

National Motor Vehicle Title Information System

# 2013 Annual Report

For Period October 1, 2012 through September 30, 2013





This program was supported in part by Grant No. 2010-DG-BX-K039, awarded by Bureau of Justice Assistance. Bureau of Justice Assistance is a component of the Office of Justice Programs, which also includes the Bureau of Justice Statistics, the National Institute of Justice, the Office of Juvenile Justice and Delinquency Prevention, the SMART Office and the Office for Victims of Crime. Points of view or opinions in this document are those of the author and do not represent the official position or policies of the United States Department of Justice.

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The National Motor Vehicle Title Information System (NMVTIS) Final Rule (28 CFR part 25, published January 30, 2009, 74 FR 5740), requires the system operator, the American Association of Motor Vehicle Administrators (AAMVA), to prepare and publish an annual report and procure an independent financial audit. This *NMVTIS 2013 Annual Report* is the fifth publication, covering **October 1, 2012 through September 30, 2013 (“reporting period”)**. This reporting period was agreed upon between the system operator and the U.S. Department of Justice (DOJ), Office of Justice Programs (OJP), Bureau of Justice Assistance (BJA); it corresponds with the federal fiscal year and AAMVA’s audit cycle.

Published in August 2014, this report details the performance of NMVTIS during the 12-month reporting period. Future annual reports will also cover a 12-month period—October 1 to September 30—and be published in August of the following year. Each annual report is intended to stand alone to present a comprehensive, but also a fiscal year look, under which NMVTIS operates and functions.

For the current status of the system, please visit DOJ’s website at [www.vehiclehistory.gov](http://www.vehiclehistory.gov).

**INTERACTIVITY OF THIS REPORT** When reading this report online, click on the **blue hyperlinks** to go to the referenced websites and pages in the report.

## American Association of Motor Vehicle Administrators



Neil D. Schuster  
President and CEO

Stacey K. Stanton, Chair of the Board  
Director, Motor Vehicle Division  
Arizona Department of Transportation

Greetings,

On behalf of the AAMVA Board of Directors, I am pleased to present the 2013 Annual Report for NMVTIS. I am proud to share this report with the system's stakeholders and look forward to the future of NMVTIS and the continued realization of the benefits envisioned in the Anti Car Theft Act of 1992.

As the system operator, AAMVA's commitment remains strong to ensuring that the system continues to be developed, implemented, and operated to meet the full requirements of NMVTIS regulations. This report includes highlights of the system's performance and accomplishments as well as detailed NMVTIS expenses and revenue received.

As was anticipated in last year's report, the issues and opportunities key to this year were *financial sustainability, compliance, and the establishment of an operating agreement*. You will see we made progress in some of these areas and faced new challenges in others. The destruction caused by Hurricane Sandy affected all NMVTIS stakeholders. The value and benefits that NMVTIS brings to consumers and other system users was underscored during this very notable event.

Lastly, this report is a combined result of many individuals and organizations. I truly appreciate the valuable input and guidance provided while preparing this final product.

I hope that you find the report informative and valuable.

Best regards,

A handwritten signature in black ink, appearing to read "Neil D. Schuster", is written over a light blue horizontal line.

Neil D. Schuster  
President & CEO

An International Safety Association of Motor Vehicle and Law Enforcement Administrators

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[www.aamva.org](http://www.aamva.org)



This reporting period of October 1, 2012, through September 30, 2013, showed progress in the four NMVTIS program areas: state; junk yard, salvage yard, and insurance carrier (JSI)<sup>1</sup> reporting; consumer access; and law enforcement (LE) access. The State Program maintained steady participation, while the Consumer Access, JSI Reporting, and Law Enforcement Access Programs showed significant growth.

Achievements during this reporting period included:

- Every jurisdiction participated in the system in some capacity.
- Reengineered NMVTIS platform launched.
- Consumer transactions increased 100% over the last reporting period, moving from 2.2 million to nearly 4.5 million.
- Ten approved data providers supplied vehicle information in response to consumer inquiries.
- Reengineered system enhanced state help desk capability.
- NMVTIS-related legislation increased at state level.
- BJA continued efforts to increase compliance.
- Inquiries by law enforcement increased by 100%.

Reliance on—and the value derived from—NMVTIS data continues to increase. Combined with the continued impact of [California Assembly Bill \(AB\) 1215](#) (reported on in the previous publication) and Hurricane Sandy, which hit the northeast coastline in October 2012, both JSI and consumer access transactions increased during this reporting period. Compliance and awareness efforts by BJA and AAMVA increased and NMVTIS-related legislation was introduced in 17 states (detailed under [Other State Legislative Efforts](#)). The federal [NMVTIS Advisory Board \(NAB\)](#) continued its work during this reporting period. Finally, law enforcement use of NMVTIS data to facilitate vehicle-related investigations continued to increase during this reporting period.

“All over the country, consumers are benefitting from NMVTIS records in a variety of ways. Whether it’s expediting owner notification and earlier reporting of the vehicle into the national database as in Florida, or requiring used car dealers to provide consumers a Vehicle History Report with “Salvage” brands<sup>2</sup> on every car they sell in California, states are incorporating this valuable national database into their efforts to protect consumers.”

JOE FARROW  
Chairman of the NMVTIS Advisory Board and Commissioner of the California Highway Patrol

<sup>1</sup> The list of industries that are specifically identified in the regulatory definitions of “junk yard” and “salvage yard” is not an exhaustive list. IF an entity satisfies the definition of a “junk yard” or “salvage yard” (i.e., an individual or entity engaged in the business of acquiring or owning junk automobiles or salvage automobiles for resale in their entirety or as spare parts; or rebuilding, restoration, or crushing) AND the entity handles 5 or more junk automobiles or salvage automobiles per year, THEN the entity has a NMVTIS reporting obligation.

<sup>2</sup> Description labels used in regard to the status of a motor vehicle, such as “Junk,” “Salvage,” and “Flood.” Statuses from states are mapped to NMVTIS brands for consistency within the system.

## STATE PROGRAM

- All 51 jurisdictions participated at some level.
- State help desk capability expanded through system reengineering.
- Revenue credits established based on consumer access inquiries.

## JSI REPORTING PROGRAM

- JSI entities in Georgia increased reporting to the state by 75%.
- Seventeen NMVTIS-related bills introduced in 10 states; seven passed into law during this period.

## CONSUMER ACCESS PROGRAM

- Consumer inquiries increased by 100% over the previous reporting period.
- AAMVA developed ability to support batch Vehicle Identification Number (VIN) inquiry.
- Ten companies continued to provide vehicle information to consumers and/or commercial entities.

## LAW ENFORCEMENT ACCESS PROGRAM

- Users of the LE Access Tool increased by 29% over the last reporting period and by 82% over FY2011.
- Through system reengineering, AAMVA developed capability to enable LE access to search NMVTIS using multiple data elements.
- Inquiries by LE to NMVTIS grew 100% over the last reporting period.
- Visits to the NMVTIS LE Access website grew by 33% over the last reporting period.

## GOVERNANCE

- The federal NMVTIS Advisory Board hosted webinars in May 2013 and June 2013, which were open to the public.
- NAB members provided assistance in the aftermath of Hurricane Sandy.
- Work by the Technological Capabilities Subcommittee concluded with the successful launch of the system's reengineered platform.

## OTHER

- AAMVA and BJA continued to work toward an operating agreement to outline the terms of the relationship between BJA and AAMVA in the absence of an active grant.
- AAMVA successfully completed the reengineering of NMVTIS – migrating one billion records to its new platform – allowing for data center cost savings as well as greater flexibility in system functionality.

## NMVTIS Key Stakeholders

### DEPARTMENT OF JUSTICE

Within DOJ, BJA is responsible for reviewing significant operational decisions and ensuring the NMVTIS Programs' requirements are met. In addition, BJA is responsible for overseeing both policy and enforcement elements of the NMVTIS program. BJA coordinates enforcement activities with the Federal Bureau of Investigation (FBI), the National Highway Traffic Safety Administration (NHTSA), and state and local law enforcement agencies. BJA works in partnership with the system operator, AAMVA.

### NMVTIS ADVISORY BOARD

In June 2010, the NAB was convened to provide input and recommendations to BJA regarding the operations and administration of NMVTIS. The NAB includes representation from key stakeholders affected by the program, including states, consumers, insurance carriers, auto recyclers, junk and salvage yards, and law enforcement agencies. NAB meetings are open to the public.

### AMERICAN ASSOCIATION OF MOTOR VEHICLE ADMINISTRATORS

The Anti Car Theft Act authorizes the designation of a third party operator of NMVTIS. Since 1992, AAMVA has acted in this capacity. AAMVA is a nonprofit, tax exempt, educational association representing U.S. and Canadian officials responsible for the administration and enforcement of motor vehicle laws. In addition to acting as the NMVTIS Operator, AAMVA supports the Single VIN Reporting Service, one of four JSI data consolidator services.

### DATA CONSOLIDATORS

BJA and AAMVA partnered with the private sector to provide multiple reporting methods to meet the business needs of JSI reporting entities. Currently, four reporting methods or services are available, and offer individual VIN and batch reporting options:

- AAMVA Single VIN Reporting Service
- Audatex
- Auto Data Direct, Inc.
- Insurance Services Office (ISO)

### STATES

State titling agencies must perform title verifications and report data to NMVTIS.

- Each state is required to perform an instant title verification check before issuing a certificate of title for a vehicle that an individual or entity brings into the state.
- States are required to make selected titling information that they maintain available for use in NMVTIS. States shall provide information on new titles and any updated title

“ We have trained eight additional employees to be knowledgeable about all aspects of NMVTIS. NMVTIS is a great tool in combating fraud for our New Hampshire consumers.”

PRISCILLA VAUGHAN  
Chief Supervisor, Bureau of Title  
& Anti-Theft, New Hampshire  
Division of Motor Vehicles



information to NMVTIS at least once every 24 hours.

- States are required to pay state user fees.

## CONSUMERS

NMVTIS information is available to consumers (individual and commercial) in a NMVTIS Vehicle History Report. This report provides data on five key indicators associated with preventing auto fraud and theft. Prior to purchasing a used vehicle, consumers (individual and commercial) can search NMVTIS to find the following:

- Current state of title and last title date
- Brand history
- Odometer reading<sup>3</sup>
- Total loss history
- Salvage history

States, junk yards, salvage yards and insurance carriers are data sources for a NMVTIS Vehicle History Report and are required by federal law to report regularly to NMVTIS.

## APPROVED DATA PROVIDERS

Approved data providers are companies that have agreed to provide NMVTIS Vehicle History Reports to the public consistent with federal legal requirements. This agreement is established through an application process and formal contracts with the system operator. All approved data providers are listed on the [NMVTIS website](#).

## LAW ENFORCEMENT

LE agencies rely on NMVTIS data to improve their ability to identify vehicle theft rings and combat other criminal enterprises involving vehicles. Therefore, it is imperative that NMVTIS captures vehicle history information throughout the lifecycle of the vehicle. The NMVTIS LE Access Tool provides law enforcement personnel with the information intended to assist with the investigation of crimes associated with motor vehicles, including vehicles involved in violent crimes, smuggling operations (e.g. narcotics, weapons, human trafficking, and currency), and fraud.

## JUNK YARDS, SALVAGE YARDS, AND INSURANCE CARRIERS

All entities meeting the NMVTIS definition for junk yard and salvage yard that handle five or more junk or salvage vehicles per year are required to report to the system on a monthly basis.

By reporting the required information on junk and salvage automobiles to NMVTIS, JSIs play an integral role in DOJ's efforts to prevent fraud, reduce theft, and potentially save the lives of consumers who might otherwise unknowingly purchase unsafe vehicles.

<sup>3</sup> NMVTIS contains the odometer reading at the time the vehicle title was issued.



**Stakeholders**

**Overview**

**Legislation**

**Benefits**

**Vehicle Information**

## Background

**Established by Congress to Provide Access to Vehicle Title Information; Offers a Range of Benefits for Consumers, States, Law Enforcement and Vehicle Agencies** NMVTIS was established by Congress under Title II of the [Anti Car Theft Act of 1992](#) (Public Law No. 102-519). It was created to address the growing issues associated with auto theft and vehicle fraud, specifically to:

- Prevent the introduction or reintroduction of stolen motor vehicles into interstate commerce.
- Protect states, consumers (both individual and commercial), and other entities from vehicle fraud.
- Reduce the use of stolen vehicles for illicit purposes, including funding of criminal enterprises.
- Provide consumer protection from unsafe vehicles.

The intent of NMVTIS was to establish an information system to enable motor vehicle titling agencies, law enforcement, prospective and current purchasers (individual and commercial), insurance carriers, and junk and salvage yard operators access to vehicle titling information.

Specifically, in accordance with 49 U.S.C. 30502, NMVTIS must provide a means of determining whether a title is valid, where a vehicle bearing a known VIN is currently titled, a vehicle's reported mileage at the time the title was issued, if a vehicle is titled as a junk or salvage vehicle in another state, and whether a vehicle has been reported as a junk or salvage vehicle under 49 U.S.C. 30504.

The types of vehicles reported to NMVTIS by states<sup>4</sup> include automobiles, buses, trucks, motorcycles, motor homes (e.g., recreational vehicles or RVs), and truck tractors. In general, NMVTIS contains titles for vehicles that meet at least one of the following criteria:

- The vehicle fulfills the definition of a junk or salvage automobile according to the regulations.
- The vehicle has an active registration and an active title.
- The vehicle has an active title.

<sup>4</sup> JSI entities are required only to report on automobiles deemed junk or salvage, but may also report on other vehicles included in NMVTIS as long as they are deemed junk or salvage.

## NMVTIS VEHICLES

AUTOMOBILES



BUSES



TRUCKS



MOTORCYCLES



MOTOR HOMES



TRUCK TRACTORS





- The vehicle has an active registration and the registration is the proof of ownership.

Vehicles excluded from NMVTIS include trailers, mobile homes (i.e., prefabricated homes, typically permanent), special machinery, vessels, mopeds, semi-trailers, golf carts, and boats.

