car, the seller must provide a Car-Pass to the buyer, even if it is a private seller. Mentioning the owner of the car or the fact that the car is 'under lease' on the Car-Pass would make this form of fraud much more difficult. The leasing sector has already been in contact with Car-Pass, and Car-Pass is open to this.
- Insurance companies would exchange information about fraud among themselves. Febelfin will meet with Assuralia to obtain more information about the conditions of this information exchange. The leasing companies also wish to organize such an information exchange.
- If fraud could be reported online to the police, intervention could be faster. It will be examined whether the financial leasing sector can take an initiative regarding this matter together with Renta.
- Fraud can also be combated by developing a digital 'order to payment' platform (see above).

## Judgment of the Court of Cassation of February 21, 2025, regarding the ownership right of the lessor

The Court of Cassation's judgment of February 21, 2025, rules on the ownership right in real estate leasing and its application in the event of the lessee's bankruptcy. In summary, the Court of Cassation ruled as follows:

- The ownership right of the lessor gives them the right to reclaim the property upon termination of the lease contract due to the lessee's default. This ownership right is not merely a security for the lessee's payment obligation.
- The lessor remains the owner of the property until the lessee chooses to exercise the agreed purchase option at the end of the lease agreement.
- If the lessee exercises the option, the lessee becomes the owner. If not, the lessor remains the owner, and the lessee must return the property at the end of the lease (even if their payment obligation was correctly fulfilled).
- In the event of termination due to the lessee's default, the lessor can reclaim the leased property early and is not required to transfer the value of the property – which exceeds the amount of the lessor's claim – to the lessee.

This is a very significant principle ruling that confirms that the lessor's ownership right is not merely a security right to ensure the claims in the event of default by the lessee, which leads to the early termination of the agreement: the lessor does not have to transfer the balance to the lessee in such a case.

## Leasing Study Day 2024

On October 22, 2024, the BLV organized its annual study day for its members. Four current and interesting topics were discussed:

- Rafael Alarcón Abeti, Senior Director, Financial Services & Sustainability at Leaseurope, provided the latest updates on the implementation of Basel IV in the CRR and its impact on the leasing product.
- Johan Lustig, Product Manager, Valuation Services at Mascus, explained the future value evolution of electric assets.
- François Klein, Climate Risk Consultant at Climact, mapped out the impact of climate risks on leasing companies.
- Els Deboutte, Co-Founder of Make me Fly, illustrated how to lead positively.

The study day had a high attendance, with around 100 participants. The next study day will be organized on October 23, 2025, and will also be open to non-members of the Leasing Member Forum.



## Evolution of the membership base

At the end of 2024, the Leasing Member Forum counted 27 full members and 6 associate members. The effective members hold the status of leasing companies. Companies that provide services to leasing companies can become associate members of the Leasing Member Forum.

In July 2024, Sambrelease terminated its membership. Sambrelease was active, among other things, in the field of real estate leasing. In recent years, Sambrelease has only occasionally carried out such transactions. In 2024, the Leasing Member Forum welcomed one new associate member: Basikon.



## Statistics

## The leasing market in 2024

The **total production (movable and immovable leasing)** of the Febelfin Leasing Member Forum members, based on the signing of the contract, was 1.8% higher in 2024 than in 2023 and amounted to **EUR 8.8 billion**. Leasing production growth in 2024 was negatively affected by less favorable economic conditions. Nonetheless, the preceding two years recorded exceptionally strong performance.

Movable leasing production climbed by 2.8%. That of real estate leasing, based on the signing of the contract, was 8.8% lower in 2024 than the previous year.

Looking at the evolution of movable leasing **by equipment type**, a strong increase occurred in the leasing production of commercial vehicles (+9.8%), and in particular heavy commercial vehicles (> 3.5 tons) (+18.4%). In contrast, leasing production of passenger cars declined by 5.7%. Only leasing production of fully electric cars experienced an increase in 2024 (+7.2%). More than half of the leased cars in 2024 were fully electric. Leasing production of computers and office equipment, after the strong year 2023, fell 23.3% in 2024. Leasing production of machinery and industrial equipment increased by 6.7% in 2024. Leasing production of renewable energy also increased again in 2024. The total amount involved was EUR 127.3 million. In addition, the financial leasing companies also provided e-bikes and e-scooters amounting to EUR 132.5 million through leasing.

In terms of **customer categories**, more than half of leasing contracts in 2024 were still concluded with the service sector (51.5%), but its share continues to decline. In contrast, the share of leasing production to industry continued to increase from 30.3% in 2023 to 32.0% in 2024.

**SMEs** in particular use leasing for financing. In 2024, 60% of the total number of new leasing contracts were concluded with SMEs and 40% with **large enterprises**.

When classified by **contract size**, in 2024, new movable leasing contracts amounting up to EUR 20,000 and those between EUR 20,000 and EUR 50,000 each accounted for 37.5% of total new contracts. The importance of the number of new contracts between EUR 50,000 and EUR 100,000 decreased from 16.4% in 2023 to 15.2% in 2024. Notable was the increase in the share of new contracts whose amount exceeded EUR 100,000, from 8.9% in 2023 to 9.5% in 2024.

The annual leasing survey also asks about the production of movable leasing as a function of the **supply channel**: in 2024, the majority of the number of contracts were sourced through the banking channel (69.8%); 26.1% of the number of new contracts were obtained through vendors and only 4.1% were obtained directly.

Among the members of the Leasing Member Forum, **on-balance financial leasing** accounted for 61,2% of total movable leasing production in 2024; while that of **off-balance financial leasing** accounted for 38.8%.





