

The NMVTIS Annual Report

For Period: February 1, 2009 through September 30, 2009





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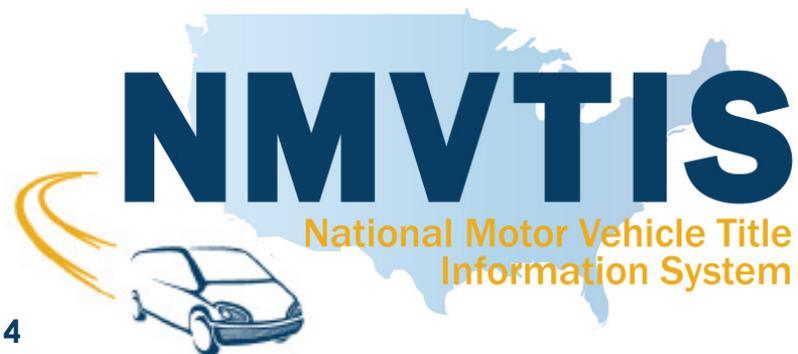
Preface

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, American Association of Motor Vehicle Administrators (AAMVA), to prepare and publish an annual report.

This NMVTIS Annual Report 2009 is the inaugural publication, covering February 1 through September 30, 2009 (“reporting period”). This reporting period was agreed upon between the system operator and the U.S. Department of Justice. It corresponds with the federal fiscal year, AAMVA’s fiscal year and the publication date of the NMVTIS Final Rule which requires an annual report and independent financial audit.

Published in December 2010, this report details the performance of NMVTIS during the eight month reporting period. Future annual reports will cover a 12 month period, October 1 – September 30 and will be published in August of the following year. This report is not intended to provide the current status of the system.

Detailed, up-to-date NMVTIS information may be found on the U.S. Department of Justice’s Web site, <http://www.vehiclehistory.gov>.



Section 1:

OVERVIEW



Background

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 fraud
- Reduce the use of stolen vehicles for illicit purposes including funding of criminal enterprises
- Provide consumer protection from unsafe vehicles

The Act required the U.S. Department of Transportation (DOT) to establish an information system intended to enable states and others (e.g., law enforcement, individual and commercial prospective purchasers) to access 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 vehicle identification number (VIN) is currently titled, a vehicle’s reported mileage, 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.

Types of vehicles included in NMVTIS are automobiles, buses, trucks, motorcycles, recreational vehicles, motor homes and tractors. In general, NMVTIS only contains titles for vehicles that meet the definition of junk or salvage automobile according to the regulations and at least one of the following criteria:

- the vehicle has an active registration and an active title
- the vehicle has an active title and the vehicle has a model year of 1981 or later
- the vehicle has an active registration and the registration is the proof of ownership

Vehicles excluded from NMVTIS include trailers, mobile homes, special machinery, vessels, mopeds, semi-trailers, golf carts and boats.

The requirements of the Anti Car Theft Act of 1992 were amended by the Anti-Car Theft Improvements Act of 1996, Public Law No. 104–152 (collectively “the Anti Car Theft Act” or “ACTA”). The Anti-Car Theft Improvements Act of 1996, in part, transferred responsibility for implementing the system from DOT to the U.S. Department of Justice (DOJ).



Background

A pilot NMVTIS program was initiated in July 1999 and concluded in December 1999. Participants included Virginia, Indiana, Kentucky and Arizona, as well as central file operators—the National Insurance Crime Bureau (NICB) and The Polk Company. Data was gathered during the pilot to determine whether the system met the requirements of the Anti Car Theft Act in a manner that was technically feasible, and whether the system reduced title fraud and titles issued on stolen vehicles. The pilot showed that NMVTIS fulfilled the requirements of the Anti Car Theft Act in a way that was technically feasible, reduced title fraud and deterred the titling of stolen vehicles. In addition, the pilot showed that the system improved the states' titling processes.

In 1999, the General Accounting Office (GAO) recommended that DOJ perform a lifecycle cost benefit analysis of NMVTIS. The GAO determined the system could provide benefits in the range of 4 to 11 billion dollars annually, if fully implemented. In addition to this study, in 2006 the Integrated Justice Information Systems (IJIS) Institute, a nonprofit membership organization made up of technology companies, was asked by DOJ's Bureau of Justice Assistance (BJA) to conduct a full review of the NMVTIS architecture to identify any technological barriers to implementation and determine if any potential cost savings were available through emerging technology. The IJIS Institute report found that "the NMVTIS program provides an invaluable benefit to state vehicle administrators and the public community as a whole. Advantages of the program include improving the state titling process, as well as providing key information to consumers and law enforcement agencies."

NMVTIS received wide support from motor vehicle and auto-industry organizations, including AAMVA and the National Automobile Dealers Association (NADA); from law enforcement organizations such as the International Association of Chiefs of Police (IACP) and the National Sheriffs Association (NSA); from the North American Export Committee (NAEC) and from the International Association of Auto Theft Investigators (IAATI). NMVTIS' benefits have also been recognized by national consumer advocacy organizations and industry-affiliated groups, including the National Salvage Vehicle Reporting Program (NSVRP).

AAMVA has worked closely with DOJ over the years on the overall strategic direction of NMVTIS—the system is seen as a key tool for the law enforcement community. The Federal Bureau of Investigation published two articles illustrating the impact of NMVTIS on eradicating the specific crime of VIN cloning— http://www.fbi.gov/news/stories/2007/march/carcloning_032907 (March 2007) and http://www.fbi.gov/news/stories/2009/march/cloning_032409 (March 2009)



Background

DOJ has awarded federal grants to help AAMVA create the system and support state development and implementation. To date, funds received during the period FY1996–2009 include:

Fiscal Year (FY)	Amount
<i>1996 (DOT)</i>	\$ 890,000
<i>1997</i>	\$ 1,000,000
<i>1998</i>	\$ 2,800,000
<i>1999/2000</i>	\$ 6,100,000
<i>2003</i>	\$ 3,000,000
<i>2004</i>	\$ 494,739
<i>2007</i>	\$ 499,204
<i>2008</i>	\$ 271,680
<i>2009¹</i>	\$ 5,700,000
Total	\$ 20,755,623

Between FY1996 and 2008, AAMVA invested its own funds to ensure the system's ongoing operation. During that period AAMVA members were participating or in development to participate in the system.

Under the Anti Car Theft Act of 1992, DOT was authorized to designate a third party operator of NMVTIS. Since 1992, AAMVA has acted in this capacity. AAMVA is a nonprofit, tax exempt, association representing U.S. and Canadian officials responsible for the administration and enforcement of motor vehicle laws.



¹Grant awarded in August 2009; activity to begin 10/1/09.

System Operator and Responsibilities

Pursuant to the NMVTIS Final Rule, the operator must provide services to state motor vehicle title agencies and law enforcement and support consumer access to the system.

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

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

Specifically in support of 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), brands², 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)

² descriptive labels used in regard to the status of a motor vehicle, such as “junk,” “salvage,” and “flood”; brands are designated by the states



System Operator and Responsibilities

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 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 or any successor information-sharing model for all new information exchanges established, and DOJ may require the operator to use Web services for all new connections to NMVTIS
- publish and post on www.vehiclehistory.gov an annual report describing the performance of the system during the preceding year which 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
- 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 NMVTIS³



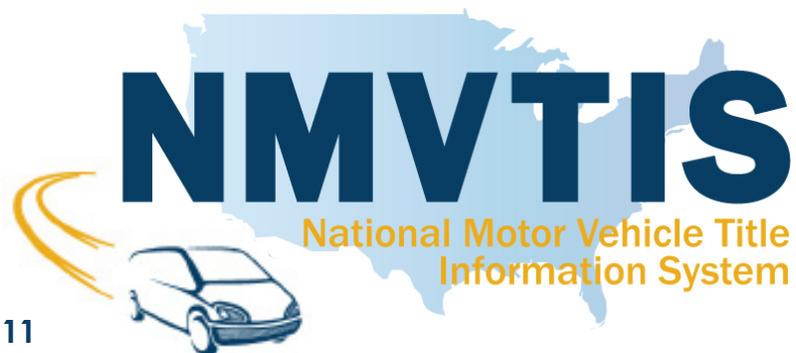
Funding

During this reporting period, there were a number of income sources.

DOJ awarded grant funding to AAMVA in the amount of \$271,680 in FY08 (2008-DD-BX-K680) to develop procedures and a reporting mechanism into NMVTIS for junk, salvage, insurance carriers (JSI) and recyclers. AAMVA used state user and consumer access fees for the cost of operating the system.

DOJ awarded additional grant funding to AAMVA, in the amount of \$5.7 million, (2009-DD-BX-K033) at the end of this reporting period to continue NMVTIS implementation. These funds were not used during this period and will be reported with their associated activities in the next annual report.

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

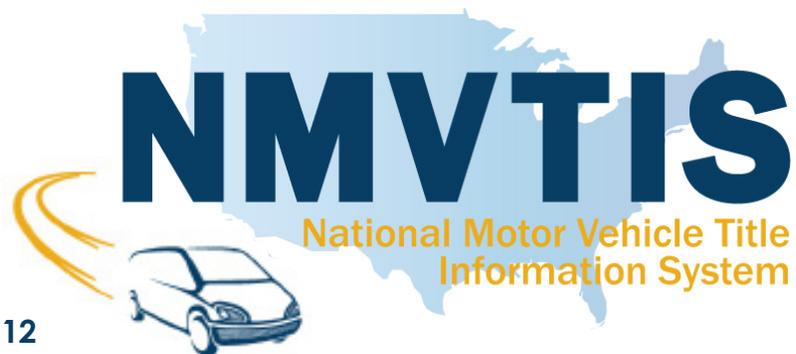


Governance

DOJ is responsible for the oversight of NMVTIS.

Upon publication of the NMVTIS Final Rule, DOJ formalized the governance structure of NMVTIS with plans to convene a NMVTIS Advisory Board (NAB).

The NAB includes representation from all of the stakeholder communities affected by the program—states, consumers, insurance carriers, auto recyclers, junk and salvage yards, law enforcement agencies, auto industry, technology partners, independent organizations focused on reducing vehicle-related crime and the operator.



2009 (Feb-Sept) At a Glance

Following many years of slow growth, this period included significant development and implementation progress in the four program areas of the system as outlined in the Anti Car Theft Act and the NMVTIS Final Rule.

STATES

At the start of this reporting period, the state program was the most mature of the key program areas of NMVTIS. At the end of January 2009, there were 13 states participating by providing title data and inquiring on the system; 14 states providing title data only; 10 states were in development and 14 states were not participating. There was 73 % of the total United States vehicle population contained in the system. At the end of the reporting period – September 30th 2009 – there was one additional state providing title data and inquiring on NMVTIS, and one additional state in development. Participation by states represented 75% of the total United States vehicle population contained in the system, reflecting growth of two percent.

CONSUMER ACCESS

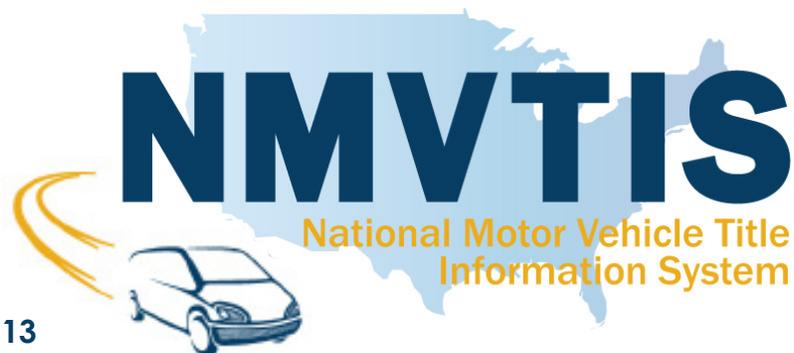
A federal lawsuit ruling on September 29, 2008, required information from NMVTIS to be made available to the public by January 30, 2009. As the reporting period began, two organizations—Auto Data Direct and Carco Group—were operational and providing consumers with access to a NMVTIS Vehicle History Report⁴ that contains state title data as well as information on junk, salvage and insurance (total loss) vehicle data.