AAMVA has worked closely with DOJ over the years on the overall strategic direction of NMVTIS. BJA has awarded federal grants to help AAMVA create the system and support state development and implementation. To date, the federal funding awarded to AAMVA to operate NMVTIS during the period FY 1996 – FY 2013 totals \$31,455,623 (see **Figure 1**).

A number of validation studies citing benefits of NMVTIS and/or potential cost savings to stakeholder have been conducted since the program's inception. (Links to these are provided in the [Appendix](#)). Furthermore, numerous vehicle and auto industry organizations have continued to offer NMVTIS widespread support. These include AAMVA and the National Automobile Dealers Association (NADA), law enforcement organizations such as the International Association of Chiefs of Police (IACP) and the National Sheriffs' Association (NSA), the North American Export Committee (NAEC), and the International Association of Auto Theft Investigators (IAATI). National consumer advocacy organizations and industry affiliated groups, including the National Salvage Vehicle Reporting Program (NSVRP), have also recognized the benefits of NMVTIS.

## System Operator and Responsibilities

**AAMVA Has Remained an Effective System Operator Since 1992** The Anti Car Theft Act of 1992 gave DOT the authorization to designate a third party operator of NMVTIS. Pursuant to the NMVTIS Final Rule, the operator must provide services to state motor vehicle title agencies, junk, salvage and insurance entities, law enforcement, and support consumer access to the system. Since 1992, AAMVA has successfully acted in this capacity. AAMVA is a nonprofit association representing U.S. and Canadian officials responsible for the administration and enforcement of motor vehicle laws.

Fiscal Year (FY)	Amount
1996 (DOT) <sup>5</sup>	\$ 890,000
1997	\$ 1,000,000
1998	\$ 2,800,000
1999/2000	\$ 6,100,000
2003	\$ 3,000,000
2004	\$ 494,739
2007	\$ 499,204
2008	\$ 271,680
2009	\$ 5,700,000
2010	\$ 5,700,000
2011	\$ 5,000,000
<b>Total</b>	<b>\$31,455,623</b>

**Figure 1:** Federal funds to AAMVA to operate NMVTIS total more than \$31 million.

<sup>5</sup> U.S. Department of Transportation

## Funding

### Funds Expended Totaled \$6,270,165; State Fees Contributed \$2,501,756

During this reporting period, program funding was made available through both federal and non-federal sources.

BJA awarded \$5,000,000 of grant funding to AAMVA in FY2011 as a supplement to the FY2010 grant (2010-DG-BX-K039) to further implement, operate, and enhance NMVTIS. All remaining funds from the FY2010 grant totaling \$1,185,131 were expended during this reporting period. The program also earned \$2,501,756 in non-federal funding through state user fees during this period.

During the last reporting period, BJA advised that the supplemental funds would be the final grant awarded to AAMVA to implement the system and to offset state fees. Therefore, AAMVA developed and implemented the BJA approved state user fee model. Under this model, AAMVA began charging fees during this reporting period (effective October 1, 2012).

Recipients of BJA grants are required to submit semi-annual progress reports, quarterly training and technical assistance activity, and quarterly financial status reports. Reports submitted by AAMVA are on file with BJA.

## Operating Agreement

**AAMVA and BJA Continued to Develop an Operating Agreement** During the period, AAMVA and BJA held discussions to develop an operating agreement, with the underlying theme of striking a balance between AAMVA's desire to have flexibility and authority to make business decisions for NMVTIS and BJA's requirement to perform oversight responsibilities, review significant operational decisions, and ensure the NMVTIS programs' requirements are met. As the period ended, the parties continued to meet and work through key issues.

“The detailed integration of data from across our states has been nothing short of essential to maintain accuracy. Using NMVTIS online, along with the State Web Interface (SWI)<sup>6</sup>, assists us daily in producing a true and correct quality product for our customers. We know as more participation rolls in from the states in development, the more we can count on each other for support!”

JUSTIN FAJARDO  
Vehicle and Vessel Support Manager,  
Washington Department of Licensing

<sup>6</sup> SWI is a web-based application that allows jurisdictions to make an inquiry on a single VIN. No NMVTIS data are updated via SWI.



## Governance

### **NAB Convened Two Webinars During Reporting Period; Offered Important**

**Updates** BJA is responsible for oversight of NMVTIS consistent with regulatory and statutory requirements. Pursuant to the NMVTIS Final Rule, BJA convened a NMVTIS Advisory Board (NAB), which includes representation from key stakeholders affected by the program – states, consumers, law enforcement agencies, insurance carriers, auto recyclers, junk and salvage yards, auto industry representatives, technology partners, independent organizations focused on reducing vehicle-related crime, and the operator. The NAB was established in accordance with the provisions of the Federal Advisory Committee Act (FACA), as amended, 5 U.S.C., App. 2, and is tasked to make recommendations to BJA regarding program operation and administration issues, such as establishing NMVTIS performance measures, accessing additional data within the system, (which is not required by the Anti Car Theft Act), assessing program costs and revenues, and evaluating quality assurance.

The inaugural meeting of the NAB convened in June 2010 and provided an opportunity for NMVTIS stakeholders to share information, discuss the interconnectedness of the system, and ways to enhance NMVTIS in order to make it more effective and economically self-sustainable. Since that time, the NAB has held meetings on a periodic basis. During this reporting period, severe weather and the temporary government shutdown impacted the two meetings scheduled to be held in Washington, D.C., prompting these in-person meetings to become webinars.

BJA hosted the first webinar on May 2, 2013 and provided program updates:

- Follow up on non-reporting referrals from the public and law enforcement in 35 states, resulting in over one million VINs reported that otherwise would not have been.
- 100,000 VINs were reported based on outreach and enforcement efforts with insurance carriers.
- Seventeen Notice of Civil Penalty Letters were sent, resulting in two companies coming into full compliance, four going out of business, and three receiving a final determination.
- BJA requested recommendations for databases (searchable by VIN) that could be searched using NMVTIS to support law enforcement investigations.
- BJA also reported on efforts toward making theft data available to consumers.

AAMVA, as the system operator, also provided strategic, operational and financial updates:

- Grant funding for NMVTIS ended in December

“ISRI is honored to be a partner in strengthening and enhancing the functions and usability of NMVTIS. As a member of the NMVTIS Advisory Board, ISRI is pleased to offer industry-specific guidance and expertise to help ensure that the NMVTIS program continues to grow in its effectiveness as a law enforcement tool designed to reduce vehicle theft and fraud.”

ROBIN WIENER  
President, Institute for Scrap Recycling  
Industries (ISRI)

2012, leaving user fees from states and consumers to cover costs.

- At the direction of the NAB, AAMVA conducted outreach to states whose NMVTIS development efforts had become sluggish, resulting in some additional movement toward implementation.
- The original NMVTIS system that resided on a mainframe platform was moved to a new web-based system.
- As part of the system's new architecture, disaster recovery capabilities were extended to the entire system.

The second webinar, held on June 18, 2013, was designed to provide a more interactive agenda and allow board members the opportunity to exchange ideas.

Updates included:

- Insurance Services Office (ISO), a NMVTIS approved data consolidator, developed a new training program regarding NMVTIS reporting and compliance along with a series of job-aid tools for insurance members.
- Dealers provided positive feedback regarding [California AB 1215](#) as they were able to easily implement the program and recognize its benefits to both dealers and consumers.
- A growing number of dealers were becoming more aware of the requirements under [California AB 1215](#).
- The California DMV would be moving from warning dealers to actionable enforcement (i.e. citations) of dealers not in compliance with [California AB 1215](#).

Also during the webinar:

- A panel discussed the impact Hurricane Sandy had on NMVTIS stakeholders, efforts to register vehicles identified as damaged, work with local government officials, and agencies toward tracking damaged vehicles as well as efforts to alert consumers of Sandy-related scams (i.e. fraud, price gouging).
- The NMVTIS Compliance and Awareness Subcommittee reported on the combined efforts with AAMVA to improve state compliance, and considerations to encourage compliance among JSI entities.
- The NMVTIS Technological Capabilities Subcommittee reported that as a result of the successful launch of the system's reengineered platform, the subcommittee's tasks were completed, although it would engage in any future issues, as they are identified.
- The public and board members made comments applauding JSI industry compliance along with efforts by AAMVA and DOJ for states and reporting entities to comply with NMVTIS legislative requirements.

Meeting summaries for both the [May](#) and [June](#) webinars can be found on the [NMVTIS website](#).

“NMVTIS has proven to be a wonderful resource for jurisdictions and consumers to see the life history of a vehicle. Running a NMVTIS check via SWI prior to issuing a title is helping to protect the consumer and our own county titling offices by ensuring accuracy of a vehicle's disposition. It has been four years now, and I sincerely believe we would be lost without it!”

SHANNON DEGRAZIO  
NMVTIS Jurisdiction Administrator,  
Wyoming Department of  
Transportation



**Compliance**

**Program Areas**

**Integrity**

**Critical Data**



## State Program

**Additional States Move Into Compliance with the Anti Car Theft Act; States Increased 128% Since First Report (2009)** The Anti Car Theft Act and its regulations require each state to perform an instant title verification check before issuing a certificate of title for a vehicle which an individual or entity brings into the state. Additionally, each state is required to report data into the system and pay user fees. All states were required to be fully compliant with the Act by January 1, 2010. For further details on the approaches for title verification and reporting of data, please see the [Exhibits](#) section of this report.

During the last reporting period, all 51 jurisdictions participated at some level, a significant milestone. During this reporting period, states continued to move into compliance with the Act (see [Figure 2](#)).

PARTICIPATION STATUS OF STATES	REPORTING PERIOD				
	1st Report- Feb. 1, 2009 - Sept. 30, 2009	2nd Report- Oct. 1, 2009 - Sept. 30, 2010	3rd Report- Oct. 1, 2010 - Sept. 30, 2011	4th Report- Oct. 1, 2011 - Sept. 30, 2012	5th Report- Oct. 1, 2012 - Sept. 30, 2013
Participating <sup>7</sup>	14	28	31	32	34
Providing Data Only <sup>8</sup>	14	10	8	8	8
In Development	11	11	11	11	9
Not Participating	12	2	1	0	0

**Figure 2:** State participation has steadily increased over the years, with the majority of states now in full compliance of the Act.

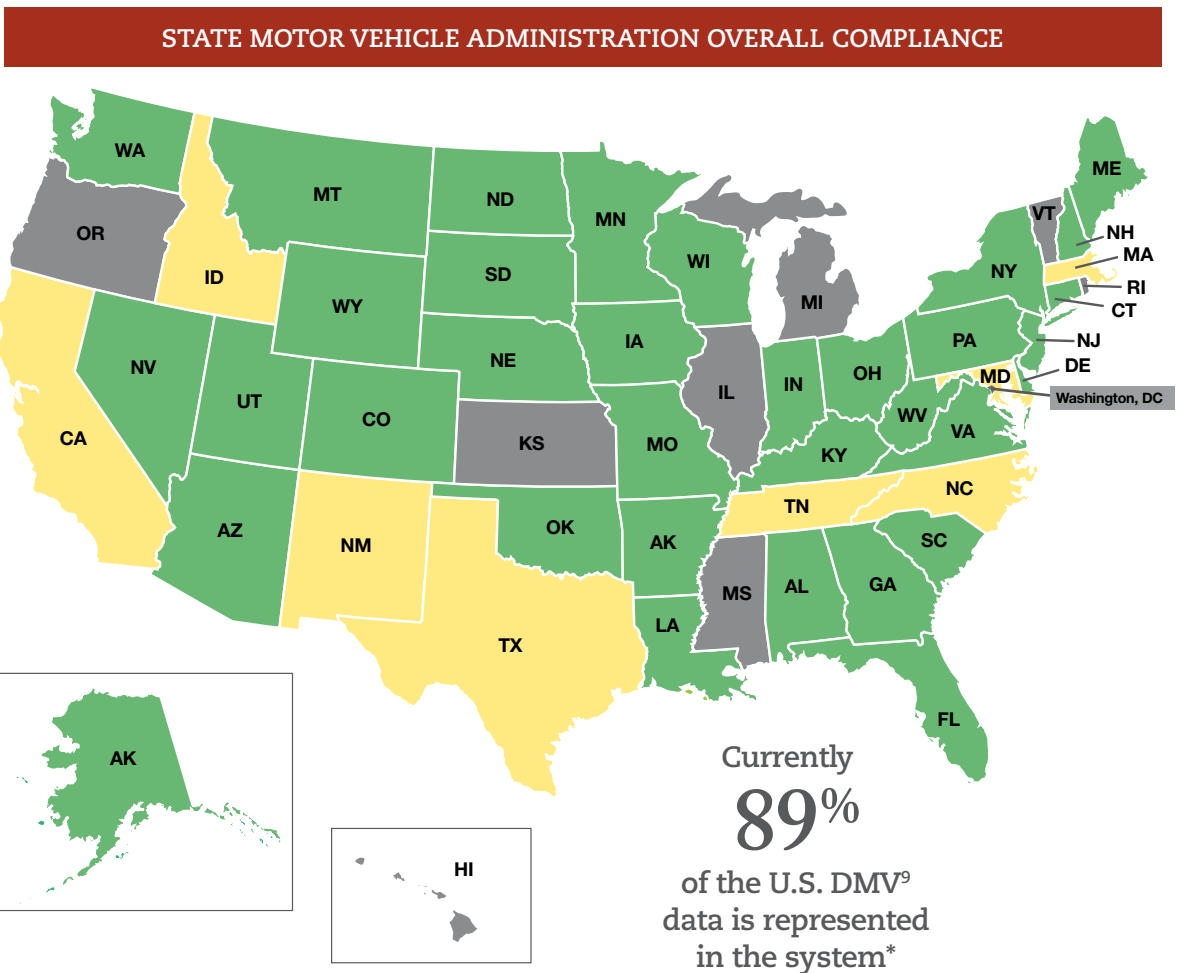
Specific accomplishments achieved during this reporting period include (see [Figure 3](#)):

- Maine moved from “In Development” to “Participating.”
- Colorado moved from “In Development” back into “Participating” upon reloading its corrected data files in November 2012. As noted during the last reporting period, Colorado discovered discrepancies with title issue and brand dates in its data on both the VIN Pointer and the Brand central files. In order to maintain the integrity of data in the system, all Colorado data was removed from NMVTIS in July 2012 and reloaded in November 2012.
- State title and brand data represented in the system grew slightly—from 88% to 89%.