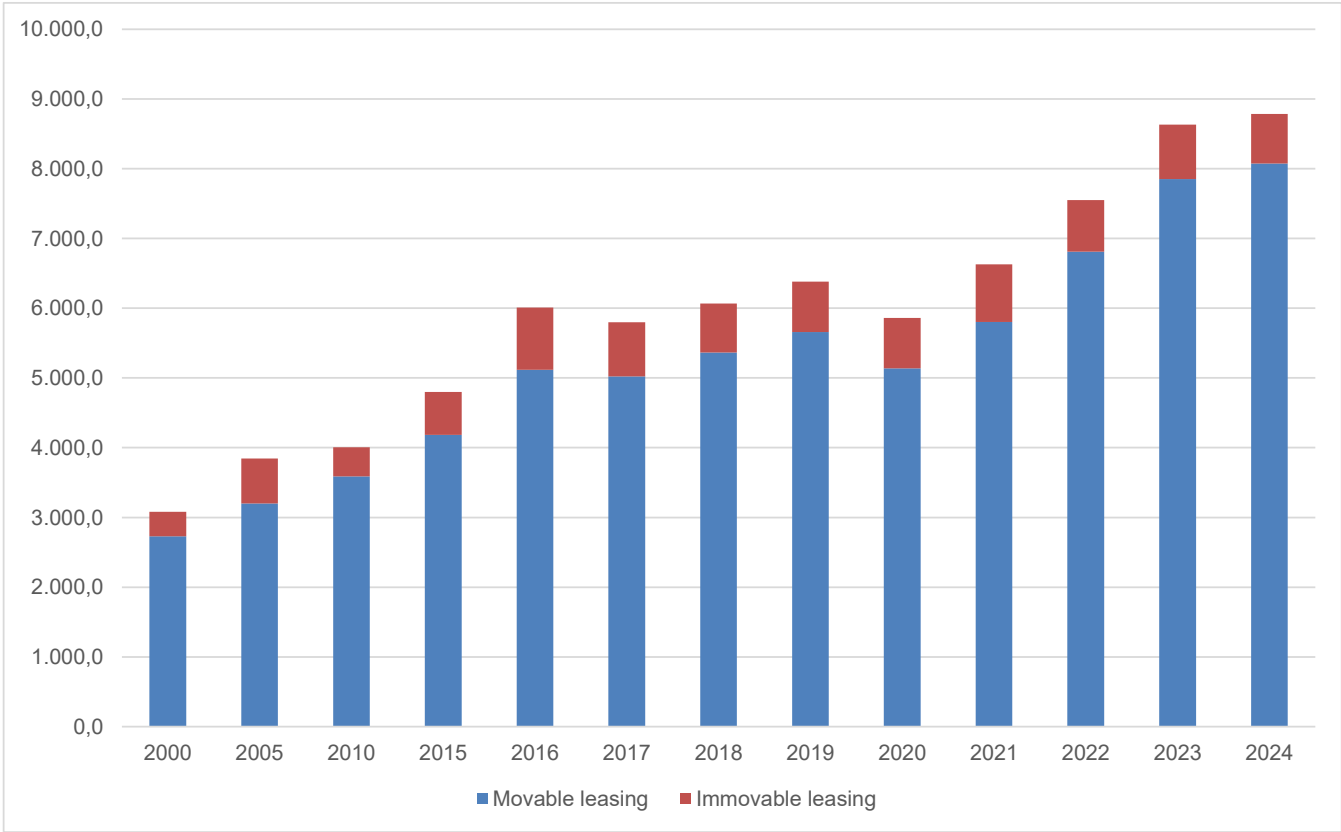
At the end of 2024, **the outstanding amount of movable and real estate leasing was 7.7% higher** than a year earlier. It reached **EUR 22.9 billion**.

The evolution of leasing production is related to developments in business investment. **Gross fixed capital formation by companies** at current prices increased by 3% in 2024. Because leasing production among members of the Leasing Member Forum only climbed by 1.8%, the **penetration rate**, which is the ratio of leasing production to companies' gross fixed capital formation, experienced a slight decline from 8.7% in 2023 to 8.6% in 2024.

Total leasing production of the Leasing Member Forum\*

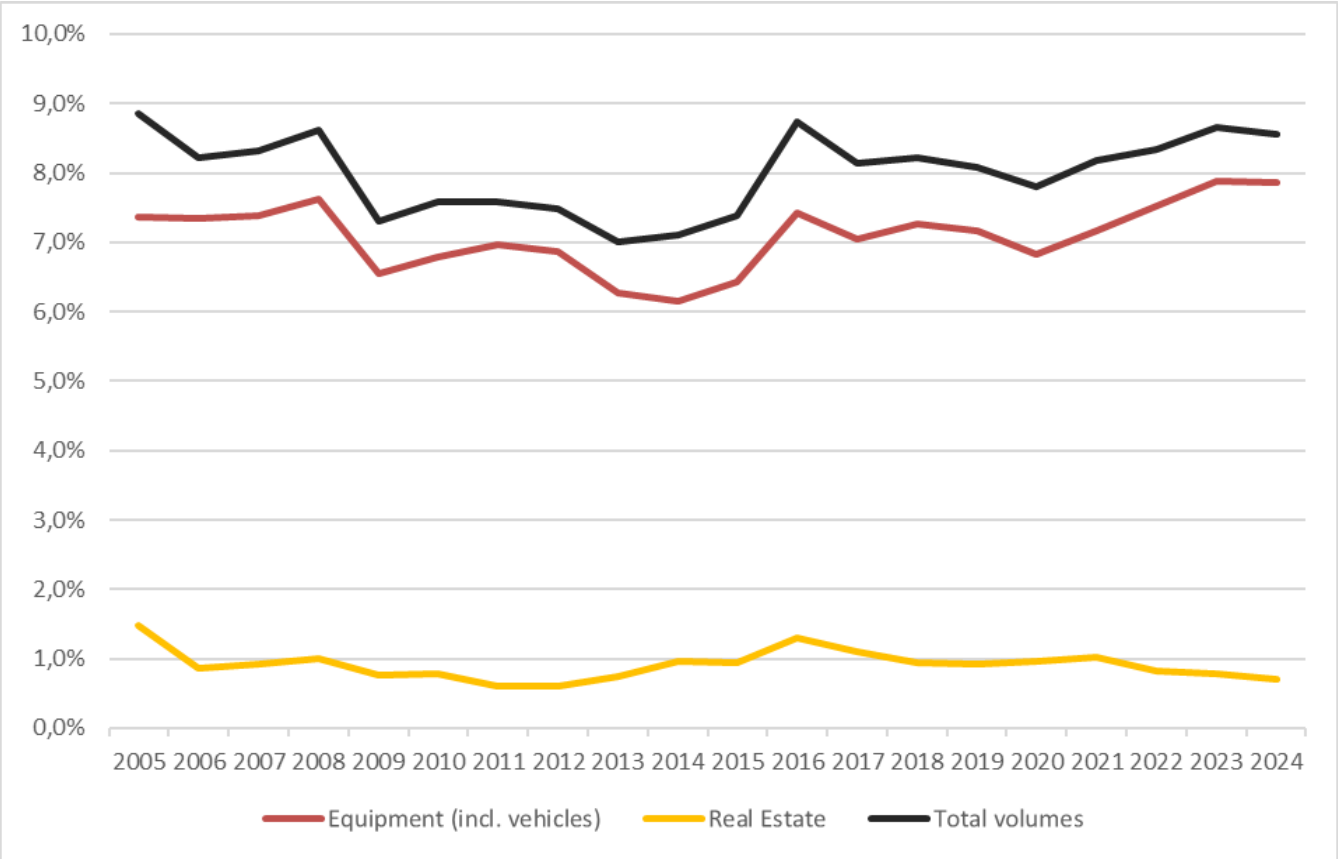
amounts in millions EUR	2000	2005	2010	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2024/2023 (in %)
Movable leasing	2.729,0	3.200,9	3.590,8	4.184,9	5.116,4	5.020,7	5.366,6	5.657,2	5.137,4	5.803,7	6.812,8	7.853,9	8.075,0	2,8%
Immovable leasing	351,9	644,0	414,7	615,5	893,3	779,3	701,7	725,2	725,6	824,0	736,6	780,9	712,3	-8,8%
OVERALL TOTAL	3.080,9	3.844,9	4.005,5	4.800,5	6.009,6	5.800,1	6.068,4	6.382,4	5.863,0	6.627,7	7.549,4	8.634,8	8.787,3	1,8%