LAW ENFORCEMENT

AAMVA developed a pilot project through the DOJ and the Regional Information Sharing Systems (RISS), which provided a small group of auto theft investigators access to the data. NMVTIS proved a useful investigative tool for law enforcement. During this period, the pilot was expanded to a larger group of users.

THIRD PARTY REPORTING

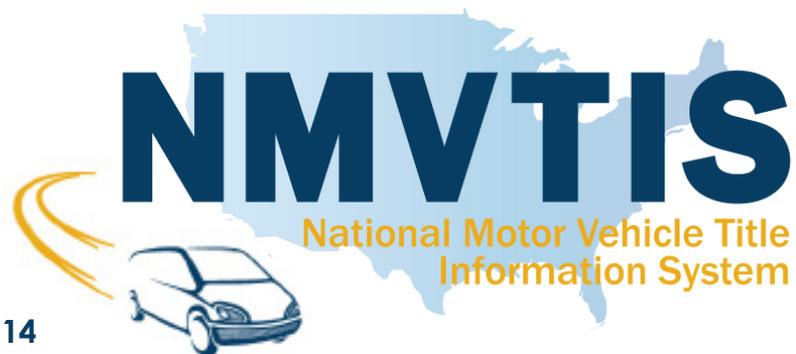
The NMVTIS Final Rule provided the framework and requirements for auto recyclers, junk and salvage yards, and insurance carriers (JSI) to report information to NMVTIS. During this period, the reporting mechanism to accomplish this was developed, Auto Data Direct (ADD) and Insurance Services Office (ISO) were approved as data consolidators and they implemented the reporting mechanism on March 31, 2009. A third data consolidator, Audatex, was in development during the later part of the reporting period.



⁴ Sample NMVTIS Vehicle History Reports are available at: http://www.vehiclehistory.gov/nmvtis_understandingvhr.html

Section 1:

PROGRAM AREAS

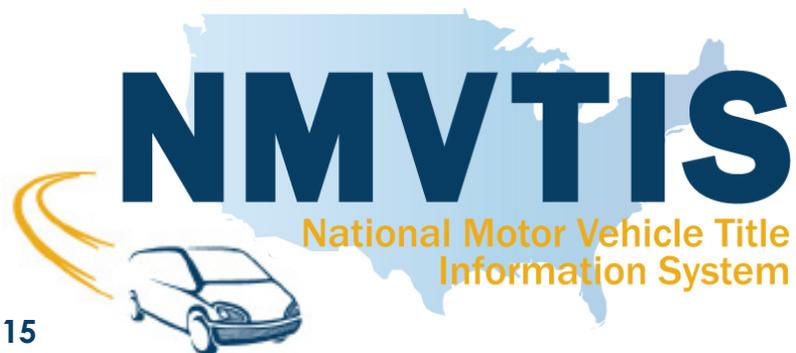


State Program

The Anti Car Theft Act and its implementing regulations require each state to perform an instant title verification check through NMVTIS before issuing a certificate of title to an individual or entity claiming to have purchased an automobile from an individual or entity in another state or in cases of title transfers. Additionally, each state is required to report data into the system and pay user fees—and all states must be fully compliant by January 1, 2010.

It is important to note that while each state is required to perform a verification check before issuing a certificate of title, neither the ACTA 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). Although states are not required by NMVTIS 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 “brand washing”⁵, 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.

⁵ “Brand washing” refers to the brand being removed from a title. Brand washing can occur if the motor vehicle is re-titled in another state and the new state does not check with the originating state or with all states that previously issued a title on that vehicle, to determine whether the vehicle has any existing brands on their records. Such brands may not have been noted on the current title document.



State Program

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

1. VIN
2. Any description of the automobile included on the certificate of title (including any and all brands associated with such vehicle)
3. The name of the individual or entity to whom the certificate was issued
4. Information from junk or salvage yard operators or insurance carriers regarding the acquisition of junk automobiles or salvage automobiles, if this information is being collected by the state
5. For an automobile known to be titled in a particular state, the odometer mileage disclosure required under 49 U.S.C. 32705 for that automobile on the date the certificate of title for that automobile was issued and any later mileage information, if noted by the state.

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 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 title⁶.

⁶NMVTIS Final Rule, Federal Register, Vol. 74, No. 19



State Program

1. INTEGRATED APPROACH

The integrated approach 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 re-write their title application. This approach tends to take more time to develop as it requires both the state and system operator's resources to ensure the state fully implements the NMVTIS system requirements.

In addition, this approach requires state processes and procedures to be mapped correctly to the NMVTIS specifications. This approach, however, 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 integration of the NMVTIS process into the state titling process enables the verifications to be performed in a consistent manner and the resulting title updates are more timely.

TITLE VERIFICATION & 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.

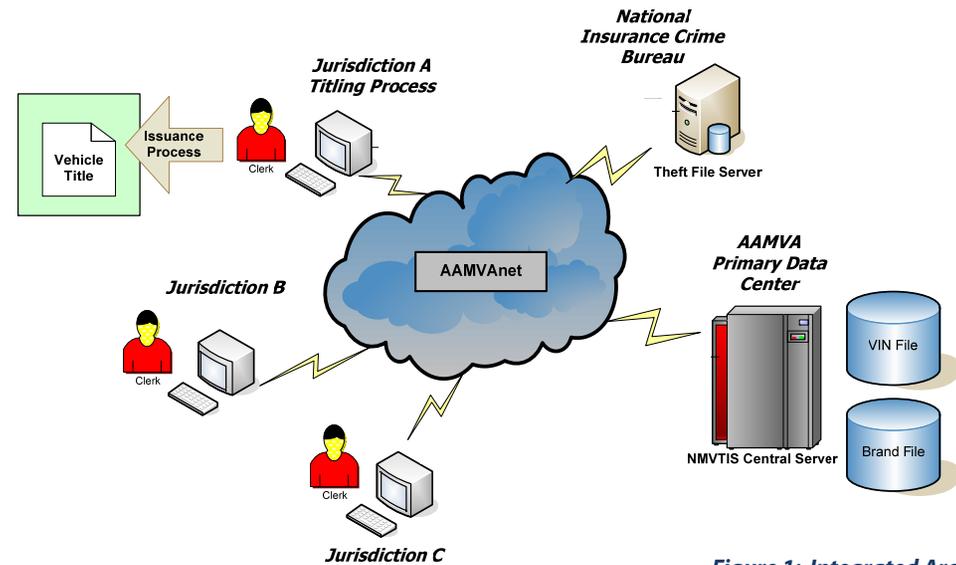


Figure 1: Integrated Architecture

PROVISION OF DATA

Vehicle data is typically transmitted via a Secure File Transfer 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, as they occur. Additionally, these states receive real-time updates through NMVTIS when a vehicle from their state is re-titled 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 and Brand) that is stored by AAMVA, theft file data and current state-of-record data stored at the state as part of the inquiry (see Figure 1).



State Program

2. STANDALONE

The standalone approach is generally less complex and less costly to develop and implement than the integrated approach since it does not impact all titling applications.

However, it still requires state and system operator's resources to fully understand the NMVTIS requirements and state processes are correctly mapped to the NMVTIS specifications.

This approach is geared toward states with limited IT resources and provides the ability for a state to implement NMVTIS in a relatively short timeframe. Due to the disconnect between the online standalone solution and the state titling system, this approach may increase the processing time at the counter to process manual inquiries.

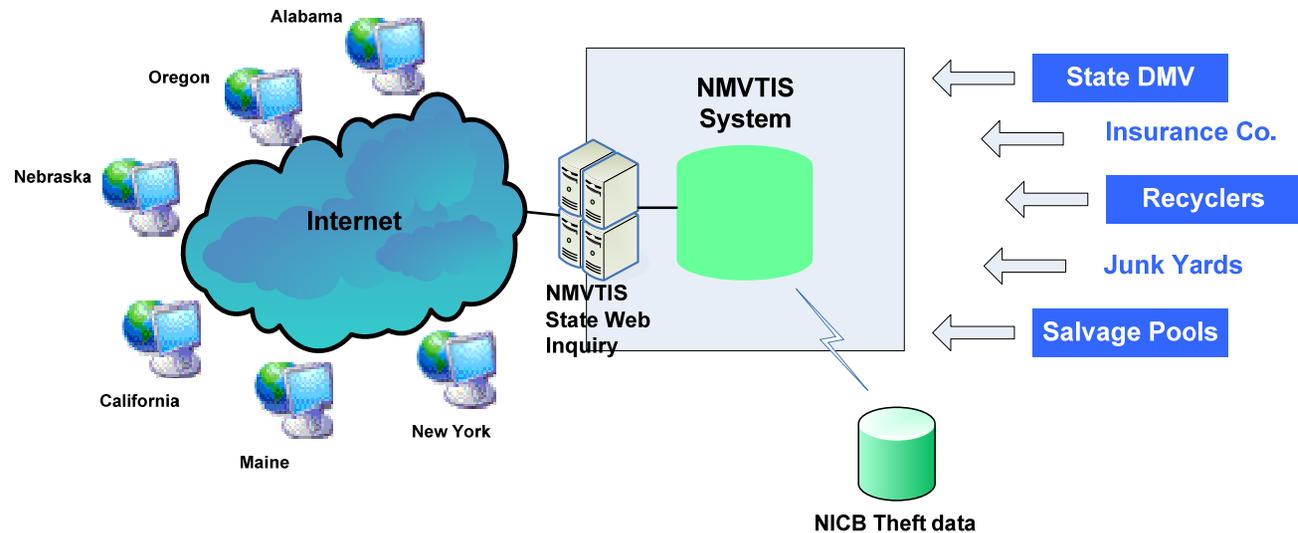


Figure 2: Standalone Architecture

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 Standalone verification: the standalone web-based inquiry and the batch inquiry. The secure portal design (see Figure 2) allows states to make verifications using the internet using a single VIN. The batch inquiry allows a state to submit a batch of VINs to NMVTIS. These solutions were developed during the reporting period.

**The response to a state under both of these standalone approaches includes data from NMVTIS central files, 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.*



State Program

Figure 3: Over 73 million transactions (title inquiries, title updates and brand updates) were conducted by states during the reporting period.