**In South Dakota, six stolen vehicle hits resulted in ALL vehicles being recovered.**

<sup>7</sup> States that provide data and inquire into NMVTIS before issuing new titles

<sup>8</sup> States providing data but not making inquiries into NMVTIS



- **34 States Participating**  
(states that provide data and inquire into system before issuing new titles)
- **8 States Providing Data Only**  
(states providing data but not making inquiries)
- **9 States in Development**  
(includes the District of Columbia)

**Figure 3:** NMVTIS State Program Status Map

During this period, states continued to consistently use the system, as they did during the last period. For example, during this reporting period over 136 million transactions<sup>10</sup> were conducted (see **Figure 4**) compared to 128 million transactions during the last reporting period. Specific information and data can be found under the [Consumer Access Program](#) section.

<sup>9</sup> Department of Motor Vehicles (DMV) is the most commonly used reference to describe the state agency that administers vehicle registration; however, diverse titles are used in different jurisdictions (e.g. Bureau of Motor Vehicles, Motor Vehicle Commission).

<sup>10</sup> Transaction may be a title inquiry, title update or a brand update.

\* Based on the most current Federal Highway Administration Data (2011)



Also during this reporting period, system reengineering, which began during FY2012, was launched on January 7, 2013. As a result, the state help desks had the capability to add or modify their own records. (Pilot use of this feature was deployed in April 2013). More detailed information can be found in this publication under [System Reengineering](#).

## BENEFITS

### States Report Positive Results Through NMVTIS Participation

States that inquire into NMVTIS (i.e., conduct a title verification check) receive data on the specific vehicle, the current title, any brand information, and whether the vehicle is reported stolen. Based on this collection of data, the state determines whether to issue a new title. When a vehicle is retitled, NMVTIS is updated to show the current state of title. During this period, the following states reported a number of beneficial results from participating in NMVTIS:

#### Stolen Vehicles Identified

- **Iowa:** 132 stolen vehicle hits<sup>11</sup> prompted investigations.
- **Minnesota:** 31 stolen vehicle hits, of which 23 were found to be active insurance claims and eight continued to be investigated.
- **Missouri:** 2,569 stolen vehicle hits resulted in investigations on 412 vehicles.
- **New Hampshire:** 717 stolen vehicle hits prompted investigations.
- **South Dakota:** Six stolen vehicle hits resulted in ALL vehicles being recovered.
- **Washington:** 20 stolen vehicle hits prompted investigations.

#### Vehicle Brands Identified and Carried Forward

- **Minnesota:** 14 brands prompted titles to be recalled and corrected.
- **Missouri:** Carried forward 348 brands as a result of NMVTIS brand history.
- **Nebraska:** Carried forward missing brands.
- **New Hampshire:** Identified and carried forward 14,699 brands onto titles where they had been washed.
- **North Dakota:** Informed customers, who were unaware of their vehicle's status, that they had purchased a vehicle with a "Salvage" or "Previously Salvaged" brand.
- **Washington:** 79 brands carried forward.

“NMVTIS services are essential to our title process. We look at title information when a vehicle is transferred in order to verify we are presented with the most current title.”

LORETTA FOWLER  
Title Branch Manager, Department  
of Vehicle Regulation, Kentucky  
Department of Transportation

<sup>11</sup> A "hit" occurs when a NMVTIS VIN inquiry results in a match being found on the NCIC vehicle theft file.

### Enhanced Customer Service

- **Minnesota:** 605 title issues identified and resolved by working with other state NMVTIS help desks. Also, as a result of NMVTIS automation showing when a vehicle moves to another state, a customer could be notified regarding a possible refund.
- **Washington:** NMVTIS provided clarification after a financial institution had erroneously issued new titles overriding the valid current titles; approximately 24,000 “Quick Titles” (same day) were able to be issued saving customers weeks of waiting.
- **Wyoming:** Data verification helped to correct Manufacturers Statements of Origin (MSOs) provided by a dealership.

### “Cloned<sup>12</sup>” Vehicles Identified

- **California:** Florida contacted California through NMVTIS messaging regarding a possible cloned VIN. California’s Involuntary Transfer Section (ITS) verified documents pertaining to the vehicle and determined it was stolen. Investigators conducted a physical inspection and confirmed the cloned VIN.
- **Kentucky:** A Kentucky title was presented with an incorrect VIN, prompting an investigation that uncovered the VIN was cloned.
- **Minnesota:** Identified two cloned VINs, halting registration renewals and prompting investigations.
- **Missouri:** One vehicle record identified with the same VIN as a Florida vehicle, prompting an investigation.

### Fraudulent Activity Identified

- **Minnesota:** 24 incidents of discrepancies between information on titles and in NMVTIS, prompted investigations that uncovered fraudulent activity.
- **Missouri:** Confirmed a surrendered title was altered when verified against NMVTIS brand information.
- **South Dakota:** 57 duplicate title applications denied upon verification South Dakota was not the current state of title; 293 older/invalid titles were submitted for ownership, prompting investigations.
- **Wyoming:** In verifying JSI data, found multiple instances in which a dealership or private party attempted to pass off a vehicle at maximum value that may have been unsafe to drive.

“NMVTIS allows us the opportunity to view the complete history of vehicles entering our state so customers are well served. Also, the excellent support provided by other states’ help desk staff has been invaluable when researching complex or fraudulent title documents.”

KAREN JOHNSON

Title and Registration Supervisor,  
Minnesota Department of Public  
Safety

<sup>12</sup> A vehicle is “cloned” when a legitimate VIN plate is replicated and placed on a stolen vehicle making that vehicle appear to be valid.

## Enhancements for Motor Vehicle Agency

- **Iowa:** Records are more accurate as data is cross checked with NMVTIS.
- **Minnesota:** Realized savings due to NMVTIS automation versus the previous manual “removed from state” process.
- **Nebraska:** Saved approximately \$17,500 in employee costs each year due to NMVTIS automation versus manually changing the state of title.
- **New Hampshire:** Realized approximately \$13,000 in cost savings from eliminating surrendered title reports to participating NMVTIS states.
- **South Dakota:** Clerical errors discovered as a result of verifying brands; notified automatically that 29% of former titles flags moved out of state.
- **Washington:** NMVTIS is especially helpful for daily research when attempting to clear “short” VINs that initially appear to be stolen; identified data discrepancies on 56,000 title documents and made appropriate corrections.

## JSI Data Assisted in Title Process Decision-Making

- **Iowa:** Developing a pilot program to cross check JSI data in NMVTIS with Iowa title records to ensure records match and enhance recovery of stolen vehicles.
- **Minnesota:** Checked daily against all out-of-state vehicle titles submitted.
- **Nebraska:** Used to verify the appropriate brand was carried forward on a title.
- **North Dakota:** Used to validate insurance reporting and vehicle branding as well as to determine whether to issue a title or what type of title to issue (e.g. Salvage Title).
- **Washington:** Used to cross-reference with customer documents submitted during titling transactions.
- **Wyoming:** Used to determine whether a brand was carried forward on a title.

“The Department of Public Safety, Division of Driver and Vehicle Services has found NMVTIS to be very useful in improving the integrity of vehicle titling in Minnesota. By allowing us to be aware of titles issued by other jurisdictions, we title vehicles more accurately. Additionally, we have found many cases where a vehicle should have a brand which was not apparent by seeing the title presented, as well as hundreds of odometer errors returned via the SEW<sup>13</sup> reports.”

PATRICIA MCCORMACK  
Director, Driver and Vehicle Services  
Division, Minnesota Department of  
Public Safety

13 Summary of Errors and Warnings – files provided by AAMVA after processing a state’s batch data updates.

## PAYING USER FEES

### **State Fee Model Successfully Implemented in FY2013; States Paid \$2.5 Million Toward the Cost of Operating the System**

In accordance with the NMVTIS Final Rule, requiring 12-month advance notification before charging state fees, AAMVA issued its formal notice in September 2011 to all state motor vehicle titling agencies regarding the relief of paying state user fees during FY2012 and the future reinstatement of state user fees in FY2013. The state fee model is based on the following key tenets:

- State fees will cover a maximum 50% of total NMVTIS operational costs.
- An equitable 51-tier structure—calculated by each state’s number of registered vehicles (as reported by jurisdictions to the Federal Highway Administration) as a percentage of the total U.S. registered vehicle population—assigns each state a percentage of responsibility from the total system operating costs.
- The remaining 50% of operating costs will be covered by a combination of other sources of funding (such as consumer access fees) and/or AAMVA’s association funds.
- States may receive a 50% credit of the revenue associated with each consumer access transaction that results in data returned for a VIN pointing to that state as the current state of title. BJA will determine if states are currently in compliance and, therefore, eligible to receive the applicable credit.

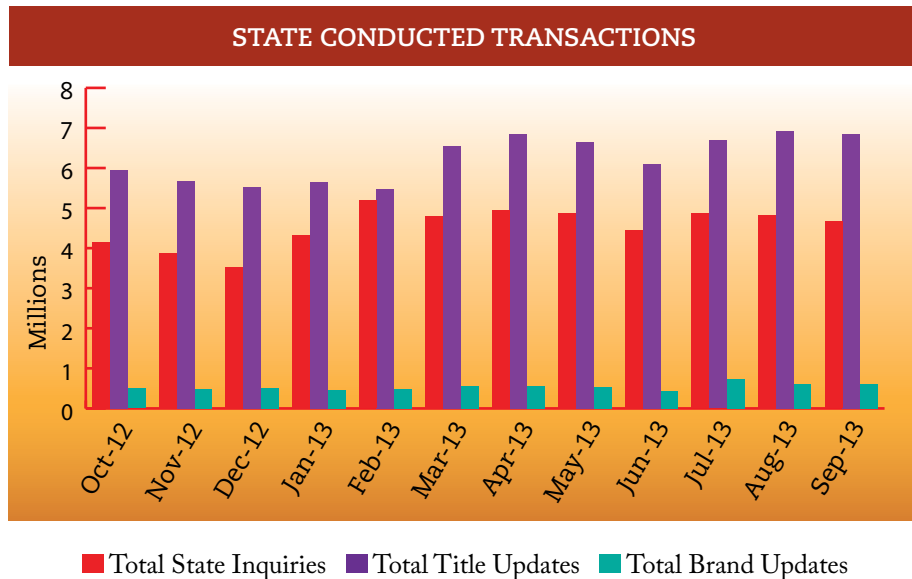
**States Earn Revenue Credits** As part of the state user fee model, states that provide title and brand data, and inquire in NMVTIS, are eligible to earn “credits” from the revenues earned by the operator when a NMVTIS vehicle record is sold to a provider and where that state is the one in which that vehicle is titled. BJA issued notifications to all states that were eligible to earn credits, outlining the possible uses of any earned credits. At the end of the reporting period it was projected that 42 eligible states would earn approximately \$700,000 in credits at the end of the fiscal year. How states used their credits will be detailed in the next annual report.

“Nevada’s DMV staff routinely runs all titles received through the NMVTIS program. This system has a proven track record of being of great service to our Department. Through the ongoing use of the program, we’ll have the ability to continue protecting our citizenry from fraudulent actions, unsafe vehicles and stolen vehicle resells.”

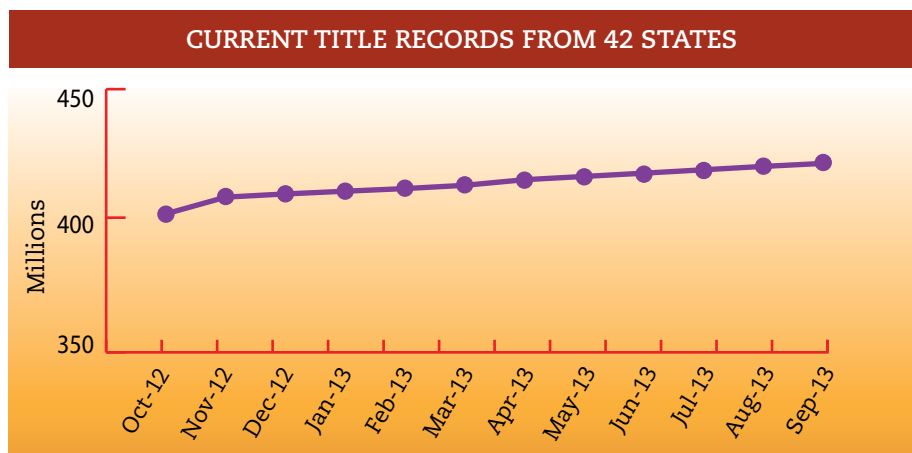
SEAN MCDONALD  
Administrator, Central Services and  
Records Division, Nevada Department  
of Motor Vehicles

## STATISTICS

*Note:* These counts are based on records versus the number of VINs in the system (see Figures 4-9).