Production of movable and immovable leasing (in millions of EUR)



\* Based on the signing of the contract

Penetration rate (1) (members of the Leasing Member Forum)



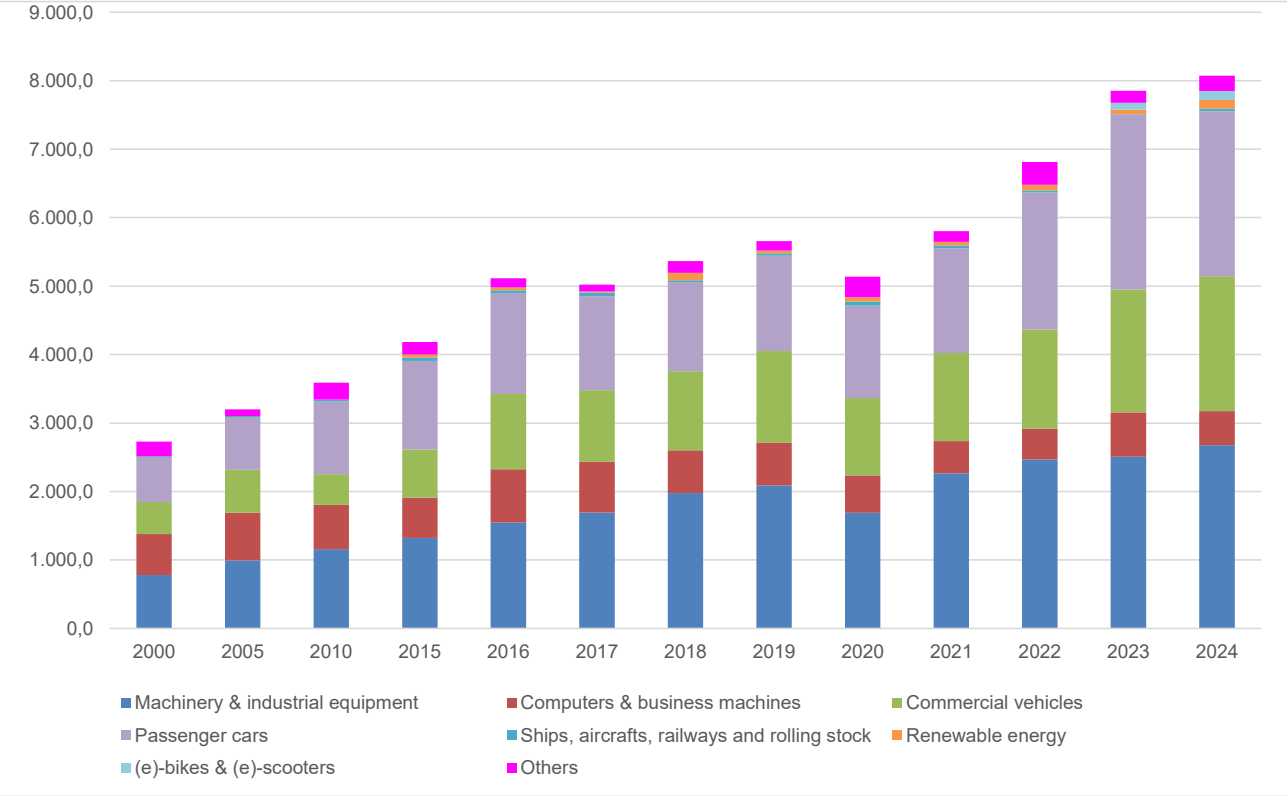
(1) Annual leasing production relative to firms' gross fixed capital formation.

Movable leasing : production by type of equipment

amounts in millions of EUR	2000	2005	2010	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2024/2023 (in %)
Machinery & industrial equipment	780,3	994,5	1.159,3	1.323,2	1.547,0	1.694,3	1.977,5	2.091,1	1.689,7	2.264,4	2.468,6	2.509,4	2.678,0	6,7%
Computers & business machines	600,4	695,8	646,7	588,2	777,0	740,8	625,4	617,5	545,3	471,7	453,0	645,9	495,2	-23,3%
Commercial vehicles	464,9	627,1	449,6	701,9	1.099,9	1.046,9	1.153,3	1.345,6	1.130,5	1.288,1	1.444,7	1.795,1	1.970,3	9,8%
Passenger cars	657,8	770,6	1.063,7	1.292,7	1.475,7	1.372,6	1.302,7	1.391,7	1.350,2	1.530,5	2.000,4	2.558,5	2.412,2	-5,7%
Ships, aircrafts, railways and rolling stock	14,3	16,2	24,3	48,7	41,2	50,4	27,4	33,1	59,8	39,8	31,4	4,7	34,5	630,4%
Renewable energy	0,0	0,0	0,0	47,6	38,6	15,6	107,8	39,2	64,7	50,3	80,9	61,9	127,3	105,7%
(e)-bikes & (e)-scooters	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	102,0	132,5	29,9%
Others	211,4	96,7	247,2	182,7	137,0	100,2	172,6	139,0	297,2	158,9	333,7	176,4	225,0	27,5%
TOTAL	2.729,0	3.200,9	3.590,8	4.184,9	5.116,4	5.020,7	5.366,6	5.657,2	5.137,4	5.803,7	6.812,8	7.853,9	8.075,0	2,8%

in % of the total	2000	2005	2010	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Machinery & industrial equipment	28,6%	31,1%	32,3%	31,6%	30,2%	33,7%	36,8%	37,0%	32,9%	39,0%	36,2%	32,0%	33,2%
Computers & business machines	22,0%	21,7%	18,0%	14,1%	15,2%	14,8%	11,7%	10,9%	10,6%	8,1%	6,6%	8,2%	6,1%
Commercial vehicles	17,0%	19,6%	12,5%	16,8%	21,5%	20,9%	21,5%	23,8%	22,0%	22,2%	21,2%	22,9%	24,4%
Passenger cars	24,1%	24,1%	29,6%	30,9%	28,8%	27,3%	24,3%	24,6%	26,3%	26,4%	29,4%	32,6%	29,9%
Ships, aircrafts, railways and rolling stock	0,5%	0,5%	0,7%	1,2%	0,8%	1,0%	0,5%	0,6%	1,2%	0,7%	0,5%	0,1%	0,4%
Renewable energy	0,0%	0,0%	0,0%	1,1%	0,8%	0,3%	2,0%	0,7%	1,3%	0,9%	1,2%	0,8%	1,6%
(e)-bikes & (e)-scooters	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%	1,3%	1,6%
Others	7,7%	3,0%	6,9%	4,4%	2,7%	2,0%	3,2%	2,5%	5,8%	2,7%	4,9%	2,2%	2,8%
TOTAL	100,0%	100,0%	100,0%	100,0%	100,0%	100,0%	100,0%	100,0%	100,0%	100,0%	100,0%	100,0%	100,0%