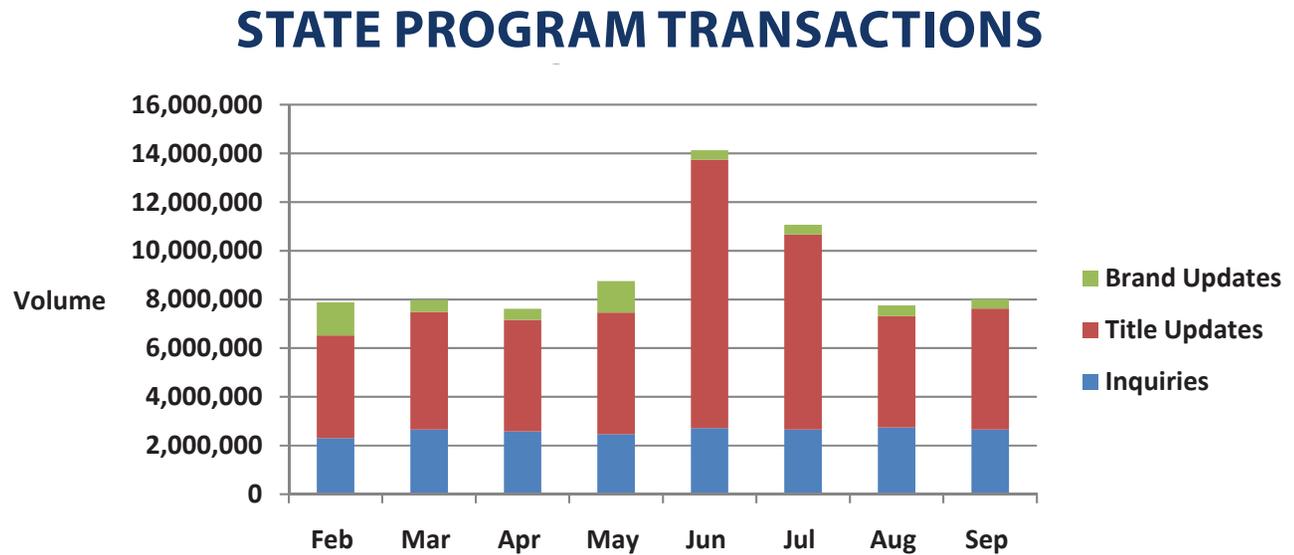
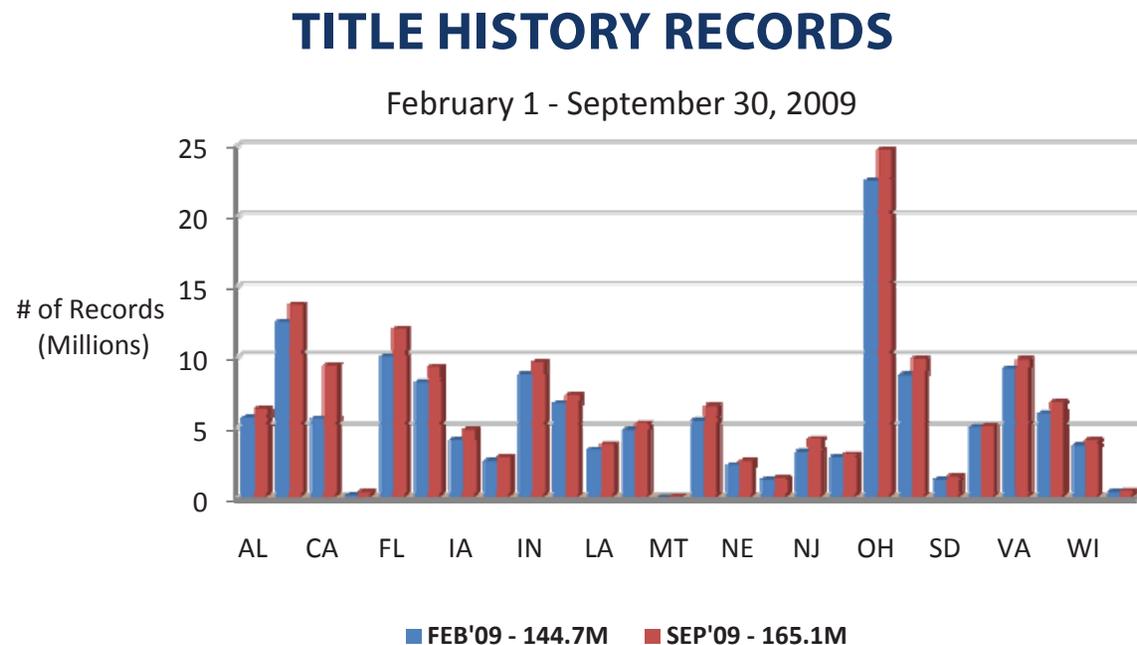


Figure 4: During the report period, a total of 165.1 million vehicle records were moved from the Current Title file into the Title History file due to those vehicles being transferred from one state to another.



State Program

CURRENT TITLE RECORDS

February 1 - September 30, 2009

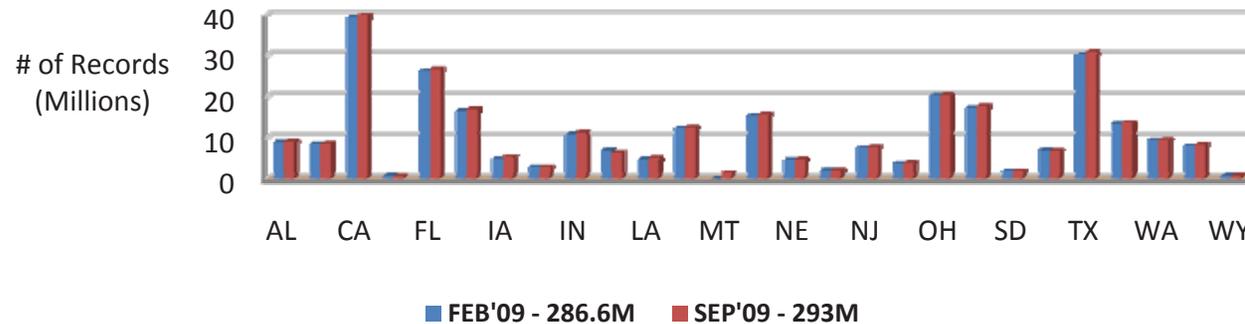


Figure 5: Current title records in NMVTIS from the 14 states participating (reporting data and conducting verification checks) during this reporting period, numbered 293 million by September 30, 2009.
Note: NMVTIS captures records received; not discreet VINs. Therefore, state program statistics will be shown using the number of records.

PAYING USER FEES

States are required to pay user fees established by DOJ and AAMVA. With approval by its board of directors, in 2001 AAMVA established a tier-based system of user fees for states founded on the number of vehicles titled in each state. To avoid discouraging use of NMVTIS, states are not charged fees based on their number of transactions in the system. Should revenue from other system services reach a sufficient level, state user fees may be offset or possibly eliminated. This provision, in conjunction with other aspects of NMVTIS administration, is designed to limit any negative financial impact on states.

During this reporting period, 18 states were required to pay fees (14 states were participating and, therefore, paying fees; 4 states had received federal NMVTIS development grants and were required, per the fees policy by the AAMVA board of directors, to pay fees 12 months after the grant award was made). At the close of September 2009, DOJ awarded AAMVA a grant for NMVTIS implementation to begin October 1, 2009, which obviated the need for states to remit user fees during the reporting period. At the end of this reporting period, 75 percent of the U.S. vehicle population was represented in the system, with 14 states reporting data and conducting verification checks, 14 states reporting data only, 11 states in system development toward implementation of NMVTIS applications and 12 states not participating (see Figure 6).

AAMVA reached out to motor vehicle administrators from non-participating states to discuss the NMVTIS requirements and make known that AAMVA resources were available to support their NMVTIS implementation efforts. Additionally, AAMVA staff provided system status updates at regional meetings to remind states of participation requirements. Unfortunately, many non-participating states were not able to begin implementation due to state budget constraints and competing legislative mandates.



State Program

"I would like to express our gratitude for your program as it yields tremendous benefit to our agencies and commitment to the Commonwealth."

-Maggie Greene, Verification Section Reporter, KY Title Branch

"If all states were on-line and this information was being updated at the time of the issuance by the new state of title record it would save us a full time employee and approximately \$30,000+ a year."

- Deb Hillmer, Director, SD DMV

"NMVTIS has provided additional information to us to bolster a claim of VIN switching on a case that resulted in significant license discipline against a dealer."

- Linda Lewis, WI Vehicle Records Chief

"We were able to reduce our man-hours used for recording an out-of-state title transfer by approximately 50 percent."

Betty Johnson, Administrator, NE DMV

State Motor Vehicle Administration Compliance

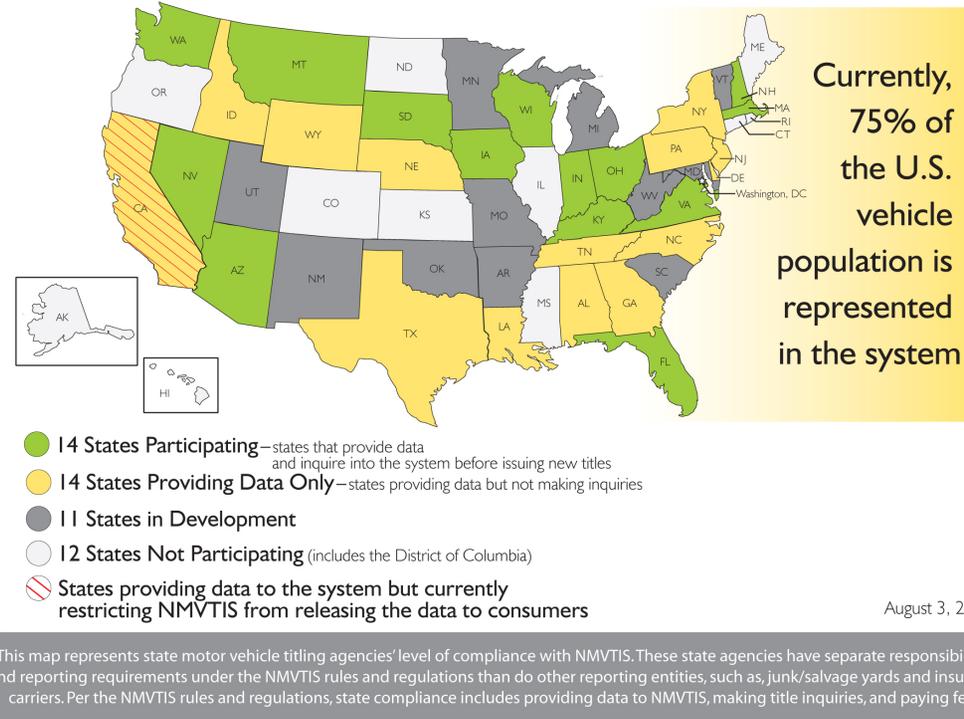


Figure 6: NMVTIS Status Map

Note: The status shown here remained in effect through the end of the reporting period, September 30, 2009



***Arizona has experienced a 99% recovery rate on vehicles identified as stolen.**

***Virginia has seen a 17% decrease in motor vehicle thefts.**

Consumer Access Program

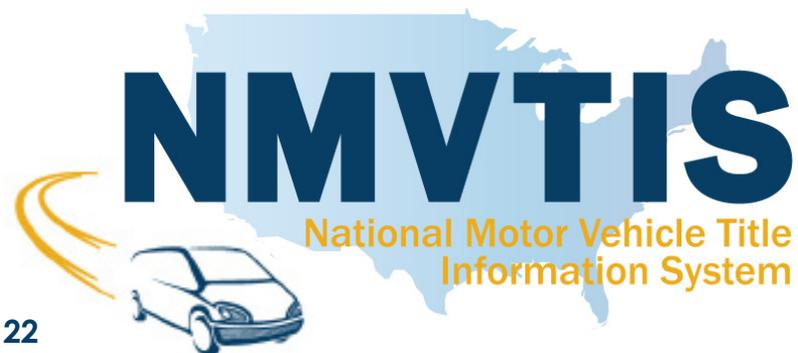
The Anti Car Theft Act allows “prospective purchasers” (commercial and individual consumers) to inquire into NMVTIS to research used cars they are considering for purchase. The federal court ruling on September 2008 required that information from NMVTIS is available to the public by January 30, 2009. Prior to implementing that requirement, state motor vehicle administrators raised concerns about the potential impact that a vehicle history service may have on their vehicle record sale revenues. To address this concern the contracts with data providers were crafted to require that once the NMVTIS Vehicle History Report is provided, they must offer a redirect to the state of title shown on the record. The consumer could then choose to be connected to the state that actually held or holds the title record to obtain more detailed information, as NMVTIS is only intended to provide a subset of the state title data.

AAMVA’s approach to meet this requirement was to allow data providers to access a subset of NMVTIS data and, in turn, provide the data to the prospective purchasers in a NMVTIS Vehicle History Report. The Report contained the following:

- Current state of title and title issue date
- Vehicle brand history
- Odometer reading at the time of titling

Consumers could access online, real-time NMVTIS current title information, vehicle brand and title history, and eventually, junk, salvage and insurance total loss data (see Figure 7).

As this reporting period began Auto Data Direct and Carco Group were providing consumers with affordable, web-based access to NMVTIS data. The data providers were charged a fee by the system operator for each inquiry that results in a record found in the system. A volume discount pricing model was established. Figure 7 shows the architecture established for the program.