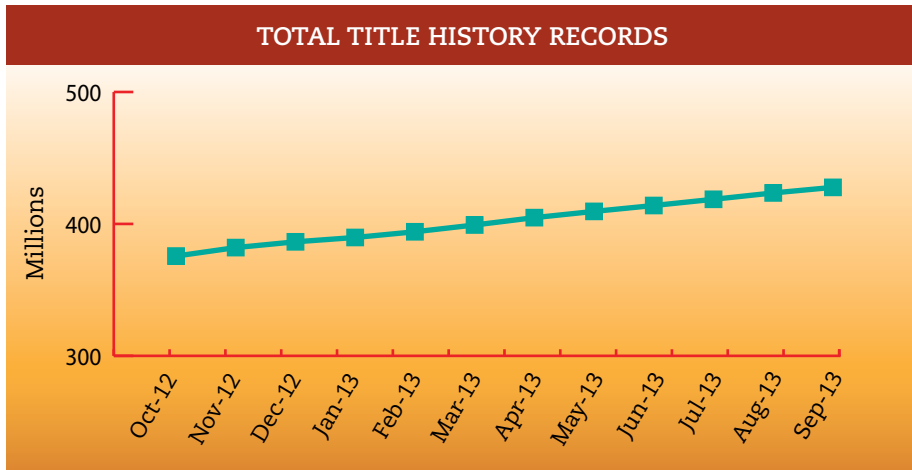


**Figure 4:** States conducted over 136 million transactions (inquiries and updates) during the reporting period.

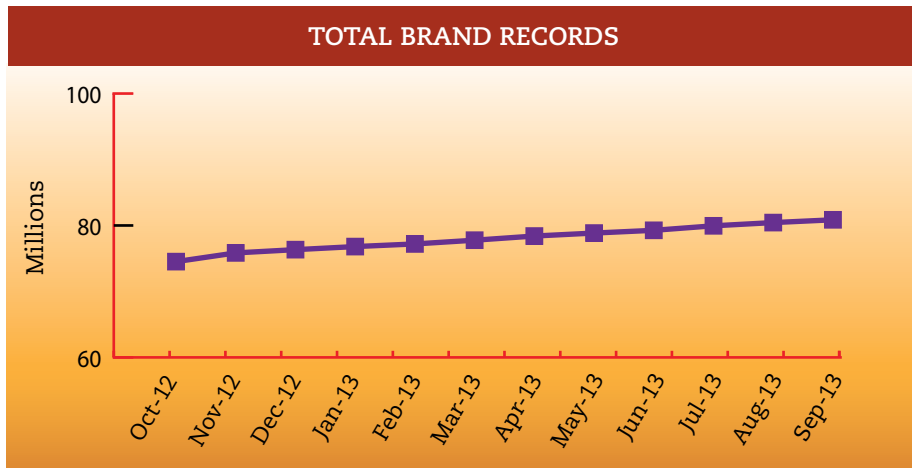


**Figure 5:** Current title records from 42 states providing data in NMVTIS during this reporting period numbered approximately 422 million as of September 30, 2013.

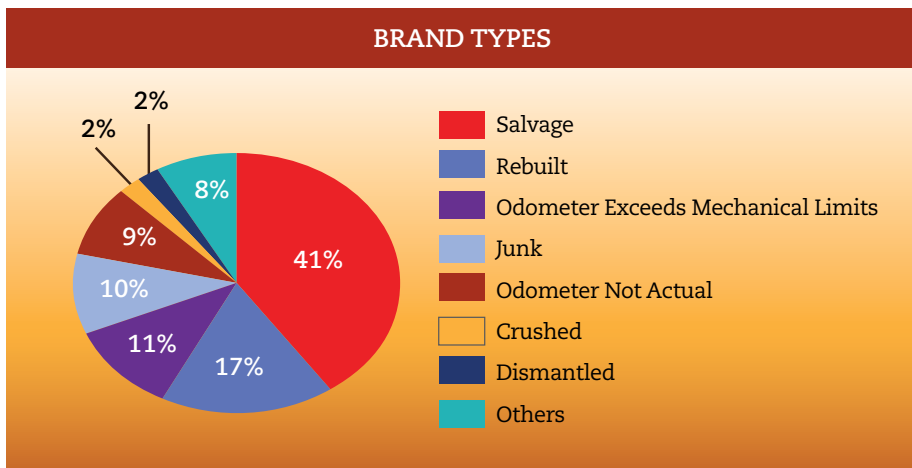




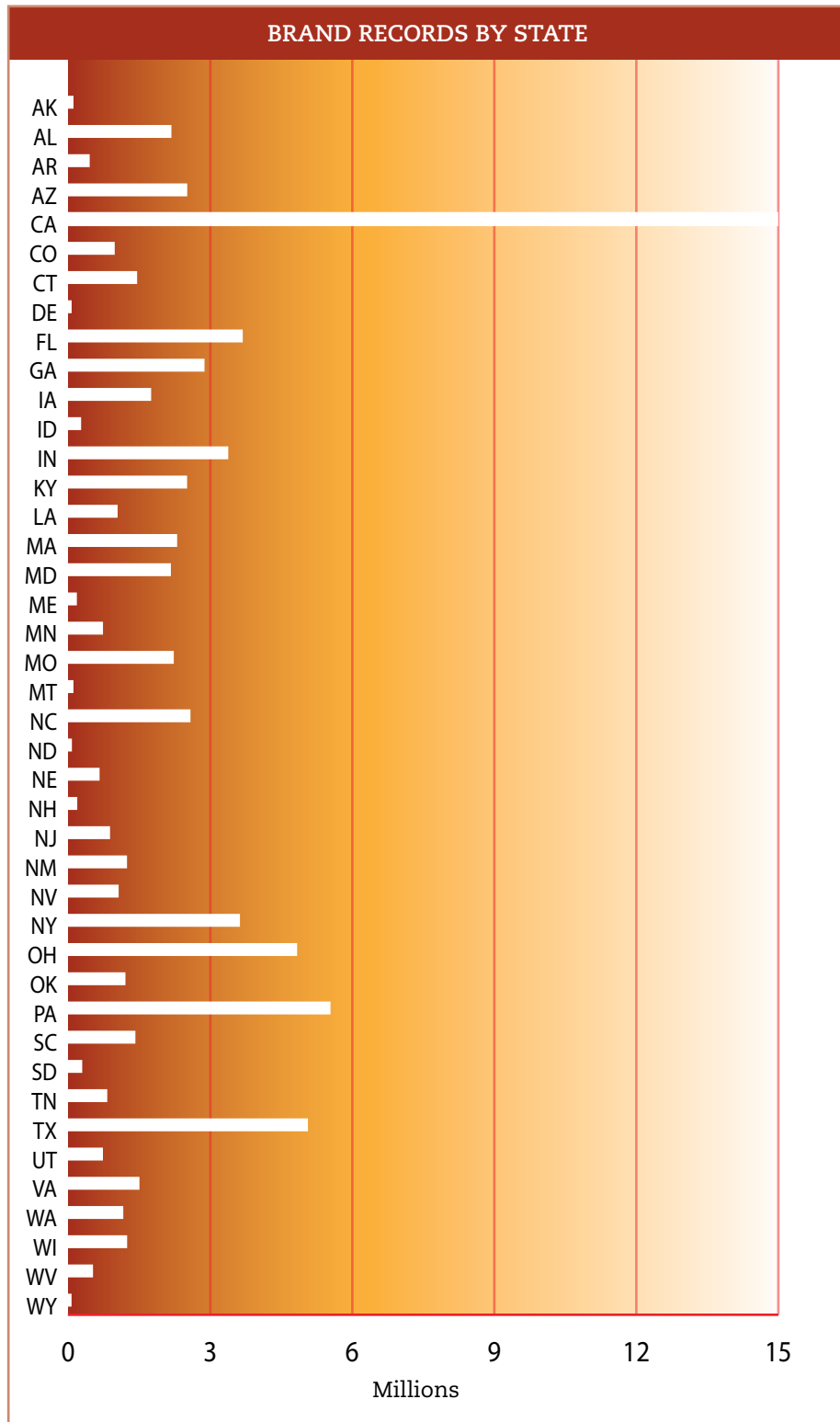
**Figure 6:** The Title History file has a total of 428 million vehicle records.



**Figure 7:** Brands captured in NMVTIS steadily increased during the reporting period – from nearly 75 million in October 2012 to nearly 81 million.



**Figure 8:** The top seven NMVTIS brands are shown along with an “Other” category, which includes up to 52 other brands.



**Figure 9:** The number of brand records by state as of September 30, 2013.

## Junk Yard, Salvage Yard, and Insurance Carrier Reporting Program

### Number of Reported Records Continued to Steadily Increase; States Introduce NMVTIS Related Bills; NMVTIS Assists in Aftermath of Hurricane Sandy

The Anti Car Theft Act requires that in addition to state motor vehicle titling agencies, other third parties must report vehicle information to NMVTIS. Specifically, junk and salvage yards, auto recyclers, and insurance companies were required to report (at least monthly) vehicles deemed “junk,” “salvage,” or “total loss” to NMVTIS beginning March 31, 2009. There are two reporting exceptions: entities that handle fewer than five vehicles per year deemed salvage (including total loss) or junk; and entities that currently report the required data elements to the state in which they are located, and the state provides the required information to NMVTIS<sup>14</sup>. After four and a half years in operation, the number of reported records in the JSI reporting program continues to increase. In addition, the program played a key role in the response to the aftermath of Hurricane Sandy.

The below four data consolidators provide data reporting services to businesses required to report to NMVTIS:

- AAMVA’s Single VIN reporting service
- Audatex
- Auto Data Direct Inc.
- Insurance Services Office (ISO)

### STATES AND JSI REPORTING

#### NMVTIS Enhances State Agency Business

**Processes and Data** During the final quarter of the last reporting period, the state of Georgia Department of Revenue (DOR) began requiring businesses engaged in the purchase or receipt of salvage vehicles (secondary metals recyclers, used motor vehicle parts dealers, and scrap metal processors called “salvage dealers”) to report NMVTIS information to DOR. In turn, DOR took on the responsibility to provide an electronic reporting method for salvage dealers that satisfies the salvage dealer’s state reporting requirements as well as federal NMVTIS reporting requirements.

During the reporting period Georgia DOR and its contractor, Auto Data Direct

“ISO is eager to continue working with NMVTIS and has worked very hard to create robust management reports scheduled for release in 2014 that further help our customers with the system’s reporting requirements. During this past year, we successfully launched our Outreach Program, which was designed to train and educate our customers. DOJ also participated in our webinars”.

CARLOS MARTINS

Assistant Vice President, ISO  
ClaimSearch Georgia, Department  
of Revenue

<sup>14</sup> Georgia is the only state to report on behalf of its JSI entities.

(ADD), Inc., one of the existing NMVTIS data consolidators, supported 129 entities in meeting their NMVTIS federal and state reporting requirements. Those entities reported 181,747 junk, salvage, and insurance records to Georgia and NMVTIS through ADD's Georgia salvage reporting system (see Figure 10). This was an increase of about 78,000 records over the number of records reported by Georgia entities, through ADD in FY2012 – an increase of approximately 75%. This partnership model between the state and a NMVTIS data consolidator is one that has the potential of reaping great benefits for states as well as their reporting entities.

REPORTING ENTITY TYPES			
Type of Business	Number of Businesses	Records Reported	Percentage
Parts Recycler	87	17,694	9.9%
Secondary Part	39	163,942	90.0%
Salvage Pools	3	111	0.1%
<b>Total</b>	<b>129</b>	<b>181,747</b>	<b>100.0%</b>

**Figure 10:** The entity types reporting under Georgia's ADD program

**Alabama, Department of Revenue:**

During the reporting period, AAMVA continued to support the Alabama DOR in its effort to satisfy a state law requiring scrap recyclers and dismantlers to provide their NMVTIS reporting entity identification number prior to being issued a state business license. AAMVA moved from a manual process to an automated self-serve method. The Alabama DOR was able to check the NMVTIS registration status of a business by simply conducting an inquiry of the business name.

**New York, Department of Motor Vehicles:**

During the reporting period, AAMVA continued to provide weekly extract files from the JSI central file to help supplement New York State's destroyed vehicle program. Vehicles that were reported with a disposition of "crushed" or "scrap" by those reporting entities with business addresses in New York were included in the weekly extract.

“As NMVTIS is the only vehicle history database to which auto auctions, insurers and other salvage entities are required by law to provide data, ADD believes that enforcement will significantly improve the system viability.”

JAY SVENDSEN  
National Sales Manager,  
Auto Data Direct

## OTHER STATE LEGISLATIVE EFFORTS

### NMVTIS-related Legislation Increasing in States, Enhancing State Business Processes and Consumer Protection

The reporting period saw an increase in the activity of state legislation that included a reference to NMVTIS. A total of 17 NMVTIS-related bills were introduced in ten states: *Arkansas, Florida, Illinois, Minnesota, Mississippi, North Carolina, Oklahoma, Tennessee, Utah, and Virginia*. Of these bills, seven were passed into law during the reporting period. Six of the bills were related to the JSI reporting program and the seventh concerned strengthening Virginia's reporting of title information to NMVTIS.



#### **Florida HB 7125** Effective, July 1, 2013

##### *Requires:*

- A record check through NMVTIS by tow operators to determine the current state of title for out-of-state vehicles.
- Tow, storage, recovery businesses, and salvage motor vehicle dealers to report information about the vehicles they handle to NMVTIS; imposes state penalties.
- Tow operators to include proof of reporting to NMVTIS with the Certificate of Destruction or Salvage Certificate applications.



#### **Minnesota HB 1214** Effective, August 1, 2013

##### *Requires:*

- Scrap vehicle operators who are not licensed and operators who purchase scrap vehicles without proof of ownership to submit information on the purchase or acquisition of a scrap vehicle to NMVTIS by the close of business the following day.



#### **Mississippi HB 1344** Effective, July 1, 2013

##### *Requires:*

- Used motor vehicle parts dealers or scrap metal processors who purchase or receive motor vehicles for scrap or parts to submit a list of those vehicles to the Department of Revenue within 48 hours<sup>15</sup>.

##### *Provides:*

- For a civil penalty of up to \$1,000 per violation for failure to report as required.

“ISRI is encouraged by the efforts of the North Carolina DMV to connect the NC scrap/parts vehicle program with the NMVTIS system and strongly encourages AAMVA to work with the states to make this solution happen in NC, as well as other states.”

ROBIN WIENER  
President, Institute for Scrap  
Recycling Industries (ISRI)

<sup>15</sup> This is complimentary to NMVTIS legislation as it reinforces reporting by these entities into the state.