Production movable leasing by type of equipment (amounts in millions of EUR)

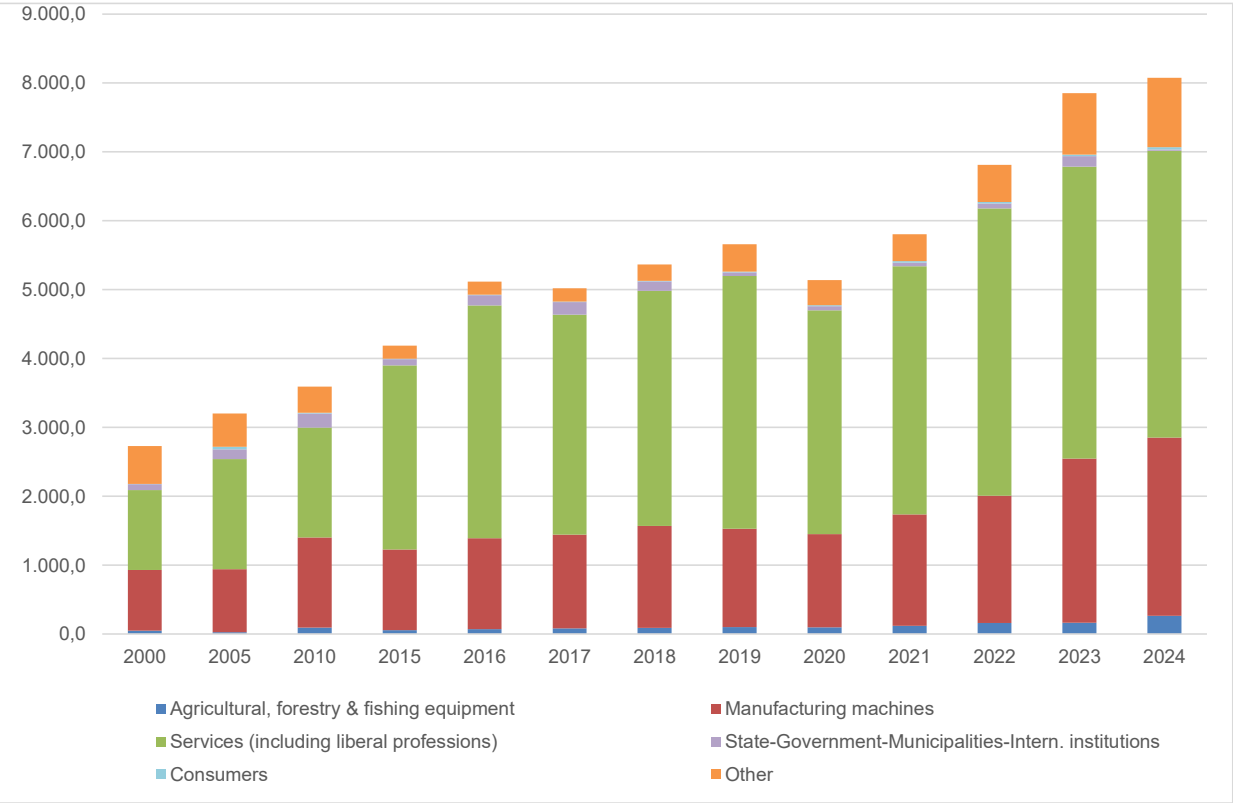


Movable leasing production by type of customer

amounts in millions of EUR	2000	2005	2010	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2024/2023 (in %)
Agricultural, forestry & fishing equipment	48,7	27,8	92,8	54,7	69,7	80,2	87,8	100,7	98,3	119,9	158,5	164,5	265,4	61,3%
Manufacturing machines	882,5	913,1	1.308,3	1.170,9	1.320,3	1.361,3	1.481,5	1.426,5	1.350,0	1.616,8	1.849,9	2.380,9	2.587,6	8,7%
Services (including liberal professions)	1.159,7	1.597,2	1.595,1	2.673,6	3.378,5	3.194,9	3.414,1	3.669,0	3.251,3	3.603,2	4.171,8	4.238,7	4.161,9	-1,8%
State-Government-Municipalities-Intern. institutions	85,2	142,7	206,1	89,1	149,9	183,3	135,4	52,6	58,1	51,6	69,5	154,5	19,5	-87,4%
Consumers	3,6	37,8	9,2	9,7	7,2	7,6	7,9	10,9	14,9	21,8	22,1	22,8	33,4	47,0%
Other	549,4	482,3	379,3	187,0	190,8	193,4	240,0	397,6	364,8	390,4	541,0	892,6	1.007,2	12,8%
TOTAL	2.729,0	3.200,9	3.590,8	4.184,9	5.116,4	5.020,7	5.366,6	5.657,2	5.137,4	5.803,7	6.812,8	7.853,9	8.075,0	2,8%

in % of the total	2000	2005	2010	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Agricultural, forestry & fishing equipment	1,8%	0,9%	2,6%	1,3%	1,4%	1,6%	1,6%	1,8%	1,9%	2,1%	2,3%	2,1%	3,3%
Manufacturing machines	32,3%	28,5%	36,4%	28,0%	25,8%	27,1%		25,2%	26,3%	27,9%	27,2%	30,3%	32,0%
Services (including liberal professions)	42,5%	49,9%	44,4%	63,9%	66,0%	63,6%	63,6%	64,9%	63,3%	62,1%	61,2%	54,0%	51,5%
State-Government-Municipalities-Intern. institutions	3,1%	4,5%	5,7%	2,1%	2,9%	3,7%	2,5%	0,9%	1,1%	0,9%	1,0%	2,0%	0,2%
Consumers	0,1%	1,2%	0,3%	0,2%	0,1%	0,2%	0,1%	0,2%	0,3%	0,4%	0,3%	0,3%	0,4%
Other	20,1%	15,1%	10,6%	4,5%	3,7%	3,9%	4,5%	7,0%	7,1%	6,7%	7,9%	11,4%	12,5%
TOTAL	100,0%	100,0%	100,0%	100,0%	100,0%	100,0%	100,0%	100,0%	100,0%	100,0%	100,0%	100,0%	100,0%

Movable leasing production in amounts by type of customer (in millions of EUR)



**Financial movable leasing on balance & off balance (production) by type of equipment and customer (numbers in units, amounts in millions of EUR)**