Consumer Access Program

These companies made the strategic decision to be the early supporters of a system in transition, fully aware that the first year of this product would not render significant volumes or revenues. Both companies were cognizant that initially the consumer access product would only include 60 percent of the state title data. Although the system held 75 percent of the total United States vehicle population, because of a pending law suit, California state title information was not available to consumers during the report period. In an effort to ensure that prospective purchasers of a NMVTIS Vehicle History Report were made aware of the limitations that existed within the state data, a “disclaimer” was created that outlined what data the report did and did not contain including the states that were not yet providing data or as in the case of California, whose data was not currently available for prospective purchasers.

Both companies developed web-based applications offering anyone with access to a computer the ability to search a vehicle’s identification number and check its history for a relatively nominal fee. Consumers were charged between \$2.50 and \$3.50 for a NMVTIS Vehicle History Report depending on the provider and the type of report. Cognizant of the fact that the system contained a portion of the total vehicle population in the United States, consumers were only charged when a record was found.

In consideration to become data providers, a number of organizations held discussions with AAMVA to better understand the system and the data available. However, no additional providers were added during the reporting period.

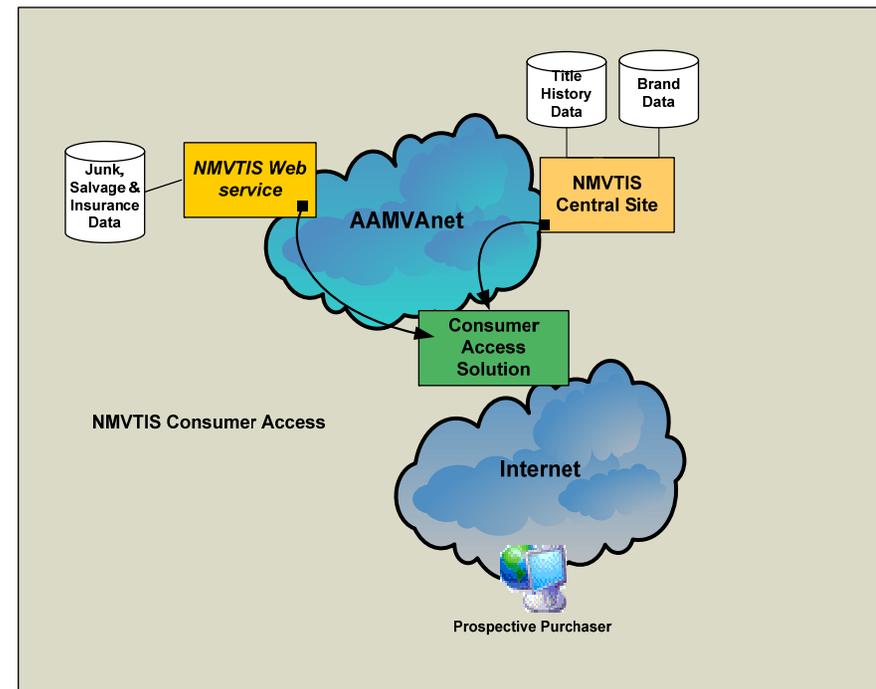


Figure 7: Consumer Access System Architecture

ADDITIONAL DATA:

Under the NMVTIS Final Rule, it is required that junk, salvage and insurance data be made available to consumers as part of the consumer access product. AAMVA included the third party reporting mechanism into NMVTIS for vehicles determined junk, salvage or total loss on March 31, 2009 and the data became available to consumers on April 1, 2009. The following information was added to the NMVTIS Vehicle History Report: • Total Loss History • Salvage History



Consumer Access Program

"CARCO has been involved in NMVTIS since its early stages. Through our interface with law enforcement, our colleagues became aware of NMVTIS and knowledgeable of its capabilities. When the opportunity arose for use to become a service provider of NMVTIS data, we quickly pursued the opportunity and are now delighted to be involved."
- James Owens, President Carco Group Inc.

CONSUMER ACCESS INQUIRIES

Feb- September 30, 2009

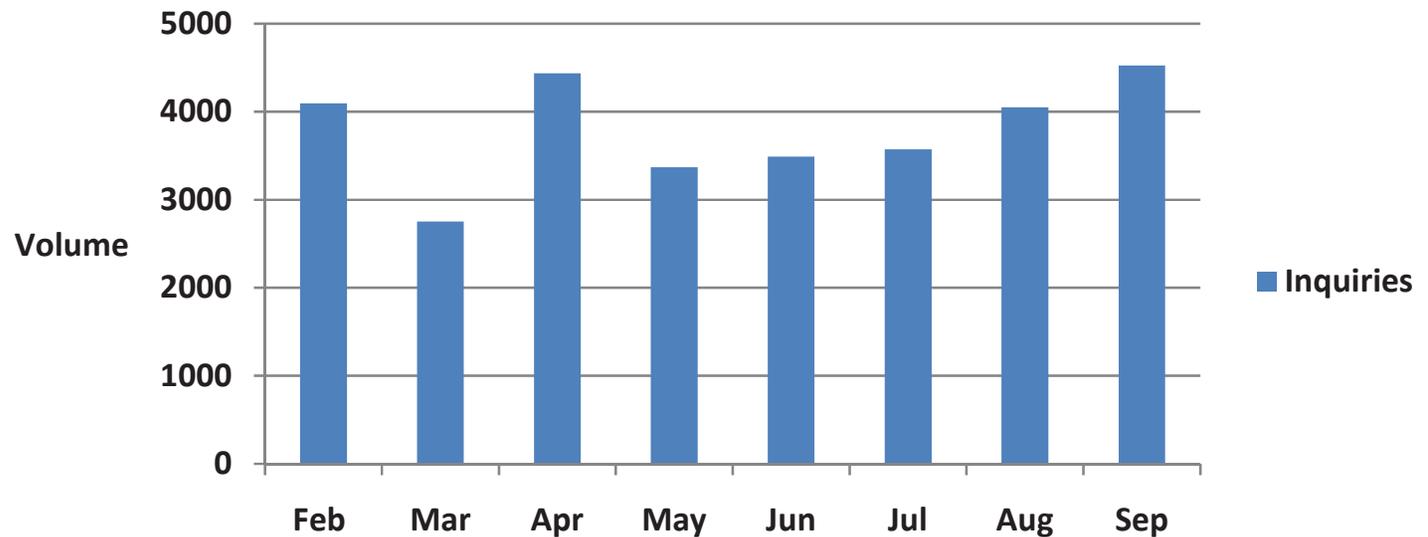


Figure 8: More than 30,000 inquiries were made by consumers during the first eight months of the consumer access program.

"Access to NMVTIS is the dawn of a new day in consumer protection for the auto-buying public. A single, national source for vehicle information is an invaluable resource for individuals and businesses, and law enforcement. Auto Data Direct is proud to be the first consumer access provider and the first data consolidator to be a part of such an important program."

- Jim Taylor, President, Auto Data Direct, Inc



Third Party Reporting Program

The Anti Car Theft Act requires junk and salvage yards, auto recyclers and insurance carriers to report (not less frequently than monthly) vehicles deemed “junk”, “salvage” or “total loss” to NMVTIS.

AUTO RECYCLERS, JUNK, AND SALVAGE YARDS⁷

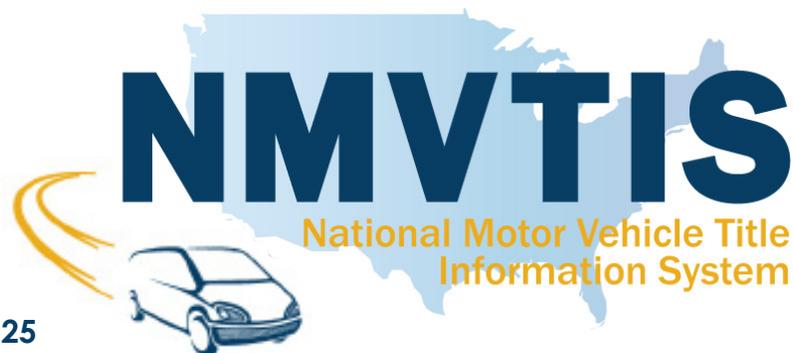
By no later than March 31, 2009, and continuing on a monthly basis as designated by the operator, any individual or entity engaged in the business of operating a junk yard or salvage yard within the United States shall provide, or cause to be provided on its behalf, to the operator and in a format acceptable to the operator, an inventory of all junk automobiles or salvage automobiles obtained in whole or in part by that entity in the prior month. The inventory shall include the following information:

- The name, address, and contact information for the reporting entity (junk, salvage yard, recycler)
- VIN
- The date the automobile was obtained
- The name of the individual or entity from whom the automobile was obtained
- A statement of whether the automobile was crushed or disposed of, for sale or other purposes, to whom it was provided or transferred, and if the vehicle is intended for export out of the United States.

There are a couple of reporting exceptions:

- 1) entities that handle fewer than five salvage (including total loss) or junk vehicles per year and
- 2) entities that currently report the required data elements to the state in which they are located and that state provides the required information to NMVTIS.

However, during the reporting period no state was reporting on behalf of junk and salvage yards and these entities are responsible for reporting the required information to NMVTIS using a third party data consolidator.



Third Party Reporting Program

NATIONAL SALVAGE VEHICLE REPORTING PROGRAM⁸

In support of the NMVTIS Final Rule, the National Salvage Vehicle Reporting Program (NSVRP), a law enforcement support organization, created a data reporting format standard for recyclers and shredders. The NSVRP standard contains as a subset, all of the data elements that are required to be reported by recyclers and shredders under the NMVTIS Final Rule. NSVRP entered into an agreement with the National Insurance Crime Bureau (NICB) to collect all the information contained in the standard format, at low to no cost to the entity that is providing the information. All the information collected under the NSVRP standard is used to investigate vehicles that are scrapped or crushed, that are being exported, re-titled or re-registered.

INSURANCE CARRIERS

By no later than March 31, 2009, and on a monthly basis as designated by the operator, a report that contains an inventory of all automobiles of the current model year or any of the four prior model years that the carrier, during the past month, has obtained possession of and has decided are junk automobiles or salvage automobiles. An insurance carrier shall report on any automobiles that it has determined to be a total loss under the law of the applicable jurisdiction (i.e., state) or designated as a total loss by the insurance company under the terms of its policies.

The inventory must contain the following information:

- The name, address, and contact information for the reporting entity (insurance carrier)
- VIN
- The date on which the automobile was obtained or designated as a junk or salvage automobile (including those determined to be a total loss)
- The name of the individual or entity from whom the automobile was obtained and who possessed it when the automobile was designated as a junk or salvage automobile
- The name of the owner of the automobile at the time of the filing of the report.



Third Party Reporting Program

To support the JSI reporting requirement, BJA instructed AAMVA to modify the scope of its FY08 grant which ran during this reporting period, in order to develop and implement a new reporting mechanism and procedures. AAMVA designed, developed, tested then implemented the programs to receive process and store JSI data. In order to ensure that the system-wide expense of operating NMVTIS is kept to a minimum, and to provide overall for what BJA and AAMVA believed to be the least burdensome and least costly manner for reporting, insurance carriers and junk and salvage yards must make their reports to NMVTIS through AAMVA-approved third party data consolidators. These data consolidators would serve as portals for the reporting entities to submit the data required by law (see Figure 9). It was a critical part of the decision that any party that would become a data consolidator would need to charge some fee to cover its costs.