### North Carolina HB 26

Effective, December 1, 2013

*Requires:*

- Within 72 hours of each day's close of business, a secondary metals recycler or salvage yard purchasing a motor vehicle to report the disposition of the vehicle to NMVTIS.



### Tennessee SB 69

Effective July 1, 2013

*Requires:*

- Any motor vehicle dismantler and recycler or scrap metal processor who purchases a motor vehicle solely for parts, dismantling or scrap that is 12 years or older to purchase the vehicle without seeing and obtaining a copy of the title if certain conditions are met. (Conditions include obtaining NMVTIS ID number of the dismantler and recycler or scrap metal processor).



### Utah SB 249

Effective May 15, 2013 (60 days after legislature adjournment)

*Requires:*

- Motor vehicle auctions to comply with NMVTIS reporting requirements.
- DMV to include a link to NMVTIS on its website.

“NMVTIS has proven itself to be a vital tool in tracking the movement of vehicles damaged by Hurricane Sandy and later resold. It has provided NSVRP the capability to track the movement of undisclosed Sandy total-loss vehicles and also allowed us to identify when they resurface as unbranded vehicles.”

HOWARD NUSBAUM  
Administrator, National Salvage  
Vehicle Reporting Program

## HURRICANE SANDY

### BJA Urged Timely Reporting by Entities of Critical Flood Data; IACP Pro-

**vides Guidance to Law Enforcement; NMVTIS Prepared to Assist** At the beginning of the reporting period, Hurricane Sandy destroyed or devastated significant amounts of property. As a result of the flooding associated with the hurricane, the National Insurance Crime Bureau (NICB) reported that there were 250,000 flood-related auto claims reported by insurance companies. In addition to these claims, both self-insured fleets as well as private parties who did not have insurance coverage for their vehicles reported many thousands more in claims. That figure was estimated at 300,000 vehicles, resulting in a total figure of over 500,000 vehicles affected by hurricane-associated damage.

Unlike when Hurricanes Katrina and Rita hit, the NMVTIS JSI reporting program was fully in place to assist with the aftermath of Hurricane Sandy. With the

## PROGRAM AREAS: JUNK YARD, SALVAGE YARD, AND INSURANCE CARRIER REPORTING

implementation of the NMVTIS JSI reporting program, all total-loss vehicles were subject to mandatory NMVTIS reporting under federal guidelines, which gave consumers better protection. Entities that failed to report and disclose risked federal prosecution.

BJA issued a [notice](#) to all NMVTIS reporting entities asking for their prompt, timely, and complete reporting to ensure that all users of NMVTIS information would be able to make informed decisions. Additionally, the International Association of Chiefs of Police (IACP) posted an [article](#) that provided guidance to law enforcement regarding vehicles impacted by Hurricane Sandy.

### **States: New York and New Jersey**

New York and New Jersey faced the brunt of Hurricane Sandy's physical impact as well as its aftermath. New York state officials estimated that there were over 150,000 water damaged vehicles in the state affected by Sandy. That figure was equal to the number of salvage-damaged vehicles that the state would typically process during a twelve-month period. In order to ensure a more timely reporting of all salvage-damaged vehicles to the DMV titling system, AAMVA, with the approval of BJA, awarded emergency NMVTIS grant funding to the New York DMV to assist in expediting the processing of the flood-damaged vehicles in the state titling system, which would update the information to NMVTIS.

New Jersey Motor Vehicle Commission (NJMVC) also had the challenge of processing water damaged vehicles. Typically, their in-house Special Title Unit is staffed to process approximately 500 salvage vehicles per month. In the first seventy-five days following Sandy they experienced an increase of an extra 6,950 per month, approximately a 500% increase from the norm.

AAMVA, with BJA approval, also awarded the NJMVC an emergency grant to assist in expediting the processing of the flood-damaged vehicles. As a result, NJMVC took steps to modify its salvage procedures for a specified period of time following the storm. The modification expedited the processing of information and ensured a timely update of the title record, which were then reported to NMVTIS. Fortunately, because of the temporary changes in its procedures, NJMVC was able to process its flood-affected vehicles without fully utilizing all of the awarded funding, and returned the remainder.

### **United States Department of Transportation (DOT) – National Highway Transportation Safety Administration (NHTSA)**

As a result of Hurricane Sandy, there were over 10,000 new vehicles that were water damaged at the Port of Newark, New Jersey. NHTSA worked with automobile

“With NMVTIS we have an ability to hold those businesses accountable and a means to force them into compliance. If we can show they reported all of the vehicles they processed with the exception of the stolen vehicles, the intent and knowledge hurdles of a prosecution are much easier to clear.”

DETECTIVE STEPHEN OWENS  
Lancaster (PA) Bureau of Police,  
Criminal Investigations Division/Auto  
Theft Unit

manufacturers to have the vehicles destroyed to ensure that these vehicles were never titled. Additionally, NHTSA reported the VINs for branding in NMVTIS with both “Flood” and “Salvage” brands.

## BENEFITS

**Helps Prevent Fraud, Theft, and Helps Protect Consumers from Unsafe Vehicles** By reporting VINs of vehicles that are deemed junk, salvage, or insurance total loss, NMVTIS serves to help prevent fraud and theft as well as helps protect families from unsafe vehicles. States and law enforcement rely on NMVTIS data to obtain the full vehicle lifecycle.

## COMPLIANCE EFFORTS

**BJA Heightens Awareness; Investigates Non-reporting Referrals** During this period, BJA continued to emphasize NMVTIS program awareness through its participation in numerous industry and law enforcement-sponsored webcasts and panels. Examples during this period include, BJA staff participation in the National Independent Automobile Dealers Association (NIADA) Leadership Conference and the opportunity to reach over 450 insurance carriers, auto recyclers, junk/salvage yards, and salvage pools through the ISO ClaimSearch sponsored NMVTIS webinar series.

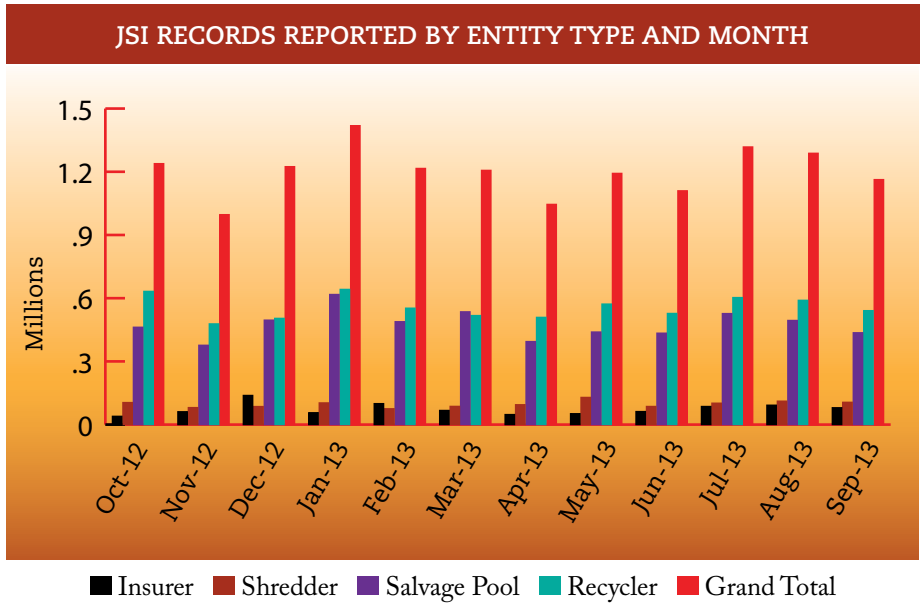
While emphasizing awareness, BJA also responded to both public and law enforcement non-reporting referrals that resulted in 24 non-reporting investigations in ten states during this period. BJA coordinates its enforcement efforts with NHTSA, the FBI, and state and local law enforcement to identify and investigate NMVTIS reporting violations. Some of the agencies BJA supported during this period include: the Maryland State Police, the Pennsylvania State Police Auto Theft Task Force, the Virginia DMV, the Iowa DOT’s Office of Motor Vehicle Enforcement, the Bridgewater (MA) Police Department, and the St. Louis County (MO) Police Department.

“Direct reporting has also allowed the department to cancel vehicle records as part of the same process and redirect efforts to other quality assurance projects. As part of the program, the department is working on a solution to allow Georgia’s law enforcement agencies to make direct inquiries in the system in order to improve their auto theft investigations and recovery notifications. The program has been a success and there are more improvements to come.”

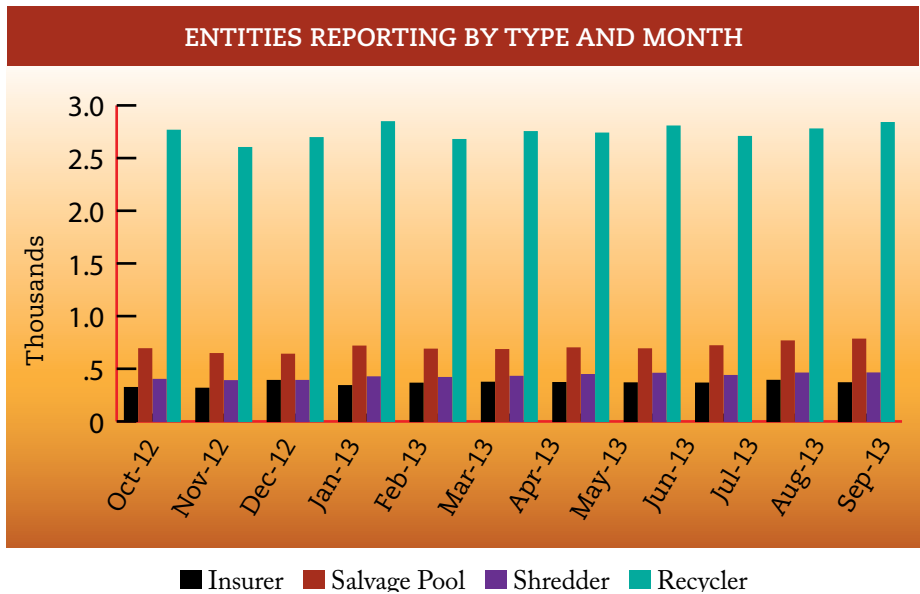
DOUG MACGINNITIE  
Commissioner, Georgia Department  
of Revenue

PROGRAM AREAS: JUNK YARD, SALVAGE YARD,  
AND INSURANCE CARRIER REPORTING

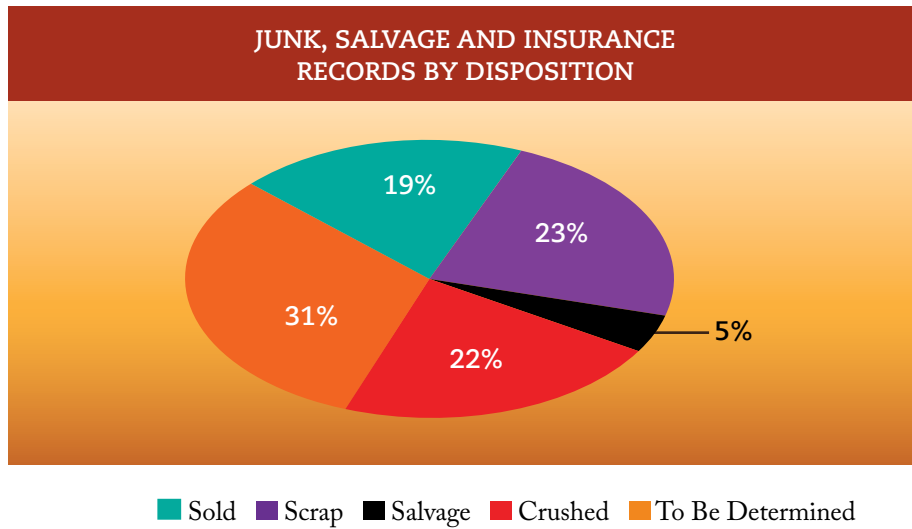
STATISTICS



**Figure 11:** During this reporting period, nearly 14.5 million JSI records were reported into the system. NMVTIS has more than 27 million total JSI records.



**Figures 12:** The number of types of entities (including insurers, recyclers, salvage pools, and shredders) reporting by month were steady throughout the reporting period. An average of 4,200 entities reported each month.



**Figures 13:** Number of junk, salvage, and insurance records by disposition in NMVTIS by the end of this reporting period.

## Consumer Access Program

### Program Transactions Doubled Over Last Reporting Period;

**Legislation and Awareness on the Rise** The Anti Car Theft Act allows “prospective purchasers” (commercial and individual consumers) to inquire into NMVTIS to investigate used cars they are considering for purchase. A federal court ruling in September 2008 required that information from NMVTIS be available to the public by January 30, 2009. Effectively, consumers would have access to affordable, online NMVTIS current title vehicle brand and title history, and junk, salvage, and insurance total loss data.

The consumer access program experienced a steady growth in the volume of inquiries conducted during this reporting period. Inquiries increased approximately 100% over the last reporting period, moving from 2,221,681 in FY2012 to 4,455,482 during this reporting period.

The year-to-year comparison of the number of consumer access transactions (**see Figure 15**) illustrates the steady growth. The growth in this program area continues to be a result of approved data providers’ continued efforts to expand the use and awareness of NMVTIS vehicle history information as well as continued compliance with [California AB 1215](#).

### Approved Data Providers

At the end of the last reporting, 10 approved data providers offered NMVTIS Vehicle History Reports to the public, including individual and commercial users. Six of the 10 approved data providers support individual consumers as well as commercial consumers, such as motor vehicle dealers. The remaining four only provided NMVTIS information to their dealer customers in the state of California in support of state legislation AB 1215. Also, one approved provider was in the application development phase. During the reporting period, consumer access application enhancements allowed for approved data providers to submit batches of VINs for inquiries in addition to the standing single VIN inquiry. Additionally, as a part of the reengineering effort, application development enabled the approved data providers to connect to NMVTIS using web services as well as a leased line. This change made it easier and less complicated for such companies to connect to NMVTIS.