2024	financial leasing on balance		financial leasing off balance		total	
	number	amount	number	amount	number	amount
By type of equipment						
Machinery & industrial equipment	19.402	2.227,1	4.079	450,9	23.481	2.678,0
Computers & business machines	4.451	385,0	4.361	110,2	8.812	495,2
Commercial vehicles	17.177	1.279,6	13.042	690,7	30.219	1.970,3
Passenger cars	12.510	600,2	38.619	1.811,9	51.129	2.412,2
Ships, aircrafts, railways and rolling stock	14	22,1	10	12,4	24	34,5
Renewable energy	335	127,2	4	0,2	339	127,3
(e)-bikes & (e)-scooters	25.387	97,6	9.155	34,8	34.542	132,5
Others	1.548	200,6	817	24,4	2.365	225,0
<b>TOTAL</b>	<b>80.824</b>	<b>4.939,5</b>	<b>70.087</b>	<b>3.135,5</b>	<b>150.911</b>	<b>8.075,0</b>
By type of customer						
Agricultural, forestry & fishing equipment	2.171	214,1	480	51,3	2.651	265,4
Manufacturing machines	28.054	1.997,8	15.794	589,8	43.848	2.587,6
Services (including liberal professions)	42.111	2.225,5	40.029	1.936,4	82.140	4.161,9
State-Government-Municipalities-Intern. institutions	653	14,0	377	5,5	1.030	19,5
Consumers	366	15,5	449	18,0	815	33,4
Other	7.469	472,6	12.958	534,5	20.427	1.007,2
<b>TOTAL</b>	<b>80.824</b>	<b>4.939,5</b>	<b>70.087</b>	<b>3.135,5</b>	<b>150.911</b>	<b>8.075,0</b>

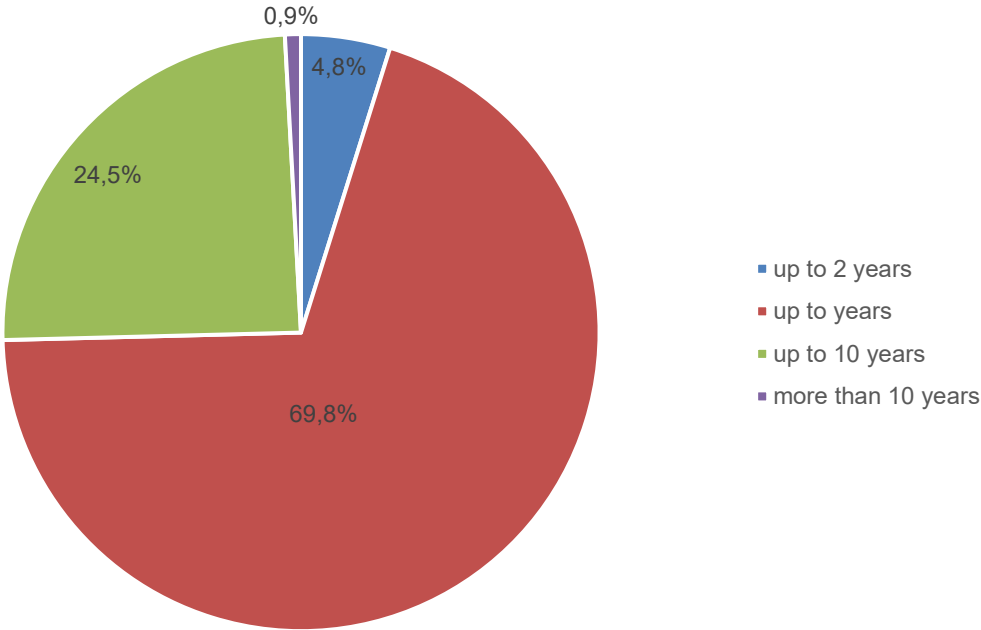
**Evolution movable leasing on balance & off balance (production, amounts in millions of EUR)**

[illegible]

Movable leasing production based on the contract duration (amounts in millions of EUR)

	2000	2005	2010	2015	2019	2020	2021	2022	2023	2024	2024/2023 (in %)
up to 2 years	444,8	635,4	525,7	623,2	493,7	397,1	385,8	296,3	346,6	390,0	12,5%
up to years	2.997,2	3.650,1	3.624,0	3.732,2	3.767,5	3.428,1	4.119,4	4.931,7	5.812,0	5.634,0	-3,1%
up to 10 years	654,4	782,6	836,1	969,9	1.327,9	1.254,3	1.264,8	1.542,8	1.638,5	1.981,3	20,9%
more than 10 years	88,6	48,2	34,9	41,2	68,2	58,0	33,8	42,1	56,8	69,6	22,6%
TOTAL	4.184,9	5.116,4	5.020,7	5.366,6	5.657,2	5.137,4	5.803,7	6.812,8	7.853,9	8.075,0	2,8%

Movable leasing production based on the contract duration (2024)

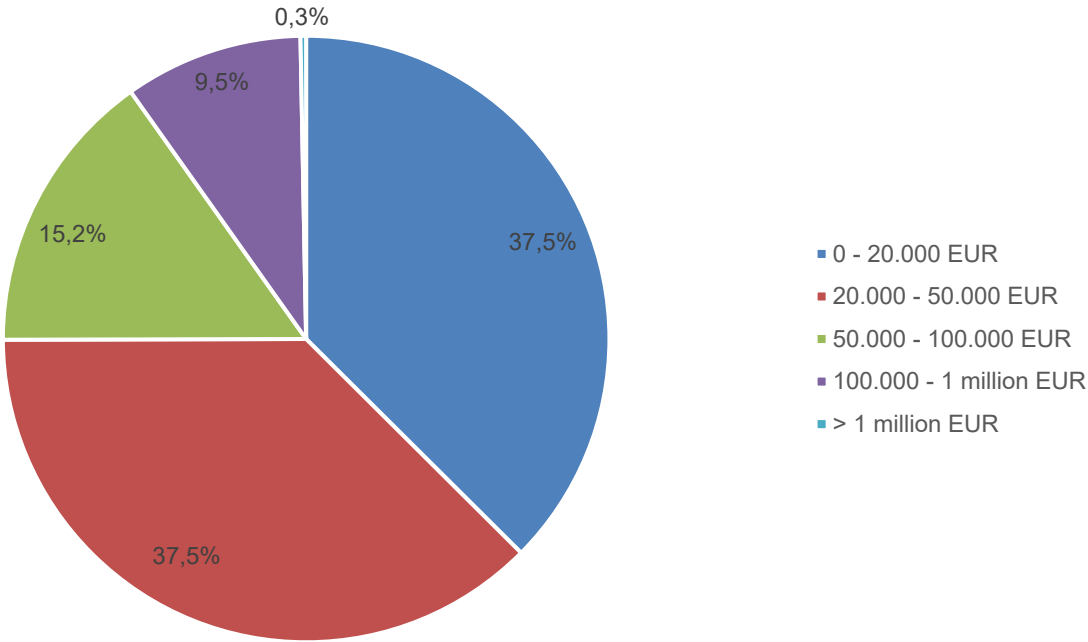


Movable leasing production based on the contract size (number of contracts, in units)