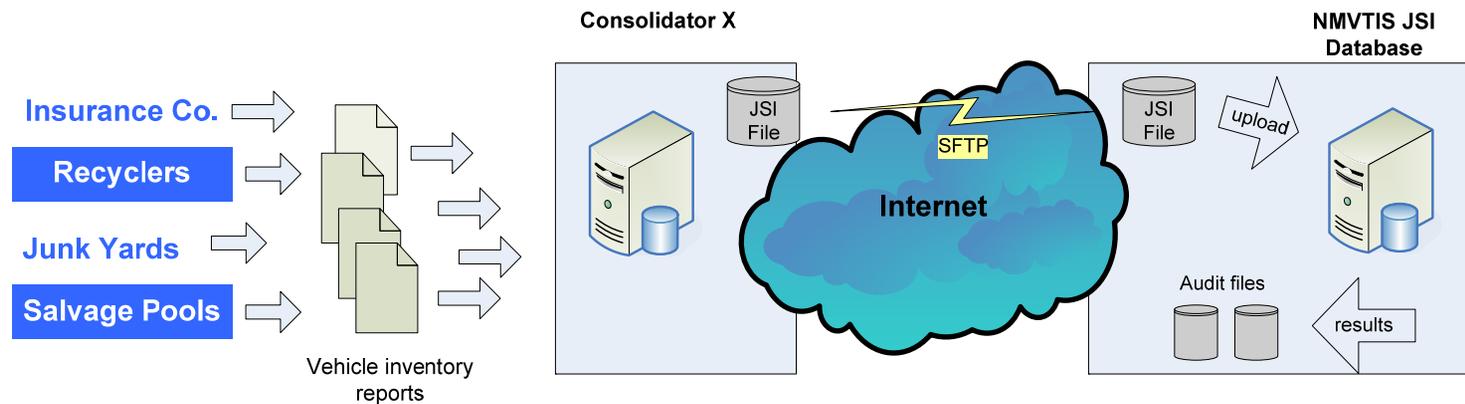


Figure 9: Third Party Reporting Architecture



Third Party Reporting Program

AAMVA reached out to current partners—Auto Data Direct, from the consumer access program, and Insurance Services Office (ISO) from the theft file component of the state program—to explore their interest in becoming data consolidators. Both executed agreements with AAMVA to become authorized NMVTIS “data consolidators.” As such, these organizations are required to offer an automated system-to-system data transfer, as well as manual processing (fax/mail). These requirements were designed to address the wide range and different levels of technical capability of all reporting entities (junk, salvage yards, auto recyclers and insurance carriers). During the reporting period, the data consolidators provided reporting entities a service that enabled them to report the required data directly from the inventory management systems, or as in the case of ISO, via insurance claims databases. Data consolidators also provided reports back to entities, that detailed the status of the records reported, whether they were accepted or rejected and if they were rejected, the reason(s) for the rejection. Both data consolidators worked with entities providing information to assist in ensuring records were submitted and accepted by NMVTIS.

The data consolidators completed their computer application development and testing with AAMVA and were in place for reporting beginning March 31, 2009. Figures 10 through 16 show the activity by reporting entity type during the period as well as the vehicle dispositions reported.

Additionally, as tasked by BJA, AAMVA made JSI data available to consumers as part of the consumer access product. Also during this period, AAMVA discussed with BJA how to best enhance the third party reporting program; the need was identified for a third data consolidator. AAMVA developed cost estimates for adding a consolidator, issued a request for proposal (RFP) and executed an agreement with Audatex who began application development in July 2009. The Audatex service became operational in December 2009.

State motor vehicle agencies were encouraged to consider becoming data consolidators on behalf of JSI entities in their states as an opportunity to generate additional revenues. Most states already collect similar data that the entities are required to report to NMVTIS. One state initiated discussions to explore the possibility of becoming a data consolidator; however, no further action was taken during the reporting period.



Third Party Reporting Program

"ISO ClaimSearch is the P&C insurance industry's primary claims and fraud database system. As a data consolidator for NMVTIS reporting, we appreciate the opportunity to provide added value to our customers by facilitating their compliance with this very worthwhile program of NMVTIS and the Department of Justice."

- Richard Della Rocca, Vice President, ISO Claims Solutions

JUNK, SALVAGE, & INSURANCE (TOTAL LOSS) DATA REPORTED INTO NMVTIS

March - September 2009

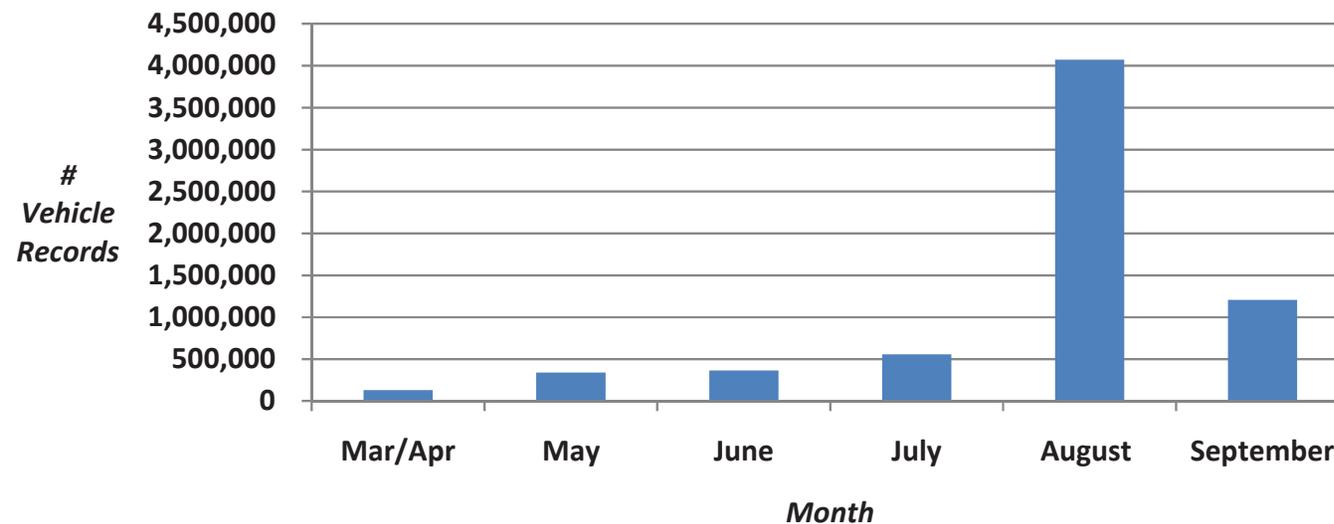


Figure 10: During this reporting period of Feb. 1-Sept. 30, 2009, approximately 6.7 million JSI records were reported into NMVTIS beginning on the compliance due date of March 31, 2009.



"In the beginning, the affected industries were resistant to reporting because it was additional work for them. After explaining the purpose and the "power" the database gives to the industry and consumers, specifically, how NMVTIS reduces criminal activity and identifies potentially unsafe vehicles, the larger entities jumped on board and started reporting. Now they see how helpful the database can be for them, their customers and for consumers."

- Jay Svendsen, National Sales Manager, Auto Data Direct, Inc.

Third Party Reporting Program

RECYCLERS REPORTING BY MONTH

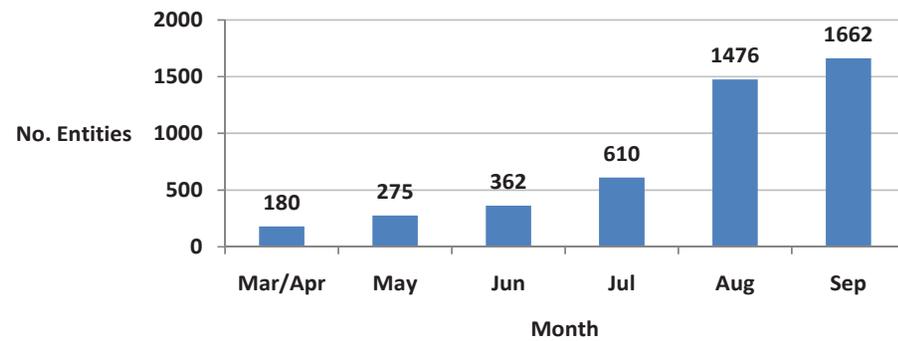


Figure 11: Monthly breakdown of the number of recyclers reporting grew from 180 entities in March/April to 1662 in September.

SHREDDERS REPORTING BY MONTH

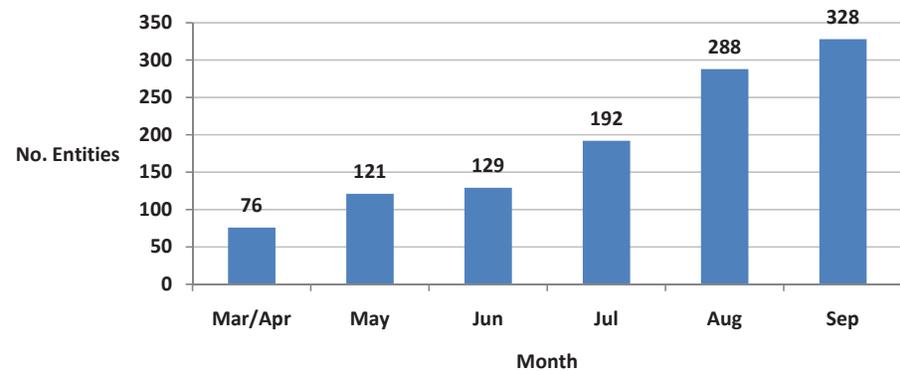


Figure 12: Monthly breakdown of the number of shredders reporting grew from 76 entities in March/April to 328 in September.



Third Party Reporting Program

INSURERS REPORTING BY MONTH

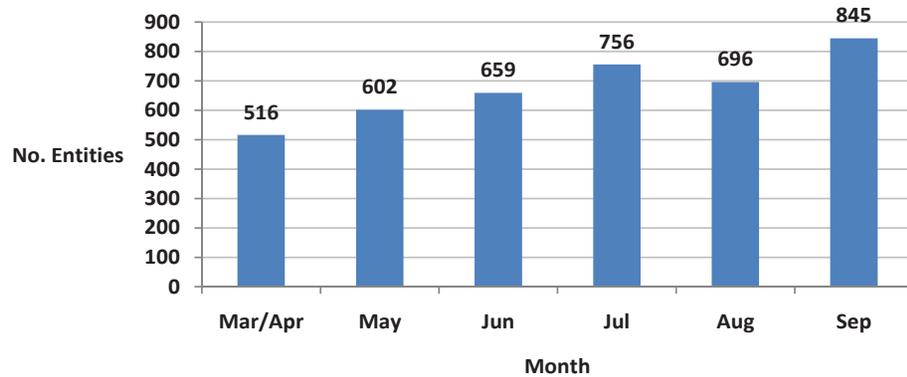


Figure 13: Monthly breakdown of the number of insurers reporting grew from 516 entities in March/April to 845 in September.

SALVAGE POOLS REPORTING BY MONTH

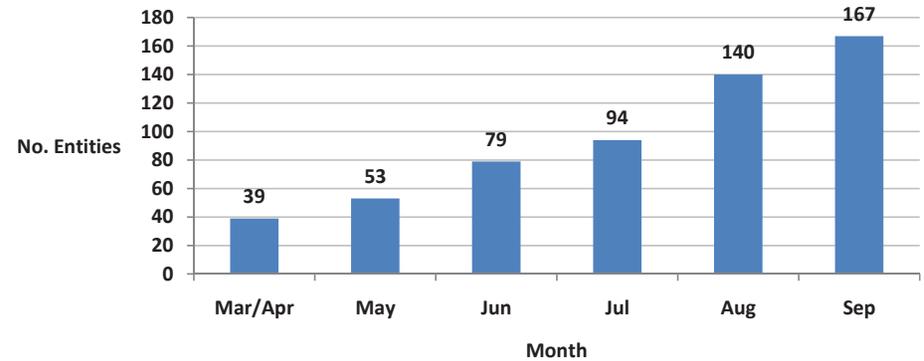


Figure 14: Monthly breakdown of the number of salvage pools reporting grew from 39 entities in March/April to 167 in September.