This steady demand for NMVTIS Vehicle History Reports is attributed to [California AB 1215](#). However, strategic outreach resulted in increases in other areas,

“As demonstrated by efforts in California and Florida, legislative developments regarding jurisdictional use of NMVTIS within industry-specific processes, as well as state-mandated consumer protection regulations have the potential to create new markets for NMVTIS data and in turn, increase program funding and sustainability.”

JIM TAYLOR  
President, Auto Data Direct Inc.



such as from the scrap recycling industry. In one case, an approved provider, through a strategic partnership, was able to create a valuable, low-cost compliance tool that allowed businesses to protect themselves from unknowingly purchasing stolen vehicles.

To streamline the process for consumers to obtain a NMVTIS Vehicle History Report, approved data providers were advertised and displayed in a more accessible manner on [NMVTIS website](#).

### **Florida State Legislation**

During the reporting period, the state of Florida passed [House Bill \(HB\) 7125](#), which included provisions that changed state procedures for towing companies to locate out-of-state owners or lienholders during the towed-vehicle notification process. Florida tow operators may now search for a vehicle's current state of title through NMVTIS, and then request ownership information from the state identified. Web-based access to NMVTIS inquiries significantly speeds up the search process for the industry, and reduces the number of good faith notices sent to law enforcement agencies. As a result of this legislation, one of the NMVTIS approved data providers experienced a 131% increase in NMVTIS records pulled by Florida towing companies in the month immediately after the law went into effect.

## **PROGRAM REVIEW**

### **Review Initiated to Maximize Program Efficiencies and Enhance Program Revenues**

In April 2013, AAMVA, following discussions with BJA, initiated a review of the consumer access program, scheduled to be completed in the next reporting period. The review began with a focus on the core components, exploring all opportunities to maximize efficiencies while enhancing revenues. While the review is underway no new applications for becoming an approved data provider will be accepted and no additional data providers added (with the exception of the one provider that was already in development). As of the end of this reporting period, AAMVA received 18 inquiries from entities interested in becoming approved data providers and kept them on file.

“ Requiring the tow operator to search for the state of title through NMVTIS rather than requesting law enforcement to make the search is a savings in time and taxpayer resources. It also is an important step necessary to identify and locate the vehicle owner so they can recover their property more quickly.”

JARED LEE  
Deputy, Leon County (FL),  
Sheriff Office

## BENEFITS

**Increases Consumer Protection and Reduces Vehicle Fraud** Consumers can search NMVTIS to discover:

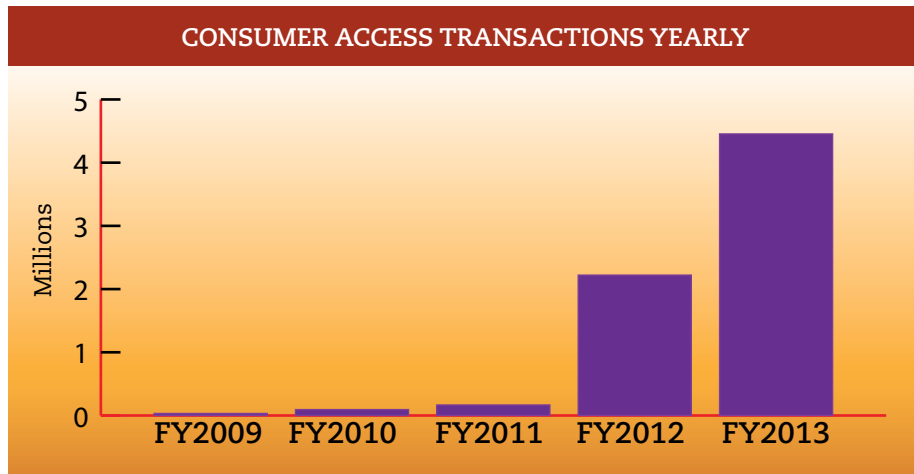
- Information from a vehicle's current title, including the vehicle's brand history.
- The reported odometer readings at the time the title was issued.
- Any determination that the vehicle is "Salvage" by an insurance company or a self-insuring organization (including those vehicles determined to be a "total loss").
- Any reports of the vehicle being transferred or sold to an auto recycler, junk yard, or salvage yard.

Through NMVTIS, once a vehicle is branded by a state motor vehicle titling agency, that brand becomes a permanent part of the vehicle's NMVTIS record. Vehicles that incur significant damage are often branded "Junk" or "Salvage." Without a fully operational NMVTIS, motor vehicles with brands on their titles can, without much difficulty, have their brands washed. Fraud occurs when these vehicles are presented for sale to unsuspecting consumers without disclosure of their true condition, including brand history. These consumers may pay more than the vehicle's fair market value and may purchase an unsafe vehicle. NMVTIS is effective in greatly reducing (if not eliminating) vehicle fraud, preventing a significant number of crimes and potentially saving the lives of consumers who might otherwise unknowingly purchase unsafe vehicles.

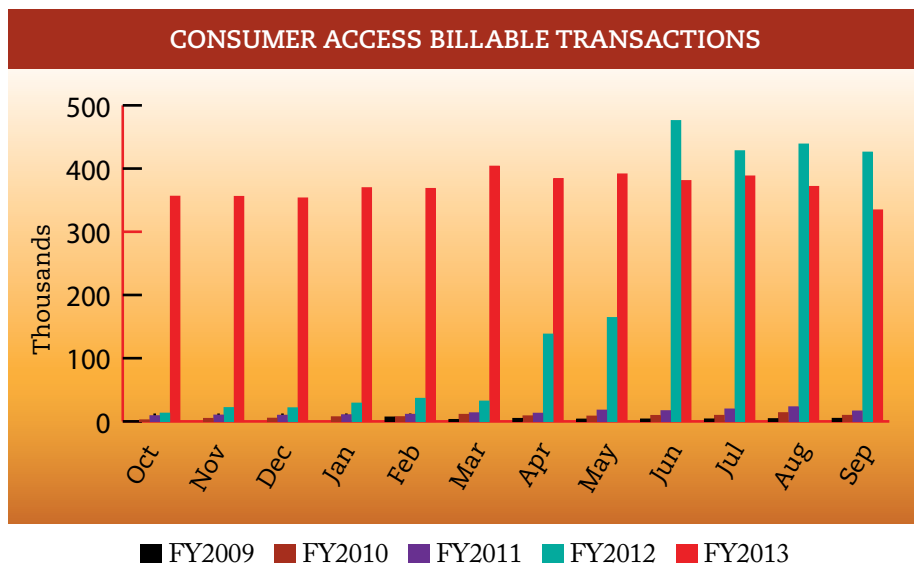
## STATISTICS

### CONSUMER ACCESS TRANSACTIONS MONTHLY

**Figure 14:** Consumer inquiries remained fairly steady at an average of 371,000 per month throughout the reporting period.



**Figure 15:** Nearly 4.5 million consumer access transactions occurred during this reporting period, a 100% increase over the 2.2 million transactions during the previous reporting period. Transactions during the third reporting period (FY2011) totaled 167,000. Transactions totaled 94,000 during the second reporting period (FY2010) and 30,000 during the first reporting period (FY2009).



**Figure 16:** This is a month-to-month comparison of consumer access transactions during the previous and current reporting periods. Inquiries spiked in June 2012 in anticipation of [California AB 1215](#) implementation effective July 1, 2012. February illustrates the noteworthy increase of transactions from January 30, 2009, when NMVTIS information first became available to consumers, to February of this reporting period—transactions in February 2009 numbered just over 6,600 in comparison to approximately 368,000 in February 2013—an increase of nearly 5,500% during the program’s four years!

## Law Enforcement Access Program

### **Growth in the Use of Law Enforcement Access Tool Increased; Total Number of LE Inquiries Increased 100% from the Last Reporting Period**

The NMVTIS LE Access Tool is a distributed federated search tool with the ability to search any data source in any location as long as access is granted and the data source can be searched based on VIN. The foundation of this tool is the NMVTIS central file and the JSI data, but new data sources are consistently being added. In addition, based on input from the field, users identified ways they believed the search tool could be expanded to further assist law enforcement investigations. AAMVA and BJA took these recommendations and embarked on improving the LE search tool. This effort continues and would not have been possible without the reengineered NMVTIS platform. During this reporting period, the AAMVA and BJA technical teams reviewed requirements, identified solutions, and built web services that allow LE users to search NMVTIS not only on complete VINs, but also state title numbers and partial VINs. The testing of these improvements have been completed and will be implemented in the next reporting period.

The number of law enforcement users of the NMVTIS LE Access Tool grew during the reporting period with a 29% increase over the previous reporting period. Awareness of the value of NMVTIS to law enforcement has spread throughout the United States in the following ways:

- Users from the Regional Information Sharing Systems (RISS) and FBI's Law Enforcement Online (LEO)
- Webinars sponsored by AAMVA
- Classes on VIN Cloning and Online Salvage presented by the National White Collar Crime Center through funding by BJA
- Professional organization's websites and conferences

During this period, BJA conducted an analysis of the users and developed the following profile:

- Law enforcement users of the system are in all 50 states and the District of Columbia.
- 1,516 agencies are represented.
- 196 users are from fusion centers.
- 130 indicate they are part of an Auto Theft Task Force.
- 743 classify themselves as an Auto Theft Investigator.

During this reporting period, the number of inquiries submitted by LE users increased just over 100%. The number of visits to the NMVTIS LE

“As auto theft cases become more complex, investigators need tools that will help simplify their investigations. The NMVTIS LE Access Tool provides a valuable ‘one-stop shop’ for comprehensive, nationwide title, junk, salvage, and insurance total loss information.”

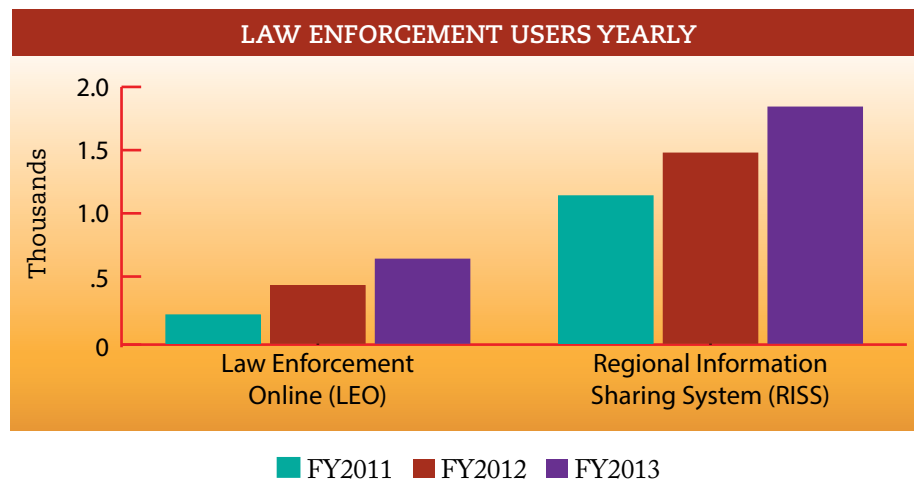
JOHN R. SIMPSON  
Executive Director, Department of  
State Police, Maryland Vehicle Theft  
Prevention Council

Access website grew from 187,367 to 248,745, an increase of 33%. During the next reporting period, AAMVA is exploring expanded secure access as a method to increase the use of the NMVTIS LE Access Tool.

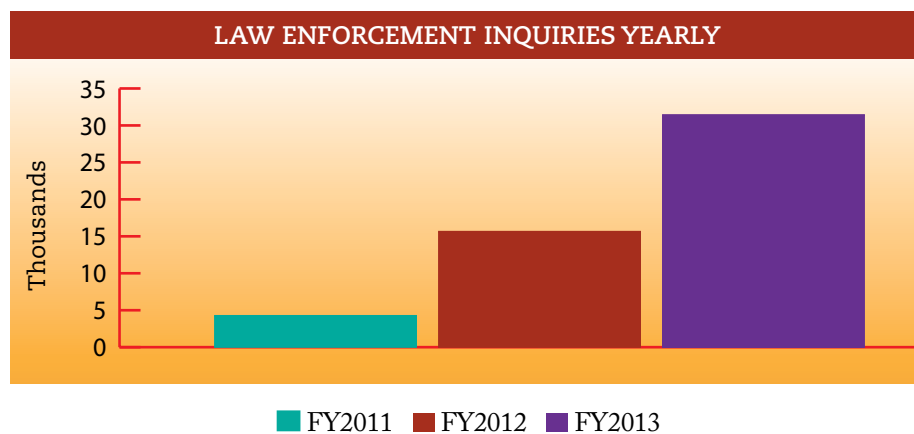
## BENEFITS

**NMVTIS Provides Data Helpful to Investigations** The NMVTIS LE Access Tool provides law enforcement with secure access to information that assists in the investigation of crimes associated with motor vehicles. These crimes include auto theft, VIN cloning, and may include violent crimes, such as smuggling operations (narcotics, weapons, human trafficking, and currency) and fraud. This access can assist investigating officers in identifying vehicle theft rings and other criminal enterprises involving vehicles.

## STATISTICS



**Figure 17:** The total number of law enforcement users increased by 29% over the last reporting period and by 82% over FY2011.



**Figure 18:** More than 31,000 inquiries were made during the reporting period compared to approximately 15,000 during FY2012 and 4,200 during FY2011.

**Cost Savings**

**Outreach**

**Awareness**

**Value**

**Opportunity**



## Outreach/Awareness of NMVTIS

**NMVTIS Awareness Efforts Continued** The outreach efforts during the reporting period remained consistent with efforts in previous periods. Outreach efforts focused on providing opportunities for stakeholders to increase their awareness and understanding of the NMVTIS requirements as well as exploring and expanding opportunities to use the system.

During the reporting period, the website [www.vehiclehistory.gov](http://www.vehiclehistory.gov) received approximately 3,000 public inquiries.