	2021	2022	2023	2024
PRODUCTION DURING THE PERIOD:				
0 - 20.000 EUR	46.995	48.483	56.853	56.528
20.000 - 50.000 EUR	45.805	47.514	58.406	56.599
50.000 - 100.000 EUR	16.085	21.816	25.313	22.967
100.000 - 1 million EUR	9.642	11.627	13.281	14.367
> 1 million EUR	327	402	403	450
TOTAL	118.854	129.842	154.256	150.911

2024/2023 (in %)
-0,6%
-3,1%
-9,3%
8,2%
11,7%
-2,2%

Movable leasing production based on the contract size (2024)

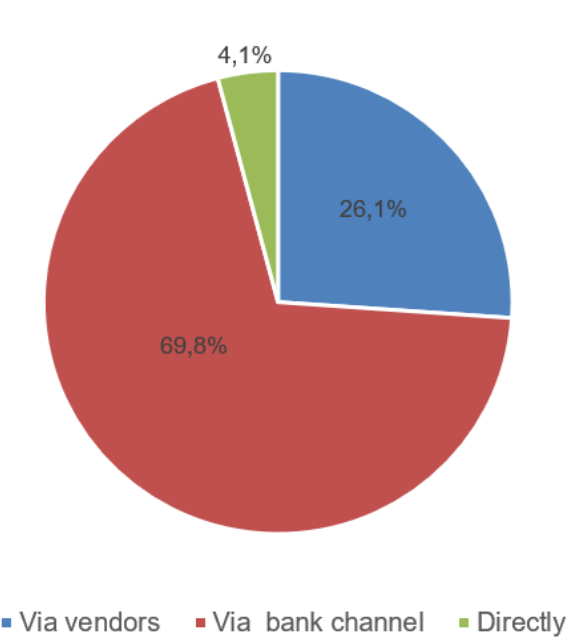




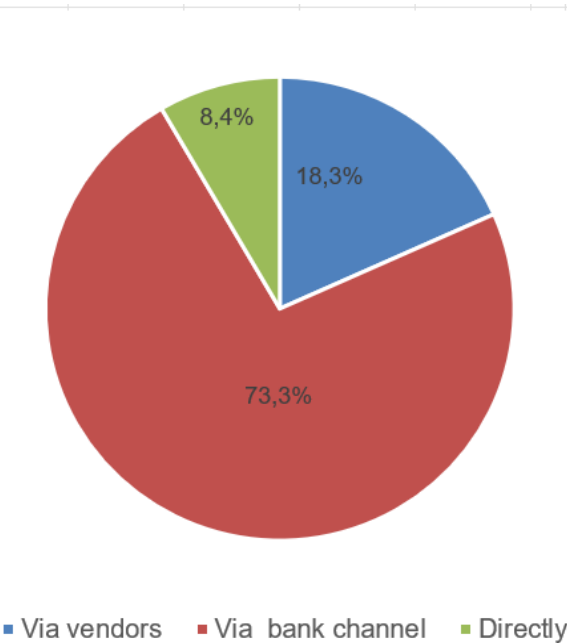
Movable leasing production as a function of supply channel

	Number of contracts (in units)						Amounts (in millions of EUR)					
	2019	2020	2021	2022	2023	2024	2019	2020	2021	2022	2023	2024
Via vendors	32.254	30.411	34.104	34.462	38.619	39.380	1.151,5	1.028,2	1.163,1	1.316,3	1.578,6	1.479,3
Via bank channel	74.732	67.522	77.157	86.761	105.335	105.277	4.136,6	3.757,9	4.170,0	4.929,8	5.387,0	5.915,6
Directly	6.754	5.909	7.593	8.619	10.302	6.254	369,1	351,3	470,6	566,6	888,3	680,1
TOTAL	113.740	103.842	118.854	129.842	154.256	150.911	5.657,2	5.137,4	5.803,7	6.812,8	7.853,9	8.075,0

Number of contracts (share of total, in %) (2024)



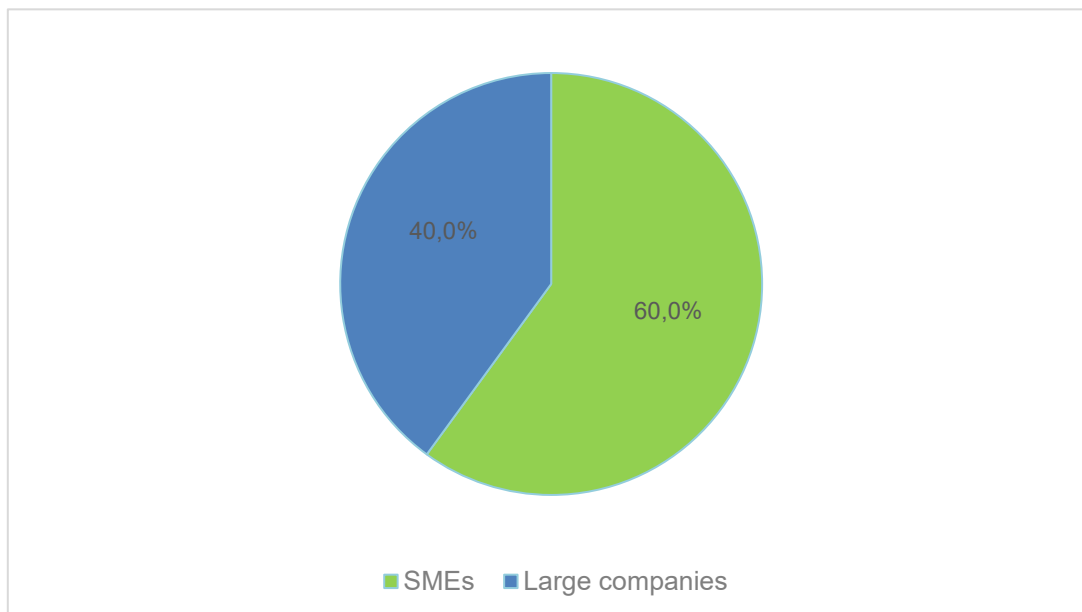
Amounts (share of total, in %) (2024)