JUNK, SALVAGE, & TOTAL LOSS REPORTING By Entity Type

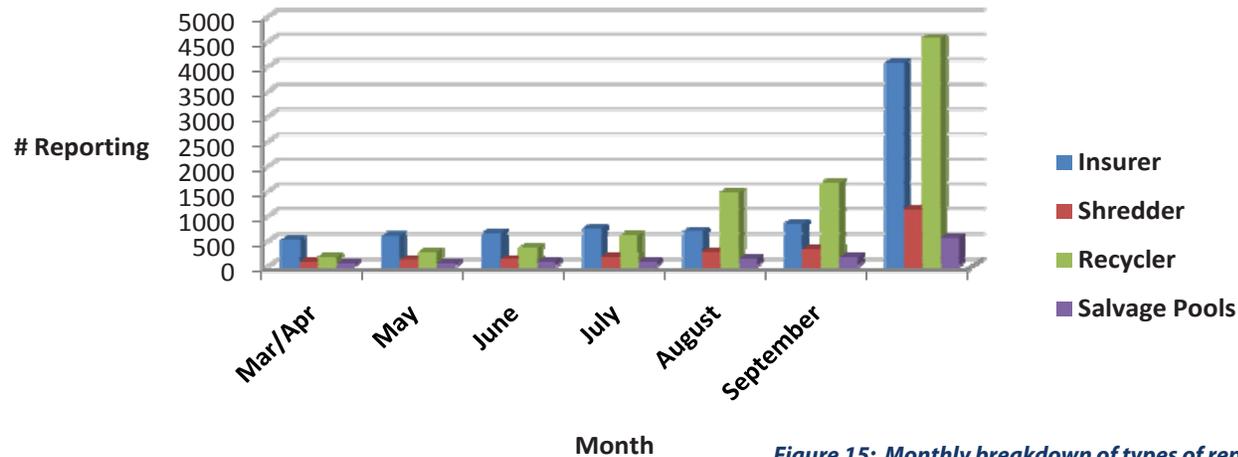


Figure 15: Monthly breakdown of types of reporting entities



Third Party Reporting Program

JUNK, SALVAGE, & INSURANCE (TOTAL LOSS) REPORTS BY DISPOSITIONS

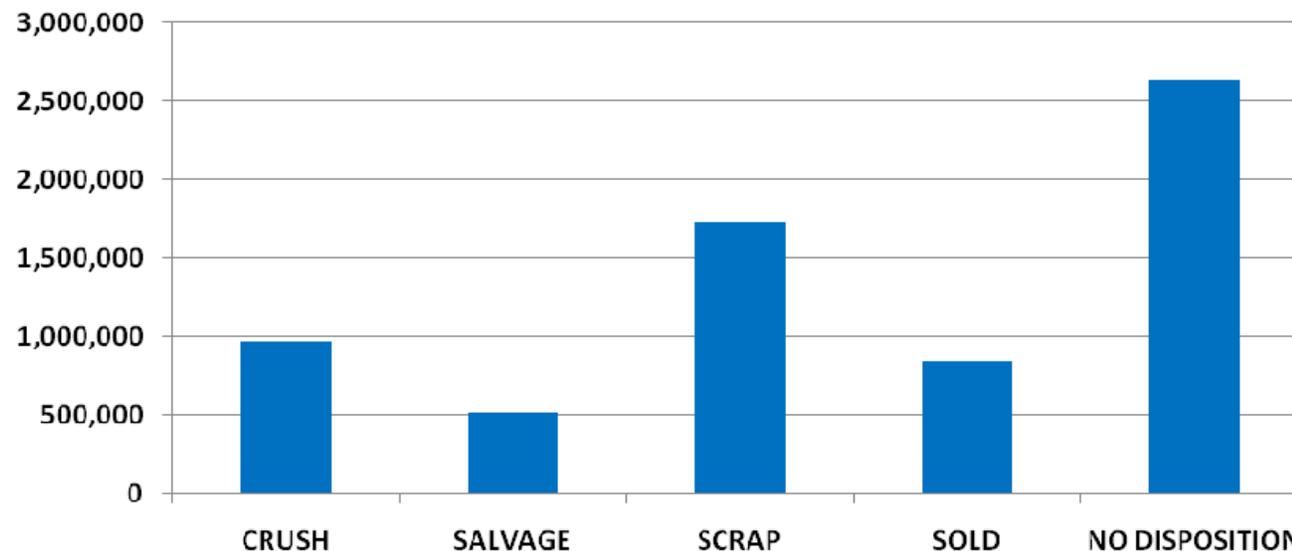


Figure 16: Disposition of Reports during the period

Figure 16 shows the breakdown of vehicle dispositions for records submitted during the reporting period. Reporting is noted as a record versus a single VIN, as a single VIN may have multiple entries in its report. A report must be made when the vehicle disposition changes over time.

For example, when the vehicle is first obtained by an entity the disposition may not be known, they must report that the vehicle was obtained; however, the disposition field is reported as "blank" (no disposition).

When the vehicle is "sold", "crushed" or "scrapped" another report must be made to change the disposition on the NMVTIS record.

An inquiry of the VIN in NMVTIS will show the multiple reports where the vehicle disposition was changed. In the case of insurance reports, all vehicles reported by an insurance carrier or on their behalf are reported with a disposition as "salvage". It should also be noted that during this same period 615,695 reports had an indicator that the vehicle was "intended for export."



Law Enforcement Access Program

Under the Anti Car Theft Act, law enforcement agencies were authorized access to NMVTIS data. During this reporting period, AAMVA provided operational support during DOJ's pilot test of access to and delivery of NMVTIS data using the secure law enforcement network, RISS (see Figure 17). With access to brand history, title and odometer history data added during this period, NMVTIS proved to be a useful investigative tool for law enforcement.

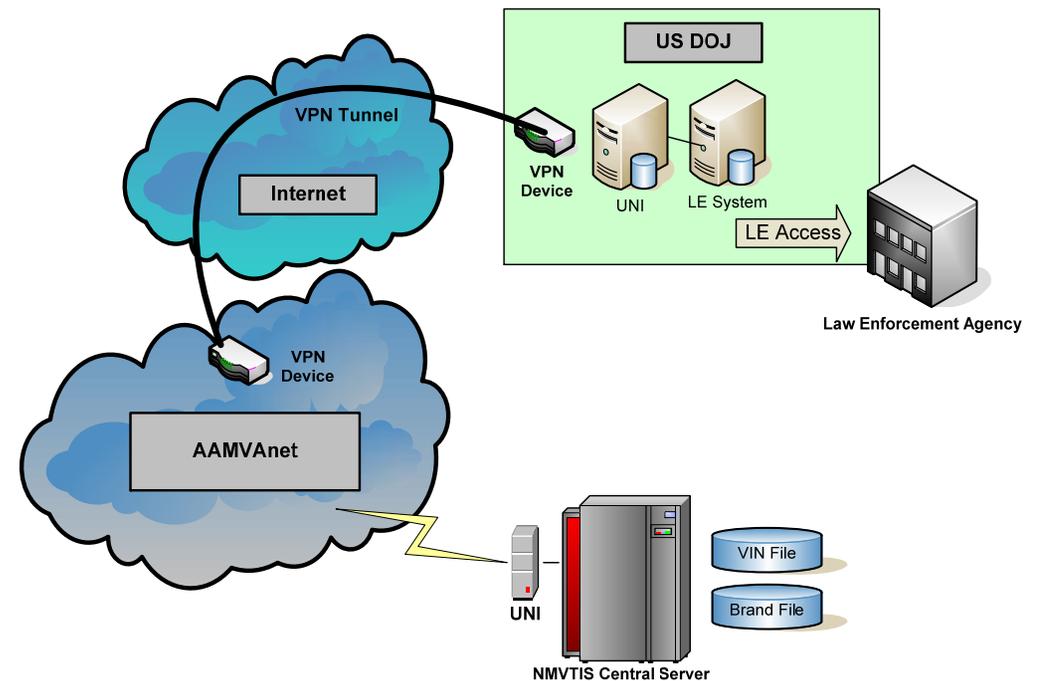


Figure 17: Law Enforcement Architecture



Benefits

STATE BENEFITS

Where implemented, NMVTIS has produced results, including time and cost savings for state motor vehicle titling agencies, reductions in consumer wait time, decreases in motor vehicle thefts, improved recovery rate of stolen vehicles, increased ability to identify cloned vehicles prior to title issuance, and improved investigative abilities.

Over the years, participating states have experienced real benefits from NMVTIS. The following are examples of such benefits:

- South Dakota and New Hampshire saving time and money by no longer requiring the clerk to manually update a state record with returned title information since such updates are automatically included in NMVTIS.
- Arizona realizing a reduction in customer wait time and the ability to identify problems upfront due to online, accurate data.
- Virginia seeing a 17 percent decrease in motor vehicle thefts.
- Arizona experiencing a 99 percent recovery rate on vehicles identified as stolen.
- Arizona, Florida, and Virginia identifying cloned vehicles by working together, prior to issuing new titles.
- Florida cracking a car theft ring responsible for cloning more than 250 cars valued at \$8 million.
- All participating states recapturing brands lost by non-participating states.
- Indiana experiencing a reduction in lawsuits by consumers who were given clear titles with missing brands.
- New Hampshire's Motor Vehicle Supervisor stating that the amount of funds spent to implement NMVTIS "represents a small fee considering the savings on insurance fraud, cloning vehicles, stolen vehicles, odometer fraud, and preventing washed brands for consumer protection--all thanks to NMVTIS!"

CONSUMER BENEFITS

The law requires NMVTIS information to be made available to prospective purchasers, including businesses that purchase used automobiles or commercial consumers. Commercial consumers include lenders who are financing the purchase of automobiles (and in many cases actually own them as the lien holders) and automobile dealers. Lenders and dealers are integral components of the automobile purchasing and titling process, and their ability to avoid fraud also protects individual consumers.



Benefits

CONSUMER BENEFITS

Prior to purchasing a vehicle, consumers can search NMVTIS to discover:

- Information from a vehicle's current title, including the vehicle's brand history;
- The latest reported odometer readings;
- 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"); and
- 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. Brand information helps protect consumers from purchasing a damaged vehicle that is presented for sale without disclosure of the vehicle's real condition. Without knowing the brand history, a consumer may pay more than a vehicle's true value or purchase a vehicle that has not been adequately repaired and is not safe to drive. In addition, a NMVTIS Vehicle History Report indicates whether a vehicle has been deemed salvage or junk (including total loss). This helps consumers avoid purchasing a potentially unsafe vehicle and/or paying more than the vehicle's fair market value.

Experian Automotive reported that in just the first six months of 2008 there were more than 185,000 titles that were initially branded in one state, and then transferred and re-titled in a second state in a way that resulted in issuance of a purportedly clean title. NMVTIS is effective in greatly reducing (if not eliminating) this type of fraud, preventing a significant number of crimes, and potentially saving the lives of consumers who might otherwise and unknowingly purchase unsafe vehicles⁹.

BENEFITS TO LAW ENFORCEMENT

The NMVTIS Law Enforcement Access Tool provides law enforcement with the information necessary to investigate crimes associated with motor vehicles, including vehicles involved in violent crimes, smuggling operations (narcotics, weapons, undocumented aliens, and currency), and fraud. NMVTIS enhances law enforcement's ability to:

- Identify stolen motor vehicles;
- Identify vehicle theft rings and cases of public corruption;
- Identify other criminal enterprises involving vehicles.

The North American Export Committee (NAEC) states that law enforcement successes to date validate the benefits and costs associated with NMVTIS. The NAEC provided data from a NMVTIS-participating state which demonstrated that as a result of using NMVTIS, hundreds of stolen vehicles have been identified and recovered during the years of the state's participation.



⁹ www.vehiclehistory.gov

Other

CONSUMER ASSISTANCE TO RECYCLE & SAVE ACT OF 2009

On June 24, 2009, the President signed into law the Consumer Assistance to Recycle and Save Act of 2009 (the “CARS Act”) (Pub. L. 111 – 32), later know as the Car Allowance Rebate System (CARS). The CARS Act established within the DOT, National Highway Traffic Safety Administration (NHTSA), a temporary program under which an owner of a motor vehicle that met a set of specified criteria could trade in the vehicle and receive a monetary credit from the dealer toward the purchase or lease of a new motor vehicle meeting statutorily specified criteria. As part of the implementation planning for the program, representatives from BJA and NHSTA agreed to use NMVTIS as the repository of all vehicles traded in under the program. NHSTA awarded a grant to AAMVA to develop the system applications and processes to support adding a “CARS” program brand or label to the NMVTIS vehicle record. This brand would identify the vehicle as a CARS program vehicle, and signal that it should not be re-titled or available for road use– as specified in the CARS Act. During this period, the CARS brand became part of the vehicle title record contained in NMVTIS and available to the general public as part of a Consumer Access inquiry. Through September 30, 2009, nearly 680,000 vehicles had VINs branded as CARS program vehicles in NMVTIS and the information was made available to states and consumers using NMVTIS.