Regular updates were provided to the AAMVA Board of Directors and to the NAB at each of their meetings. The updates were fundamental to ensuring that board members were fully aware of the system, its intent and its strategic, operational, and financial status. In addition to updates at the board meetings, BJA hosted webinars, briefings, conferences, and discussion panels. Outreach events included:

- BJA staff participated in the National Independent Automobile Dealers Association (NIADA) Leadership Conference.
- ISO launched an Outreach Program for their customers that was designed to train and educate them on the NMVTIS reporting process. The Department of Justice was involved, participating in webinars that reached over 450 insurance carriers, auto recyclers, junk/salvage yards, and salvage pools.
- Auto Data Direct (ADD) delivered NMVTIS presentations for law enforcement associations:
  - Regional International Association of Auto Theft Investigators (IAATI) conferences
  - The National Odometer and Title Fraud Enforcement Association (NOTFEA) conference
  - International Association of Special Investigation Units (IASIU) conference
  - The Florida Insurance Fraud Education Committee (FIFEC) conference

“The General Services Administration (GSA), Property Sales Office has been utilizing the NMVTIS process for over two years now to clearly mark a vehicle title record with information regarding federal crash test/scrap and salvaged vehicles that are sold to the public. Taking this step has helped ensure that titles are being properly identified at the DMV which in turn continues to keep our roads safe.”

COREY TILLEY  
General Services Administration,  
Federal Acquisition Service

- The Office of Justice Programs (OJP) posted information on the topic of Hurricane Sandy flood-related vehicles via Twitter, OJP Facebook, the BJA website, and NMVTIS website. In addition, input from the NMVTIS team was provided in response to a *New York Times* information request.
- A fact sheet entitled The National Motor Vehicle Title Information System (NMVTIS) Law Enforcement Access Tool was created for distributing to the law enforcement community at various conferences and training.
- National White Collar Crime (MW3C) delivered two Salvage Reporting Training programs (Baltimore, MD and Tampa, FL) for state and local law enforcement representatives.
- BJA provided an overview on NMVTIS to the International Lemon Law Administrators (IALLA) meeting in June.

## STAKEHOLDER COLLABORATION

During the reporting period, NMVTIS continued to be a subject of interest to other federal agencies that see the value NMVTIS may add to their own program areas.

### General Services Administration

**AAMVA/GSA Agreement Fosters Consumer Protection** GSA and AAMVA have a Memorandum of Understanding (MOU) that enables the GSA Property Sales Office to apply two types of vehicle brands to federal crash, test/scrap, and salvaged vehicles that are sold to the public. During the reporting period, NMVTIS continued its support of that activity and manually applied the applicable “Junk” or “Salvage” brand to the vehicles on behalf of the GSA. Because of the successful collaboration, both parties agreed to extend the MOU through February 2015 at which time they will assess and determine the future of the arrangement.

## System Reengineering

**NMVTIS Reengineered Platform Launched; Reduces Data Center Costs and Increases Flexibility** As noted in the last annual report, AAMVA started the effort to reengineer the NMVTIS platform in FY2012. The scope of the reengineering involved:

- Reengineered Title/Brand central file database and all associated applications
- Migration of JSI database to Title/Brand central site
- Capacity Planning
- Security Planning and Assessment
- Disaster Recovery (DR) implementation for all AAMVA NMVTIS components

“Reengineering NMVTIS positioned the system to be more flexible and maintainable. It provided a secure and reliable platform to meet customer needs.”

MEKALA JOY  
Project Director, Vehicle Systems,  
AAMVA

AAMVA successfully launched the reengineered NMVTIS on January 7, 2013. This effort positioned NMVTIS to be more flexible and adaptable, while also reducing data center operating costs. In addition to the features migrated from the mainframe platform, several new features were included in the January 2013 release. One of the key features added was self service capability for states to perform data corrections. Post launch, AAMVA continued to add several other new features to NMVTIS. By the end of FY2013, the development and testing of web services for Law Enforcement Access and Consumer Access Programs were complete.

“The Department of Revenue had a very short timeframe to implement direct reporting for auto recyclers, dismantlers, and parts dealers. By working with Auto Data Direct, one of AAMVA’s partners for NMVTIS reporting, we were able to meet the mandate on time despite limited internal resources.”

DOUG MACGINNITIE  
Commissioner, Georgia Department  
of Revenue





**Internal Controls**

**Financials**

**Revenue**

**Funding**

## Financial Reports

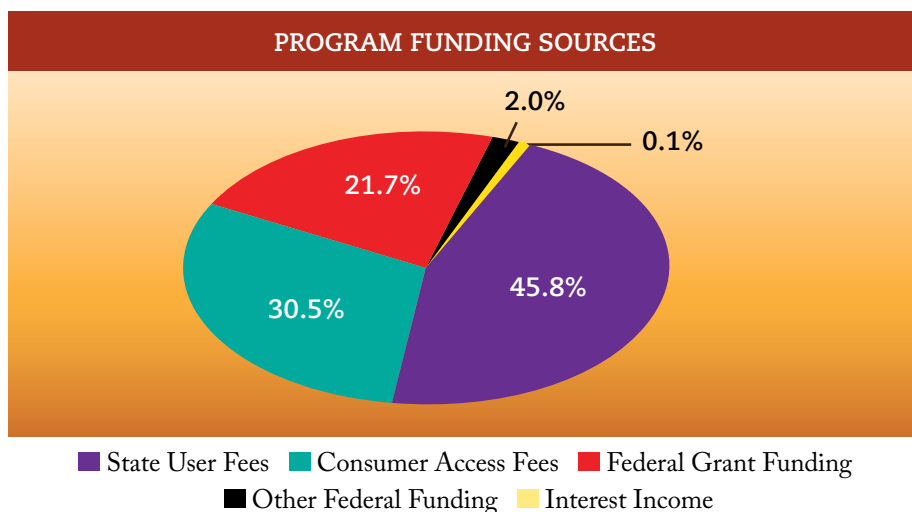
All financial information presented herein is derived from the [independent financial audit](#) conducted for the fiscal year ended September 30, 2013. Audited results reflect strong fiscal oversight of the NMVTIS program through effective governance and internal controls.

### NMVTIS PROGRAM FUNDING SOURCES

For the fiscal year that ended in September 30, 2013, NMVTIS funding was derived from a number of sources including state user fees, consumer access funding, and federal grants (see **Figures 19-20**).

PROGRAM FUNDING		
Sources	Amount	Percentage
State User Fees	\$2,501,756	45.8%
Consumer Access Funding	\$1,666,706	30.5%
Federal Grant Funding	\$1,186,131	21.7%
Other Federal Funding <sup>16</sup>	\$108,597	2.0%
Interest Income <sup>17</sup>	\$4,301	0.1%
<b>Total</b>	<b>\$5,467,491</b>	<b>100.0%</b>

**Figure 19:** Various funding sources supported NMVTIS during this reporting period.



**Figure 20:** This shows the percentage breakdown of the various funding sources for NMVTIS during this reporting period.

<sup>16</sup> Federal grant funding awarded pre-FY2009

<sup>17</sup> Derived from Consumer Access and related surplus and other federal funding



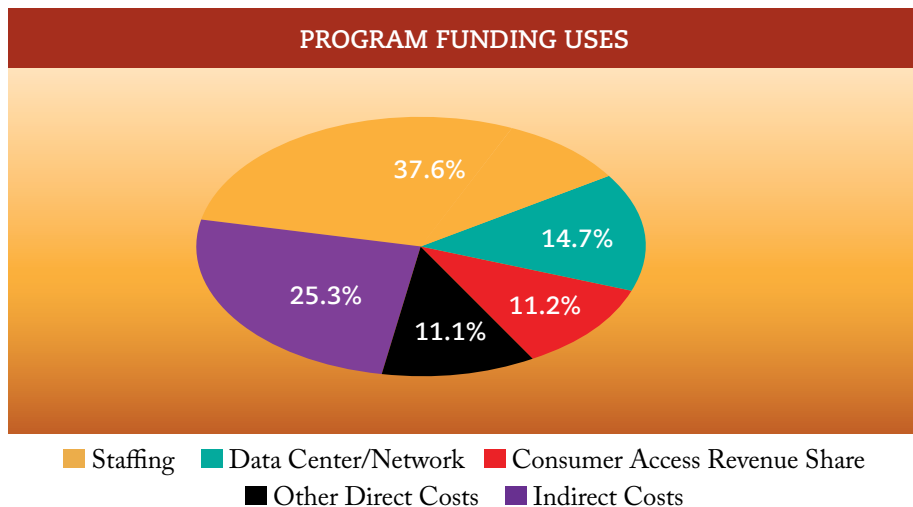
## NMVTIS PROGRAM FUNDING USES

For the purpose of presentation (see **Figure 21**), NMVTIS program initiatives have been segmented into “pillars” of similar activities defined as follows:

- Base Operations supports the day-to-day operations of the NMVTIS platform and represents \$5,687,135 or 90.7% of program costs.
- Base Implementation includes activities associated with supporting states and consumer access data providers in their efforts to implement the NMVTIS platform and represents \$583,031 or 9.3% of program costs.

Program Funding Uses	Base Operations	Base Implementation	Total	Percentage
Direct Labor/Fringe	\$1,596,575	\$180,547	\$1,777,122	28.3%
Contractor Labor	\$392,828	\$190,462	\$583,290	9.3%
Data Center/Network	\$919,322	\$0	\$919,322	14.7%
Consumer Access Revenue Share	\$704,132	\$0	\$704,132	11.2%
Other Direct Costs	\$698,142	\$0	\$698,142	11.1%
Indirect Costs	\$1,376,135	\$212,022	\$1,588,157	25.3%
<b>Total</b>	<b>\$5,687,134</b>	<b>\$583,031</b>	<b>\$6,270,165</b>	<b>100.0%</b>

**Figure 21:** Distribution of program funding uses segmented into pillars for this reporting period.



**Figure 22:** Program funding uses were driven by Staffing (37.6%), Data Center/Network (14.7%), Consumer Access Revenue Share (11.2%), Other Direct Costs (11.1%) and Indirect Costs (25.3%).





A nighttime cityscape featuring a multi-lane highway with long-exposure light trails from cars. In the foreground, a river reflects the city lights. The background is filled with numerous high-rise buildings, many of which are illuminated with lights, creating a vibrant urban scene.

Looking Ahead

Compliance

Milestones

Sustainability



## Looking Ahead

### **States to Continue Contributing Half of System Operating Costs in FY2014; AAMVA and BJA Final Operating Agreement Expected; Consumer Access Program Review Completed; State Participation to Hit Key Milestones**

Looking ahead to the next period, must be done with a firm sense of what has been accomplished with NMVTIS in the past five years. The growth and development of the various program areas has placed the system on a solid foundation for the future. The key issues for the future continue to be *financial sustainability, compliance, and the establishment of an operating agreement.*

#### **Financial Sustainability**

Recognizing that revenues from user fees may not be sufficient to cover the costs of operating the system, the AAMVA Board of Directors has expressed its continued commitment to NMVTIS, while urging staff to identify and execute strategies that would increase revenues from the sale of NMVTIS data. The completion of the Consumer Access Program review is expected to yield recommendations that would strengthen the program as well as create opportunities for the expansion in and growth of the demand and use of NMVTIS data. In addition to revenue generation, the operator must be mindful of system costs and continue to look for ways to reduce costs. This is expected to be an important issue in discussions with DOJ about the establishment of an operating agreement.

#### **Compliance**

The reporting by states and other entities, as well as the use of NMVTIS, remains an important issue for the future success of the system. The challenge continues for the operator and BJA to identify, develop, and introduce strategies that encourage states to work more diligently in providing data and performing title verifications. During this reporting period, a number of states whose participation had been on hold showed interest and activity. If these efforts continue, the state participation rate could hit a key milestone in the coming year, thereby increasing the amount of title and brand data in the system.

In the JSI reporting program, the trend of states integrating the federal reporting requirements with state statutes has the potential to increase awareness and reporting of data to NMVTIS.

#### **Operating Agreement**

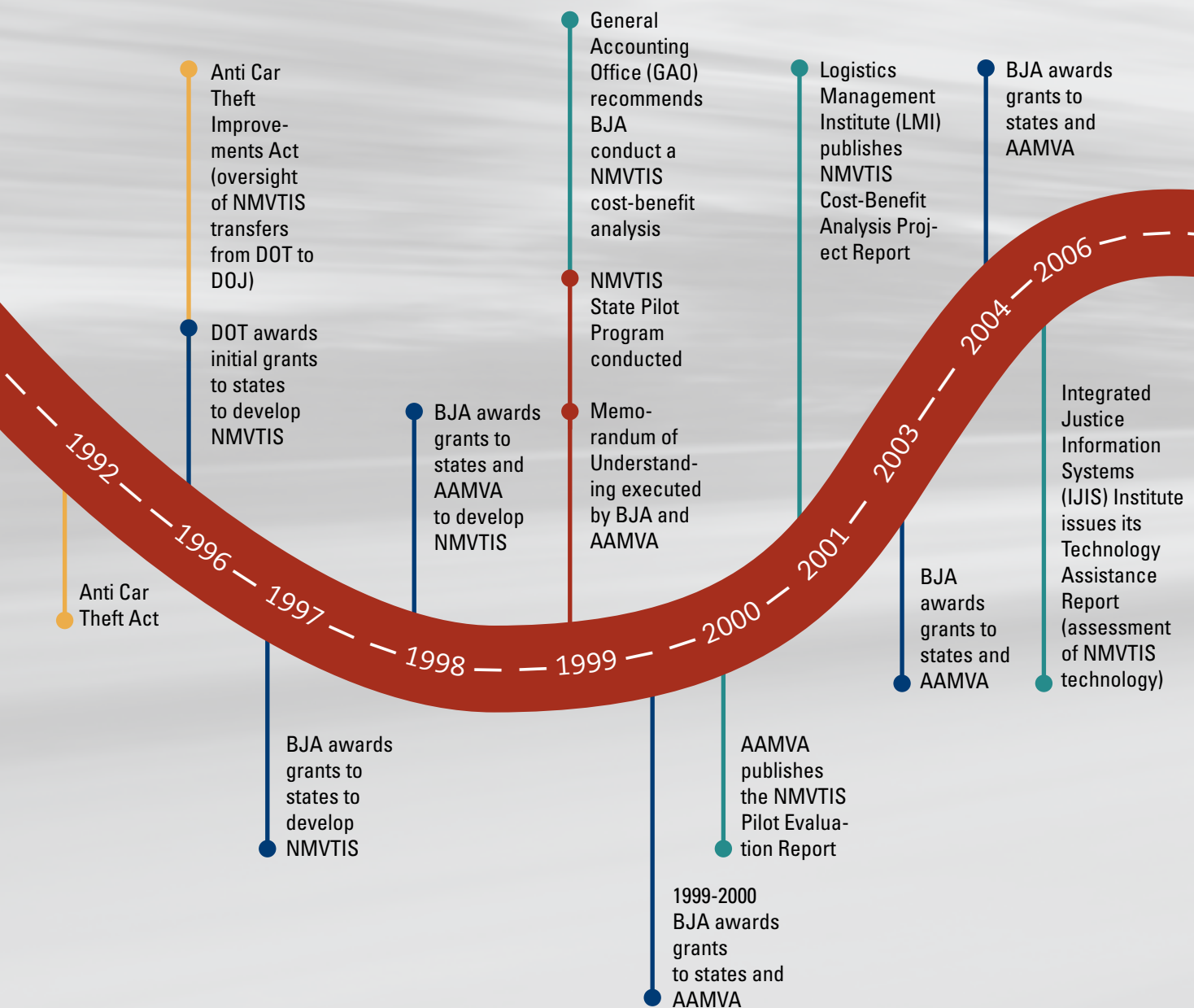
The establishment of an operating agreement between AAMVA and BJA is critical for the coming year.