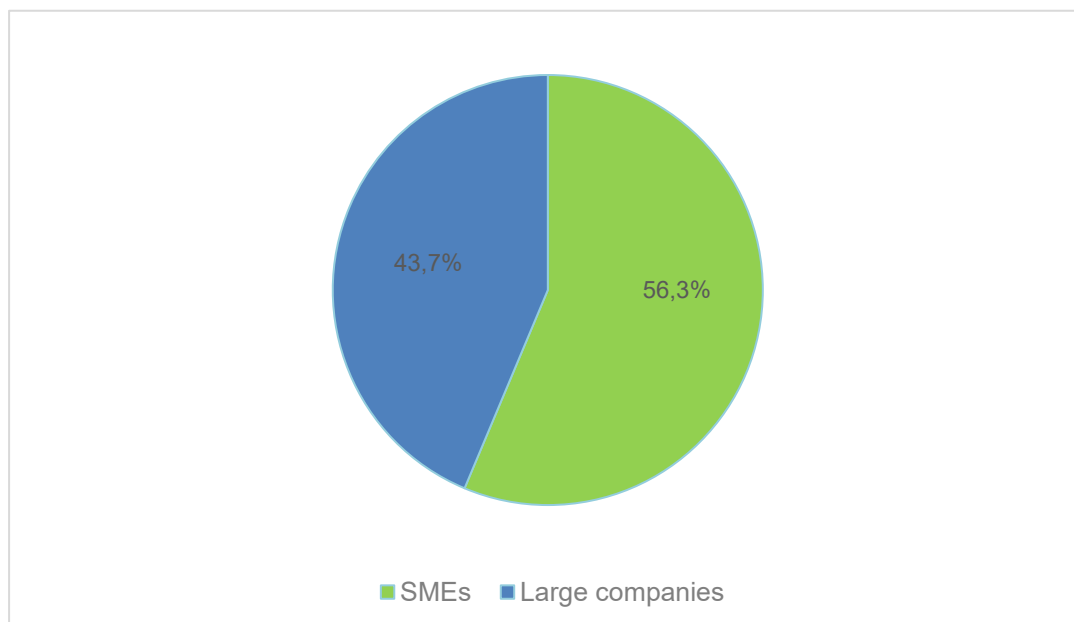
**Movable leasing broken down by SMEs and large enterprises**  
**(production, numbers in units, amounts in millions of EUR)**

	2024	
	Number of contracts	Amounts
SMEs	89.548	4.514
Large companies	59.605	3.500
<b>TOTAL</b>	<b>149.153</b>	<b>8.014</b>

**Number of contracts (share of total, in %)**



**Amounts (share of total, in %)**



**Passenger cars and commercial vehicles**  
**(production, numbers in units, amounts in millions of EUR)**

	2023		2024	
	Number	Amount	Number	Amount
<b>PASSENGER CARS</b>				
- New passenger cars	51.209	2.350,6	46.890	2.221,6
- Used passenger cars	4.624	207,9	4.238	190,5
<b>TOTAL</b>	<b>55.833</b>	<b>2.558,5</b>	<b>51.128</b>	<b>2.412,2</b>
Combustion	20.475	801,9	15.250	655,8
* Diesel	14.282	585,4	10.954	477,4
* Petrol	6.193	216,5	4.296	178,4
Hybrid	12.438	603,4	9.606	521,7
Full battery electric	22.787	1.147,5	26.161	1.230,0
Alternative (e.g. LPG gas, Hydrogen, CNG, LNG)	133	5,8	111	4,6
<b>TOTAL</b>	<b>55.833</b>	<b>2.558,5</b>	<b>51.128</b>	<b>2.412,2</b>
<b>COMMERCIAL VEHICLES</b>				
Light commercial vehicles (<= 3,5 tonnes)	20.956	825,7	20.667	821,8
Heavy commercial vehicles (> 3,5 tonnes)	9.009	969,4	9.546	1.147,5
<b>TOTAL</b>	<b>29.965</b>	<b>1.795,1</b>	<b>30.213</b>	<b>1.969,3</b>
New commercial vehicles	27.843	1.702,1	27.681	1.841,7
Used commercial vehicles	2.122	93,0	2.532	127,6
<b>TOTAL</b>	<b>29.965</b>	<b>1.795,1</b>	<b>30.213</b>	<b>1.969,3</b>
Light commercial vehicles (<= 3,5 tonnes) of which	20.956	825,7	20.667	821,8
- Combustion	20.645	811,4	20.128	795,4
* Diesel	20.478	804,8	19.796	783,9
* Petrol	167	6,7	332	11,5
- Hybrid	0	0,0	41	1,9
- Full battery electric	279	12,0	335	14,3
- Alternative (e.g. LPG gas, Hydrogen, CNG, LNG)	32	2,3	163	10,3
Heavy commercial vehicles (<= 3,5 tonnes) of which	9.009	969,4	9.546	1.147,5
- Trucks, tractors & other heavy commercial vehicles	8.535	903,8	9.121	1.050,9
- Buses & coaches	474	65,6	425	96,5
<b>TOTAL</b>	<b>29.965</b>	<b>1.795,1</b>	<b>30.213</b>	<b>1.969,3</b>

**Passenger cars and commercial vehicles**  
**(production, in % of the total)**

	2023		2024	
	Number	Amount	Number	Amount
<b>PASSENGER CARS</b>				
- New passenger cars	91,7%	91,9%	91,7%	92,1%
- Used passenger cars	8,3%	8,1%	8,3%	7,9%
<b>TOTAL</b>	<b>100,0%</b>	<b>100,0%</b>	<b>100,0%</b>	<b>100,0%</b>
Combustion				
* Diesel	25,6%	22,9%	21,4%	19,8%
* Petrol	11,1%	8,5%	8,4%	7,4%
Hybrid	22,3%	23,6%	18,8%	21,6%
Full battery electric	40,8%	44,8%	51,2%	51,0%
Alternative (e.g. LPG gas, Hydrogen, CNG, LNG)	0,2%	0,2%	0,2%	0,2%
<b>TOTAL</b>	<b>100,0%</b>	<b>100,0%</b>	<b>100,0%</b>	<b>100,0%</b>
<b>COMMERCIAL VEHICLES</b>				
Light commercial vehicles (<= 3,5 tonnes)	69,9%	46,0%	68,4%	41,7%
Heavy commercial vehicles (> 3,5 tonnes)	30,1%	54,0%	31,6%	58,3%
<b>TOTAL</b>	<b>100,0%</b>	<b>100,0%</b>	<b>100,0%</b>	<b>100,0%</b>
Nieuwe bedrijfsvoertuigen	92,9%	94,8%	91,6%	93,5%
Tweedehands bedrijfsvoertuigen	7,1%	5,2%	8,4%	6,5%
<b>TOTAL</b>	<b>100,0%</b>	<b>100,0%</b>	<b>100,0%</b>	<b>100,0%</b>
Light commercial vehicles (<= 3,5 tonnes) of which				
- Combustion				
* Diesel	97,7%	97,5%	95,8%	95,4%
* Petrol	0,8%	0,8%	1,6%	1,4%
- Hybrid	0,0%	0,0%	0,2%	0,2%
- Full battery electric	1,3%	1,5%	1,6%	1,7%
- Alternative (e.g. LPG gas, Hydrogen, CNG, LNG)	0,2%	0,3%	0,8%	1,2%
Heavy commercial vehicles (<= 3,5 tonnes) of which				
- Trucks, tractors & other heavy commercial vehicles	94,7%	93,2%	95,5%	91,6%
- Buses & coaches	5,3%	6,8%	4,5%	8,4%
<b>TOTAL</b>	<b>100,0%</b>	<b>100,0%</b>	<b>100,0%</b>	<b>100,0%</b>