Additionally, salvage auctions or disposal facilities that received a trade-in from a dealer were required to report the status of the vehicle to NMVTIS. AAMVA, working with NHTSA, developed procedures for updating NMVTIS to reflect the crushing or shredding of trade-in vehicles under the program. AAMVA also provided NHTSA personnel the ability to conduct a web-based single VIN inquiry into NMVTIS to track the status of CARS’ branded vehicles and whether those vehicles have been reported by a salvage auction or disposal facility within the required timeframes. During this adaptation to the CARS Act requirements, NMVTIS showed remarkable functionality to vehicle titling and tracking without requiring huge investments in information technologies or reporting. NMVTIS holds promise for other governmental functions that could, in the future, require vehicle monitoring outside of the fraud and theft arena.

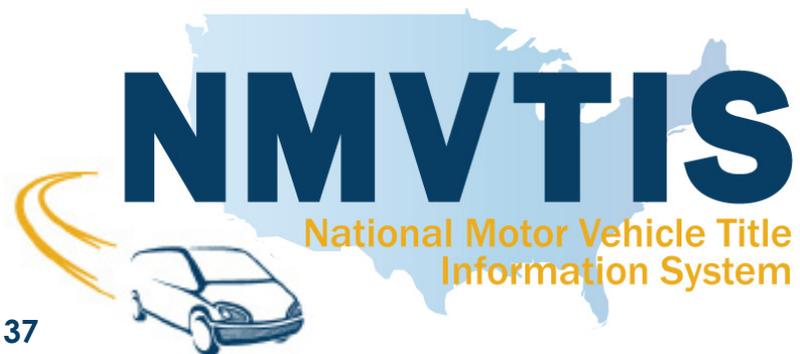
OUTREACH/AWARENESS

During the report period AAMVA, along with its data providers and data consolidators, made efforts to raise the awareness of the NMVTIS requirements. Auto Data Direct in its role as a data consolidator participated in a number of junk, salvage industry meetings and conventions promoting its services as well as informing entities of the NMVTIS requirements for them to report. AAMVA staff provided NMVTIS status updates at regional meetings. Motor vehicle administrators were encouraged to place the link to the www.vehiclehistory.gov website on their state web sites. In addition, DOJ created informational brochures on the third party reporting and consumer access program. These were distributed at conferences and conventions as well as at some state motor vehicle field offices.



Section 3:

FINANCIAL REPORTS



Financial Reports

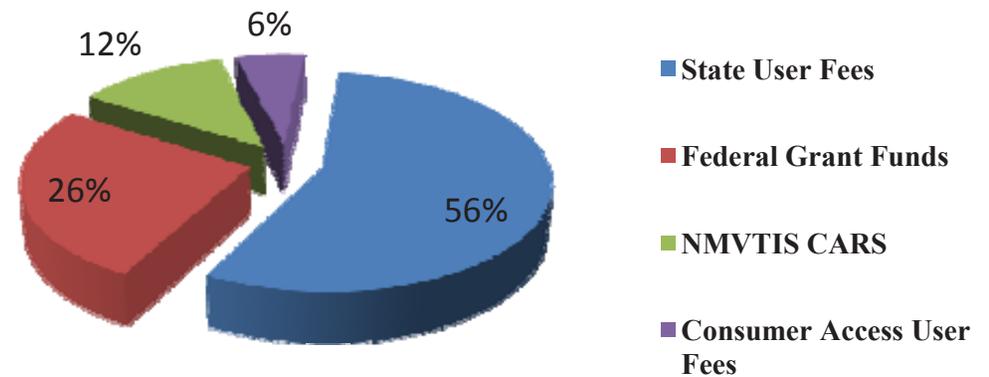
FOR THE PERIOD ENDING SEPTEMBER 30, 2009, NMVTIS PROGRAM EXPENSES OF \$3.4 MILLION WERE PARTIALLY OFFSET BY CONSOLIDATED REVENUES OF \$1.7 MILLION, YIELDING A NET PROGRAM DEFICIT OF \$1.7 MILLION, WHICH WAS ABSORBED BY AAMVA.

NMVTIS PROGRAM FUNDING SOURCES

NMVTIS program revenue was generated from various funding sources including both federal and non-federal components.

Total revenues were comprised of:

- State User Fees
- Federal Grant Funding & Interest
- NMVTIS CARS Development Fees
- Consumer Access User Fees



NMVTIS Program Funding Source

State User Fees	\$963,475	56%
Federal Grant Funds & Interest	\$453,498	26%
NMVTIS CARS	\$209,916	12%
Consumer Access User Fees	\$95,114	6%
<u>Total NMVTIS Revenue</u>	\$1,722,003	100%



Financial Reports

NMVTIS PROGRAM COSTS

For purposes of presentation (Table 1), NMVTIS program initiatives have been segmented into “Pillars” of similar activities defined as follows:

- **Base Operations:** support day-to-day operations of the NMVTIS platform, representing \$2.6 million or 75.4% of total program expenses
- **Base Implementation:** includes the activities associated with supporting states in their efforts to implement NMVTIS and represents \$0.5 million or 12.9% of program expenses.
- **Enhancements:** encompasses initiatives directed at adding or changing NMVTIS platform features and/or functionality such as the development of stand-alone applications or third party access and reporting applications and represents \$0.4 million or 11.7% of program expenses.

Table 1: Breakdown of Program Costs By Pillar¹:

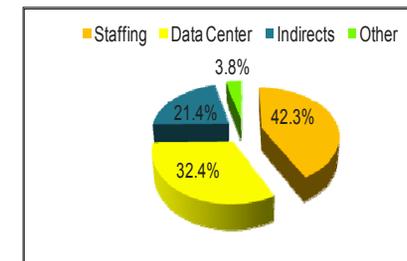
Base Operations	Base Implementation	Enhancements	Total
\$2,615,064	\$447,840	\$404,619	\$3,467,523
75.42%	12.9%	11.7%	100%

¹Includes CARS Programs and State Pass through grant expense of \$125,657 and \$122,326 respectively

Details are outlined in the independent Auditor’s Report.
(See Appendix Page 48)

Table 2: Breakdown of Program Cost by Functional Expense:

Functional Expense	Period Ending 9/30/09
Total Costs (\$) ¹	\$3,467,523
Direct Labor/Fringe (%)	13.3%
Contractor Labor (%)	29.0%
Data Center/Network (%)	32.4%
Other Direct Costs (%)	3.8%
Indirect Costs (%)	21.4%



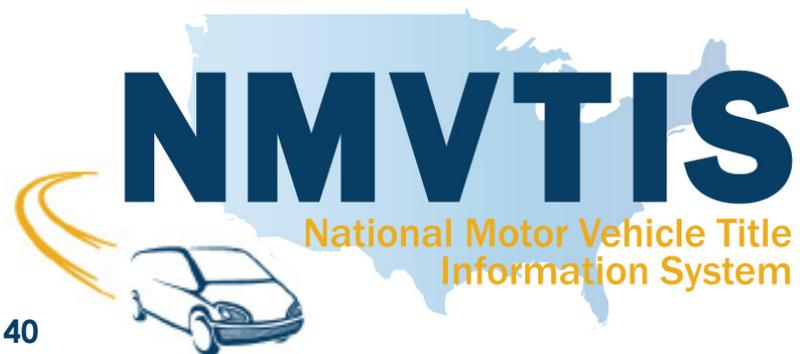
¹Includes CARS Program and State Pass through grant expense of \$125,657 and \$122,326 respectively

Source: NMVTIS Independent Auditor’s Report for the Period February 1 - September 30, 2009



Section 4:

FUTURE PLANS



Future Plans

KEY CHALLENGES

The period covered by this inaugural annual report marked the beginning of the transition of NMVTIS from a partially developed system to one that is well on its way to realizing the full benefits that were envisioned by the ACTA. During this reporting period, the pace of development was greater than any other time since the pilot project in 1999. With the NMVTIS Final Rule mandating state participation by January 1, 2010, demands on the system operator to support state development efforts increased dramatically. The implementation of the third party reporting program expanded the range of stakeholders from 51 motor vehicle titling agencies to vendors involved in supporting system operations; thousands of entities involved in the insurance, junk and salvage industries and the general public. All of the growth experienced during the reporting period required the system operator to implement strategies to find solutions to; address the system's financial sustainability during a economic downturn; to increase and support the participation of states and entities that are also facing hard economic times and adjusting to working within a more formal governance structure.

FINANCIAL SUSTAINABILITY

By federal statute, NMVTIS is intended to be self funded and not be reliant upon federal appropriations for sustainability. Without the federal funding, state user fees and AAMVA's own investment, NMVTIS would not have been able to cover its costs during this period. As the system continues to be built, costs to operate the base systems increases, along with increases in costs for supporting state implementation, the refinement of the third party reporting and consumer access programs. The additional operational cost, coupled with the uncertainty of sufficient revenues from NMVTIS Vehicle History Report sales in the short term, is a challenge that the system faces.

The challenge for the system operator is to develop and implement a strategy to contain costs and generate user fees from all possible sources, without any reliance on federal or AAMVA funds. With the awarding of the federal grant of \$5.7M for the coming period, motor vehicle administrators were advised that although they were given a user fee waiver for the coming year, it was not a guarantee in subsequent years.

During the reporting period, as part of base operations, AAMVA looked for opportunities to reduce system operating costs. In addition, AAMVA encouraged and supported the data providers in their use of marketing and promotional tactics to increase the consumer awareness and sales of the NMVTIS Vehicle History Report. Marketing and promotion of the NMVTIS Vehicle History Report is mainly the responsibility of the data providers; BJA and AAMVA also play a role. During the report period, AAMVA and BJA worked with the data providers in their efforts to develop marketing strategies that would be implemented once the population of data available in the system increased. The data providers understood that during this period their efforts would be more focused on developing strategies, identifying and exploring target markets for the NMVTIS Vehicle History Report. In future reporting periods, with additional states expected to add more state title data and increases in the reporting of junk, salvage and insurance total loss data, marketing efforts are anticipated to be more effective, resulting in increased awareness and sales of the NMVTIS Vehicle History Report. This will begin to address a source of funds necessary to support system sustainability although further analysis and assessment of cost and revenue potential is still required.



Future Plans

PARTICIPATION

State

Although state motor vehicle agencies have been involved in NMVTIS since 1999, during the reporting period 12 states were not participating in NMVTIS. States face the challenge of finding a way to fund NMVTIS development and ongoing user fees within the context of state fiscal constraints and legislative priorities. This is expected to continue to be a challenge in coming years.

Third Party

The approach to implement the reporting program provided the operator the most efficient and timely way to have a program available within the timeframe set out in the NMVTIS Final Rule. This approach required JSI reporting entities to submit the required data to third party entities. JSI entities are charged a fee by the data consolidators to submit the data to NMVTIS. DOJ and the Operator worked with a variety of trade associations representing the JSI reporting entities to further educate and provide technical assistance in meeting the newly published NMVTIS regulation. AAMVA and BJA will continue to explore methods to limit the cost burden on reporting entities.

GOVERNANCE

Under the NMVTIS Final Rule, DOJ was given the discretion to convene an advisory board to provide the department with recommendations and input on NMVTIS operations and administration. From AAMVA's perspective, the creation of this advisory board changed the role of the AAMVA board of directors on NMVTIS' strategic direction. The AAMVA Board will now be working with other NMVTIS stakeholders which comprise the NMVTIS Advisory Board to provide advice to the DOJ for the governance of the system.