“For NMVTIS to succeed, all 50 states should inquire and submit data in the system. We hope DOJ will provide more emphasis on compliance in 2014.”

ROBIN WIENER  
President, Institute of Scrap  
Recycling Industries (ISRI)

SECTION 6: NMVTIS MILESTONES

- NMVTIS Legislation
- Validation Reports
- Program Activity
- Funding







## EXHIBIT 1: SPECIFIC SERVICES PROVIDED BY THE NMVTIS OPERATOR

### Specific to state agencies, the operator must:

- Make available at least two methods of verifying title information using NMVTIS.
- Enable states to share all information in NMVTIS obtained on a specific vehicle.
- Provide states with the greatest amount of flexibility in such things as data standards, mapping, and connection methodology.

### Specific to law enforcement, the operator must:

- Ensure that state and local law enforcement agencies have access to all title information in or available through NMVTIS via a VIN search, including limited personal information collected by NMVTIS for law enforcement purposes.
- Allow law enforcement agencies to make inquiries based on organizations reporting data to the system, individuals owning, supplying, purchasing, or receiving such vehicles (if available), and export criteria.

### Specific to consumer access, the operator must:

Ensure that a means exists for allowing insurers and purchasers to access information, including information regarding the current state of title (if the state participates in NMVTIS), brands, junk and salvage history, and odometer readings (such access shall be provided to individual consumers in a single-VIN search approach and to commercial consumers in a single-, multiple-, or batch-VIN search arrangement).

### Further, the operator must:

- Not release any personal information to any entity other than law enforcement.
- Develop a privacy policy to ensure appropriate privacy protections consistent with the DOJ's Privacy and Civil Liberties Policy, the Driver's Privacy Protection Act of 1994, and other relevant laws.
- Ensure that NMVTIS and associated access services meet or exceed technology industry security standards—most notably any relevant Global Justice Information Sharing Initiative (GLOBAL) standards and recommendations.
- Use the National Information Exchange Model (NIEM) or any successor information-sharing model for all new information exchanges established, and

“When NMVTIS was introduced to our unit, we immediately recognized the benefits. We now had access to enforcement capabilities in dealing with salvage and recycling yards that were lacking at the state and local level.”

DETECTIVE STEPHEN OWENS  
Lancaster (PA) Bureau of Police,  
Criminal Investigations Division/  
Auto Theft Unit

the DOJ may require the operator to use web services for all new connections to NMVTIS.

- Publish and post on [www.vehiclehistory.gov](http://www.vehiclehistory.gov) an annual report describing the performance of the system during the preceding year that includes a detailed report of NMVTIS expenses and all revenues received as a result of operation.
- Procure an independent financial audit of NMVTIS expenses and revenues during the preceding year and post on [www.vehiclehistory.gov](http://www.vehiclehistory.gov).
- Conduct regular reviews of compliance by all NMVTIS reporting entities, ensure documentation is in place, and confirm other requirements of reporting are being met and provided to DOJ.
- Maintain a publicly available, regularly updated listing of all entities reporting to NMVTIS<sup>18</sup>.

“In all my years in law enforcement, the best way I know to describe the NMVTIS Law Enforcement Access Tool is to explain that it is to an auto theft investigator what a ticket book is to a traffic cop.”

JOHN R. SIMPSON  
Executive Director, Department of  
State Police, Maryland Vehicle Theft  
Prevention Council

## EXHIBIT 2: STATE PROGRAM – TITLE VERIFICATION AND REPORTING OF DATA

It is important to note that while each state is required to perform a verification check on an out-of-state vehicle before issuing a certificate of title, neither the Anti Car Theft Act nor its implementing regulations require states to change the way they handle vehicle branding or other titling decisions. In the inquiry process, the laws of the receiving state will determine the status of the vehicle (e.g., branding or title type) and states are not required to take any action based on data accessed. The information received from NMVTIS should be used to identify inconsistencies, errors, or other issues, so entities and individuals may pursue state procedures and policies for their resolution. Because NMVTIS can prevent many types of fraud in addition to simple brand washing, states are encouraged to use NMVTIS whenever possible for verification of all transactions, including in-state title transactions, dealer reassignments, lender and dealer verifications, updates, corrections, and other title transactions.

<sup>18</sup> NMVTIS Final Rule, Federal Register, Vol. 74, No. 19

**Regarding reporting data into the system, states are required to report the following:**

- An automobile's VIN.
- Any description of the automobile included on the certificate of title, including all brand information.
- The name of the individual or entity to whom the title certificate was issued.
- Information from junk or salvage yard operators or insurance carriers regarding their acquisition of junk automobiles or salvage automobiles, if this information is being collected by the state.

The Anti Car Theft Act also requires that the operator of NMVTIS make available the odometer mileage that is disclosed pursuant to 49 U.S.C. 32705 on the date the certificate of title was issued and any later mileage information, if in the state's title record for that vehicle. Accordingly, the rule requires states to provide such mileage information to NMVTIS.

States shall provide new title information and any updated title information to NMVTIS at least once every 24 hours. In addition, with the approval of the DOJ, the operator, and the state, the rule will allow the state to provide any other information that is included on a certificate of title or that is maintained by the state in relation to the certificate of title<sup>19</sup>.

**Title Verification and Reporting of Data—Two Approaches**

Two approaches were developed to allow states a level of flexibility in order to meet the requirements of the NMVTIS Final Rule.

**1. Integrated**

The integrated approach is the optimal approach for states, as it enables the state to truly integrate the NMVTIS application into its titling application, making the title verification and reporting of data almost seamless to the user. The integrated approach is comprehensive and impacts almost all of a state's titling processes. As a result, it is typically done when a state is planning to rewrite their title application. This approach tends to take more time to develop and implement, as it requires both the state and system operator's resources to fully understand the NMVTIS system requirements as well as state processes to ensure that they are mapped correctly and appropriate procedures are put into place. This approach is less costly in the long run as the automation of the NMVTIS process into the state titling system reduces the amount of manual processing required with the standalone approach (described below). In addition, the tight integration of the NMVTIS process into the state titling process provides better guarantees that the verifications are done in a consistent manner and the resulting title updates are done in a timely and accurate fashion.

*Provision of Data:* Vehicle data is typically transmitted via a Secure File Transfer

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<sup>19</sup> NMVTIS Final Rule, Federal Register, Vol. 74, No. 19

Protocol (SFTP) process to NMVTIS. States with fully integrated or online access to NMVTIS have their title transaction updates sent to NMVTIS in real time. Additionally, these states receive real-time updates through NMVTIS when a vehicle from their state is retitled in another compliant state. A state must also build the help desk tools required to support title data modifications.

*Title Verification:* NMVTIS was designed with input from the states. The resulting architecture and applications were designed with the intention of integrating NMVTIS into a state's titling system, making it a seamless process for titling clerks. This integrated approach includes providing access to NMVTIS central file data (VIN Pointer, Brand, and JSI) that is stored by AAMVA, theft file data and current state-of-record data stored at the state as part of the inquiry.

## 2. Standalone

The standalone approach is generally less complex and costly to develop and implement than the integrated approach since it does not impact all titling applications. However, it still requires that the state and system operator's resources fully understand the NMVTIS requirements and state processes to ensure that they are correctly mapped and appropriate procedures are put into place. This approach is geared toward states with limited IT resources in the short-term and provides the ability for a state to implement NMVTIS in a relatively brief timeframe. Due to the disconnect between the online standalone solution and the state titling system, this approach is potentially more prone to data entry errors and may increase the time at the counter to process manual inquiries. The increase in titling processing time will translate into increased operating costs for the states.

*Provision of Data:* Vehicle data is typically transmitted via a SFTP process to NMVTIS.

States without integrated access to NMVTIS can provide data in this standalone batch upload manner. Data updates to the system are made independent of the state's titling process and are required on a daily basis.

*Title Verification:* AAMVA provides two solutions for the state verification: the State Web Interface (SWI) and the Batch Inquiry. The web-based, secure portal design allows states to make verifications using the Internet. In order for states to

“NMVTIS is a useful tool in researching out-of-state vehicles where brands may have been washed or the vehicle has been reported stolen. North Dakota looks forward to working with NMVTIS on future enhancements.”

CONNIE TODD  
Consumer Services Manager, North  
Dakota Motor Vehicle Division



initially get the most out of this approach, the Batch Inquiry became available. This allows a state to submit a batch of VINs to NMVTIS. The SWI approach allows a state to conduct a single inquiry into NMVTIS.

The response to a state under both of these standalone approaches includes data from NMVTIS central files (VIN Pointer, Brand, and JSI), the theft file, and the current state of record.

Experience has shown that some states develop the standalone approach first, and then when there is the opportunity, they migrate to the integrated approach. Others have moved directly to the integrated approach. The decision appears to be a factor of time, funding, and opportunity. The NMVTIS Final Rule does not stipulate which approach a state must take to meet the requirements.

## ACRONYMS

AAMVA – American Association of Motor Vehicle Administrators  
ADD – Auto Data Direct  
BJA – Bureau of Justice Assistance  
DMV – Department of Motor Vehicles  
DOJ – (U.S.) Department of Justice  
DOR – Department of Revenue  
DOT – (U.S.) Department of Transportation  
FACA – Federal Advisory Committee Act  
FBI – Federal Bureau of Investigation  
GAO – (U.S.) General Accounting Office  
GSA – (U.S.) General Service Administration  
IAATI – International Association of Auto Theft Investigators  
IACP – International Association of Chiefs of Police  
IJIS – Integrated Justice Information Systems  
ISO – Insurance Services Office  
ISRI – Institute of Scrap Recycling Industries, Inc.  
JSI – Junk, Salvage, and Insurance  
LE – Law Enforcement  
LEO - Law Enforcement Online  
MSO - Manufacturers Statement of Origin  
NAB – NMVTIS Advisory Board  
NADA – National Automobile Dealers Association  
NAEC – North American Export Committee  
NCIC – National Crime Information Center  
NHTSA – National Highway Transportation Safety Administration  
NIADA – National Independent Automobile Dealers Association  
NICB – National Insurance Crime Bureau  
NJMVC – New Jersey Motor Vehicle Commission  
NMVTIS – National Motor Vehicle Title Information System  
NSA – National Sheriffs' Association  
NSVRP – National Salvage Vehicle Reporting Program  
OJP – Office of Justice Programs  
RISS - Regional Information Sharing System  
SFTP – Secure File Transfer Protocol  
U.S.C. – United States Code  
VIN – Vehicle Identification Number

[Anti Car Theft Act](#)

[2000 NMVTIS Pilot Evaluation Report](#)

[2001 LMI Cost-Benefit Analysis Report](#)

[2006 IJIS Institute Technology Assistance Report](#)

[2009 NMVTIS Final Rule](#)

[2009 NMVTIS Annual Report](#)

[2010 NMVTIS Annual Report](#)

[2010 NMVTIS Program Overview](#)

[2011 NMVTIS Annual Report](#)

[California Assembly Bill \(AB\) 1215](#)

[California Assembly Bill \(AB\) 1215 - Occupational Licensing Industry News](#)

[Consumer Access Provider Disclaimer \(English\)](#)

[Descargo de producto de acceso al consumidor \(Consumer Access Provider Disclaimer in Spanish\)](#)

[Don't Be Fooled Brochure](#)

[Help Prevent Crime Brochure](#)

[Independent NMVTIS Auditor's Report for the Period October 1, 2012–September 30, 2013](#)

[NMVTIS Advisory Board \(NAB\) Meeting Summary \(May 2013\)](#)

[NMVTIS Advisory Board \(NAB\) Meeting Summary \(June 2013\)](#)

[2012 NMVTIS Annual Report](#)

[2012 Press Release: Private Sector Joins Justice Department in Protecting Consumers from Vehicle Fraud and Unsafe Vehicles](#)

[NMVTIS Final Penalty Decision Considerations](#)

[2012 BJA Notice to JSI Reporting Entities Regarding Hurricane Sandy](#)

[2013 IACP Article Regarding Hurricane Sandy](#)

[VIN Cloning Article by FBI \(2007\)](#)

[VIN Cloning Article by FBI \(2009\)](#)

[DOJ NMVTIS Website](#)

[AAMVA NMVTIS Website](#)





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[www.vehiclehistory.gov](http://www.vehiclehistory.gov)