Evolution of immovable leasing by building type (production)\* (amounts in million of EUR)

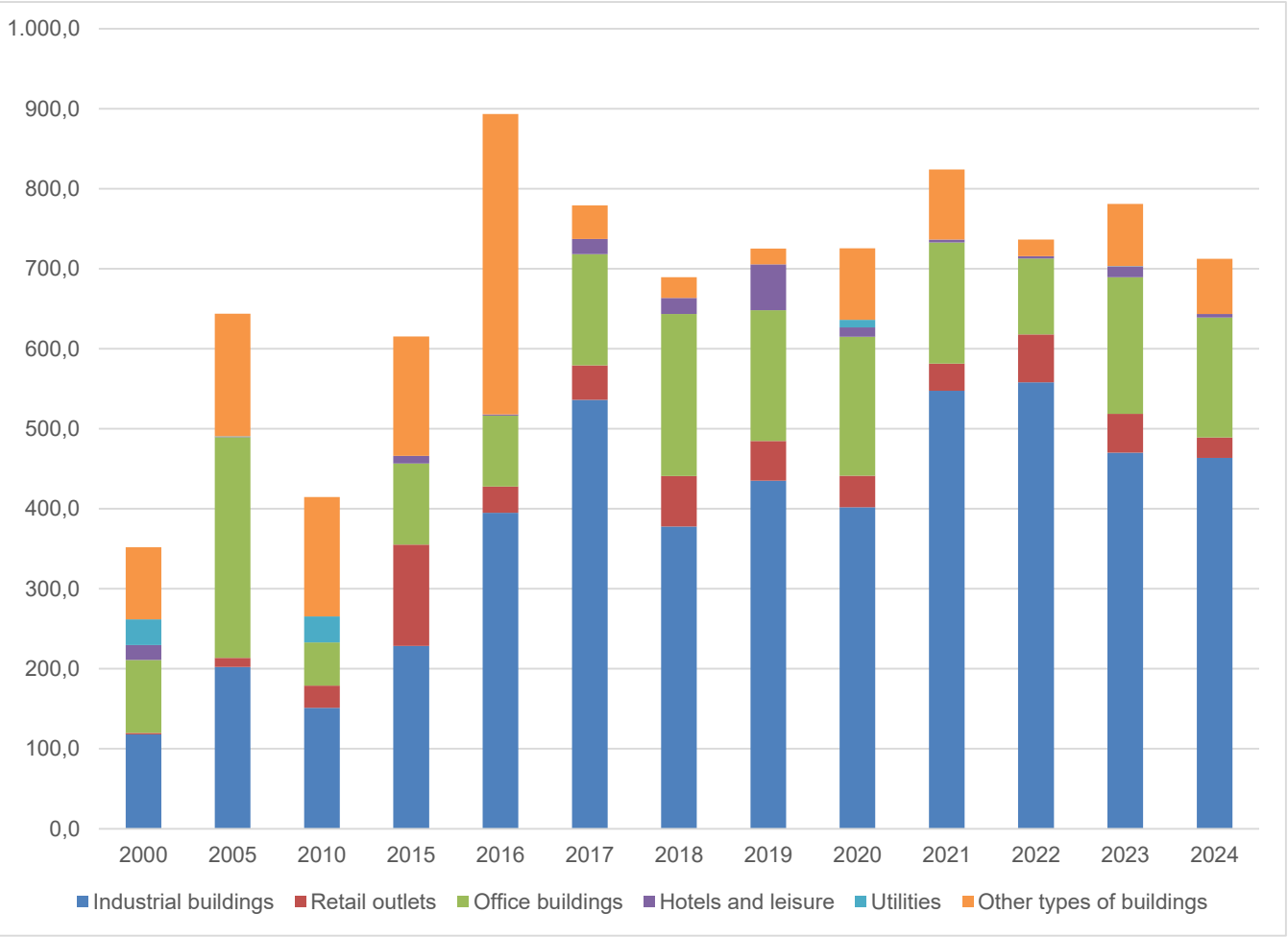
	2000	2005	2010	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2024/2023
Industrial buildings	117,9	202,3	151,1	228,6	395,1	536,2	377,8	435,3	401,8	547,7	558,1	470,2	463,4	-1,4%
Retail outlets	1,9	11,4	27,8	126,5	32,9	42,9	63,1	49,3	39,6	33,8	59,8	48,4	25,6	-47,0%
Office buildings	91,4	275,9	54,0	101,7	88,4	139,0	202,6	163,5	173,6	151,2	94,9	170,6	149,9	-12,2%
Hotels and leisure	18,5	0,4	0,0	9,5	1,8	19,1	20,0	57,5	11,7	3,8	2,8	13,6	4,6	-66,5%
Utilities	32,3	0,7	32,5	0,0	0,0	0,0	0,0	0,0	9,7	0,0	0,0	0,4	0,0	
Other types of buildings	90,0	153,4	149,3	149,3	375,1	42,1	25,8	19,7	89,3	87,5	21,1	77,6	68,7	-11,5%
TOTAL	351,9	644,0	414,7	615,5	893,3	779,3	689,3	725,2	725,6	824,0	736,6	780,9	712,3	-8,8%

Evolution of immovable leasing by building type (production)\* : repartition by financial leasing on balance & off balance (amounts in millions of EUR) (2024)

	On balance	Off balance	Total
Industrial buildings	231,3	232,1	463,4
Retail outlets	16,0	9,6	25,6
Office buildings	96,6	53,2	149,9
Hotels and leisure	4,6	0,0	4,6
Utilities	0,0	0,0	0,0
Other types of buildings	40,9	27,9	68,7
TOTAL	389,4	322,9	712,3

\* Based on the signing of the contract

**Production of immovable leasing by building type (in millions of EUR)\***



*\* Based on the signing of the contract*

Movable and immovable leasing : outstanding volumes

	2018		2019		2020		2021		2022		2023		2024		2024/2023	
	Number	Amounts	Number	Amounts	Number	Amounts	Number	Amounts	Number	Amounts	Number	Amounts	Number	Amounts	Number	Amounts
MOVABLE LEASING	332.523	11.132,4	370.485	12.333,9	388.170	12.740,7	420.811	13.191,6	441.570	14.312,2	486.440	16.269,0	521.376	17.749,5	7,2%	9,1%
IMMOVABLE LEASING	2.960	5.041,2	2.967	520,7	3.019	4.849,2	3.043	4.764,6	3.004	4.793,4	3.022	4.962,1	3.126	5.115,2	3,4%	3,1%
TOTAL	335.483	16.173,6	373.452	12.854,6	391.189	17.589,9	423.854	17.956,1	444.574	19.105,5	489.462	21.231,0	524.502	22.864,7	7,2%	7,7%