FUTURE ACTIVITIES

February 1 - September 30, 2009 was a time of transition for NMVTIS. The NMVTIS Final Rule was the impetus for a more robust NMVTIS landscape—state participation and access by consumers increased and the addition of data reported by junk, salvage, insurance companies, and recyclers strengthened the value of the system. Efforts moving forward will build on this momentum. AAMVA will continue to work cooperatively and vigorously with DOJ, the states and the system's technology partners to:

- 1) ensure NMVTIS is fully implemented, operational and maintained per the ACTA and its implementing regulations and
- 2) identify future enhancements—technical and policy oriented—that allow NMVTIS to operate in an optimal manner for all of its users. Specifically, AAMVA will continue to support state development, hold discussions with states and private companies interested in data consolidation for JSI data and/or data providers of the NMVTIS Vehicle History Reports.

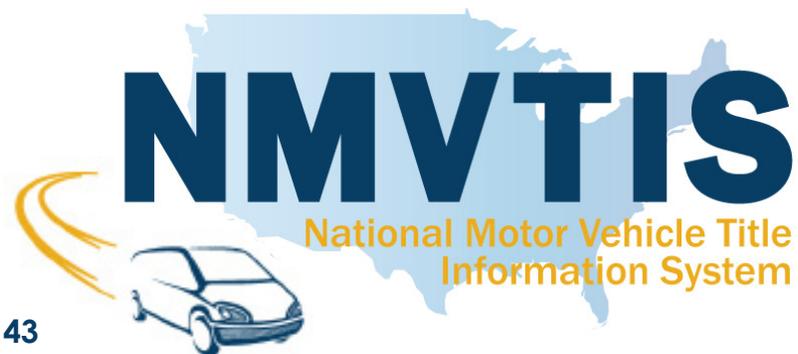
Dual themes of the efforts in the coming period will be for the system operator, in conjunction with DOJ to:

- 1) determine an approach to make the system self-sustaining through user fees and/or other program revenue and
- 2) reduce system operating costs...part of the effort will involve setting out a timeline and action plan for a review of state user fees.

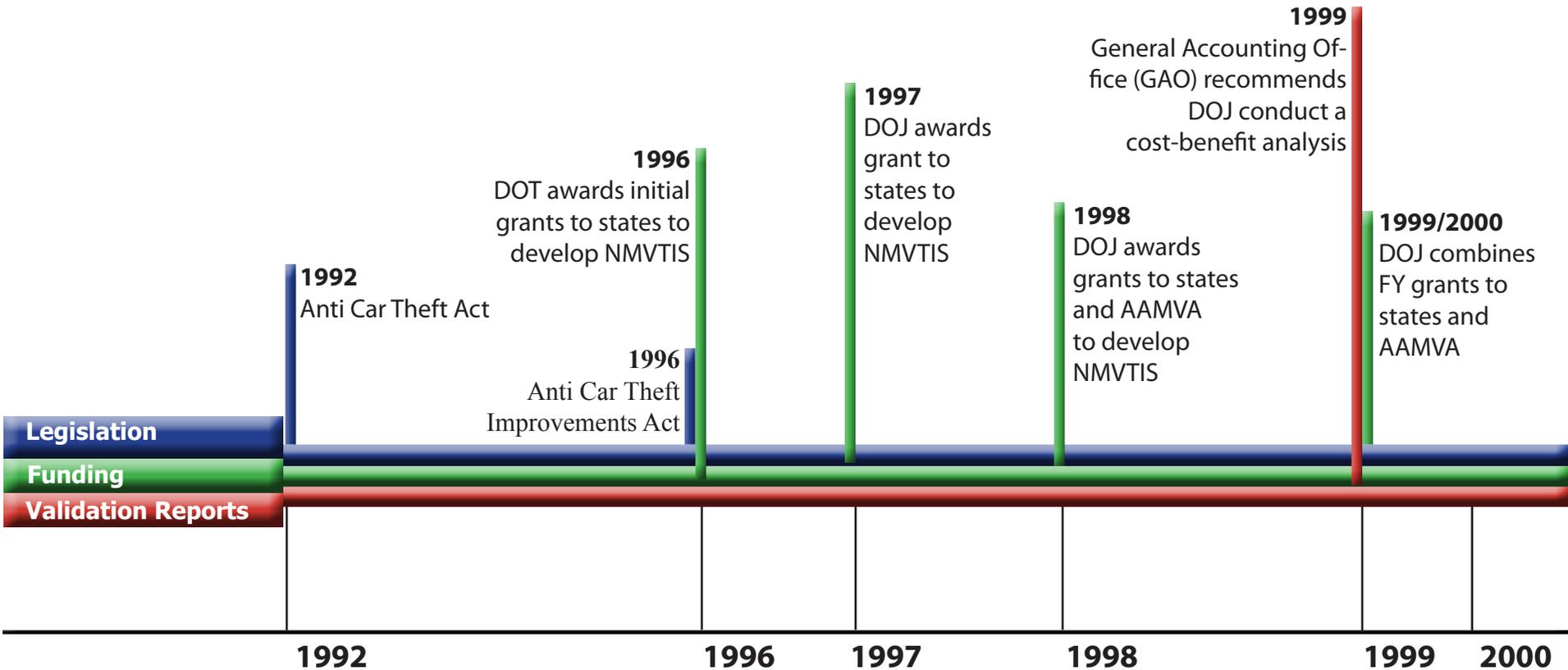


Section 5:

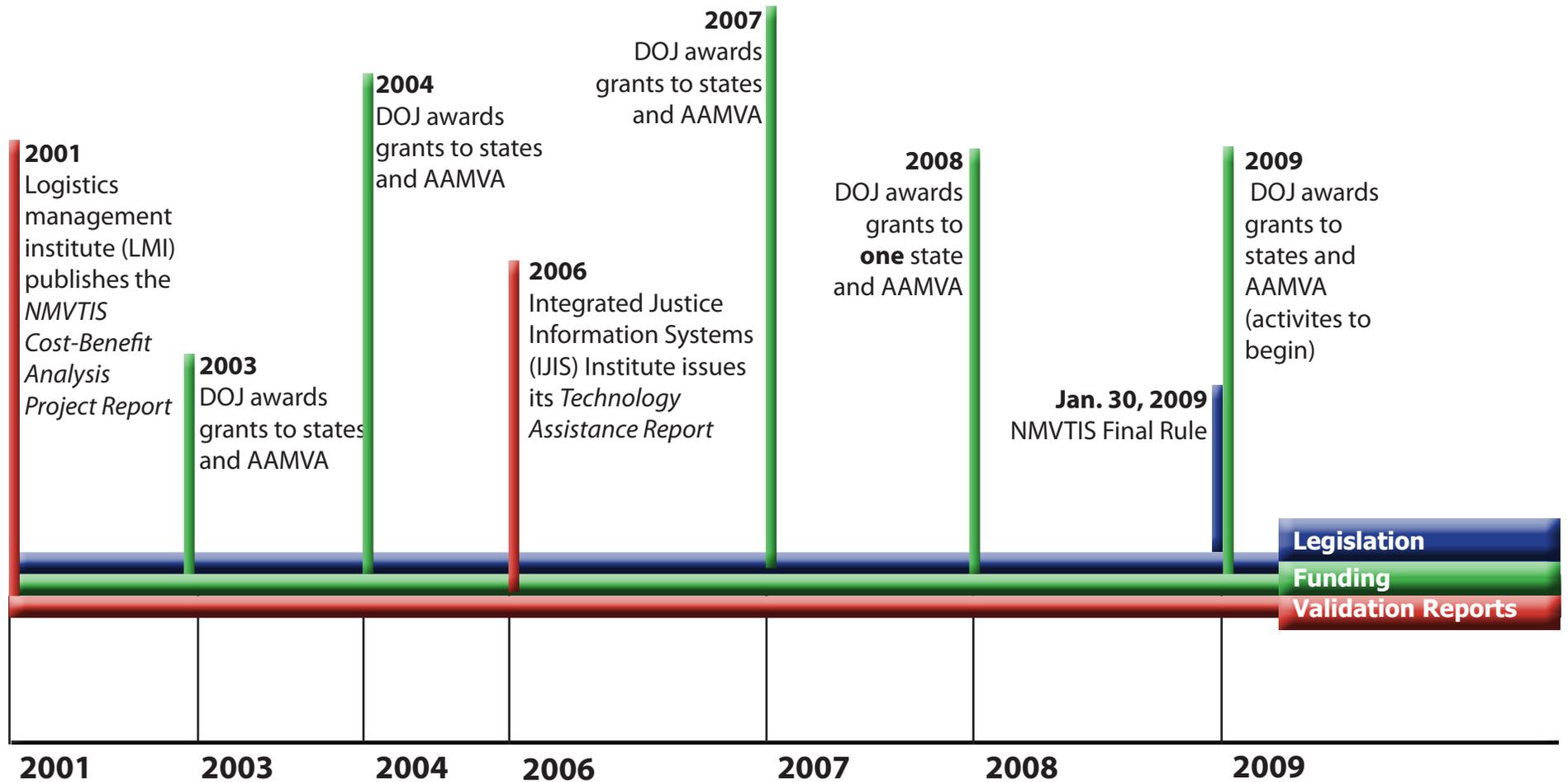
KEY NMVTIS MILESTONES



Key NMVTIS Milestones

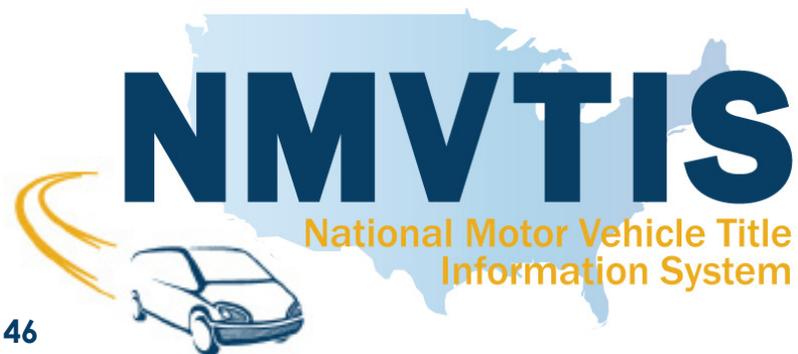


Key NMVTIS Milestones



Section 6:

ACRYONYMS & ABBREVIATIONS



Acronyms & Abbreviations

ACRONYMS:

AAMVA – American Association of Motor Vehicle Administrators
ACTA – Anti Car Theft Act
ADD – Auto Data Direct
BJA – Bureau of Justice Assistance
CARS – Car Allowance Rebate System
(formerly Consumer Assistance to Recycle and Save)
DOJ – (U.S.) Department of Justice
DOT – (U.S.) Department of Transportation
FBI – Federal Bureau of Investigation
GAO – (U.S.) General Accounting Office
IAATI – International Association of Auto Theft Investigators
IACP – International Association of Chiefs of Police
IJIS – Integrated Justice Information Systems

ACRONYMS:

ISO – Insurance Services Office
JAG – Justice Assistance Grant
JSI – Junk, Salvage and Insurance Carriers
NAB – NMVTIS Advisory Board
NADA – National Automobile Dealers Association
NAEC – North American Export Committee
NICB – National Insurance Crime Bureau
NSA – National Sheriffs Association
NSVRP – National Salvage Vehicle Reporting Program
NMVTIS – National Motor Vehicle Title Information System
RFP – Request for Proposal
SFTP – Secure File Transfer Protocol
VIN – Vehicle Identification Number

ABBREVIATIONS:

Fed. Reg. – Federal Regulation
U.S.C. – United States Code



Section 7:

APPENDIX



Appendix

1992 Anti Car Theft Act

1996 Anti Car Theft Improvements Act

2000 NMVTIS Pilot Evaluation Report

2001 LMI Cost-Benefit Analysis Report

2006 IJIS Institute Technology Assistance Report

2009 NMVTIS Final Rule

2010 NMVTIS Program Overview

Consumer Access Provider Disclaimer

Independent NMVTIS Auditor's Report for the Period February 1 – September 30, 2009

DOJ NMVTIS Web Site

AAMVA NMVTIS Web Site

State Program Transactions by State

Attachment 1.1 – Title Inquiries by State

Attachment 1.2 – Title Updates by State

Attachment 1.3 – Brand Updates by State





NMVTIS

National Motor Vehicle Title
Information System

