

**NMVTIS Stakeholder Webinar
November 18, 2019
Questions and Answers**

	Question	Answer
1.	Requiring tow lots to report all vehicles sold at auction would be a step in the right direction. Is that in the current/future plans?	The current and established policy for tow operators is posted at https://www.vehiclehistory.gov/Tow_120611.pdf .
2.	What about vehicle with salvage, scrap, junk titles that are purchased in the US that are going to leave the country?	Upon reviewing the question, we attempting to get clarification of the question. However, at the time of posting there was no clarification provided.
3.	Will searching by Title Number & Jurisdiction be rolled out to State NMVTIS / NMVTIS SWI?	The ability to conduct searches by title number and jurisdiction is currently not on the development plan for the NMVTIS State Web Interface application.
4.	What progress is being made to allow states to report to NMVTIS on behalf of recyclers, consistent with the requirements of the NMVTIS rule, when a state has received the information required to be reported to NMVTIS.	This initiative to enable states to report to NMVTIS on behalf on their reporting entities is delayed until AAMVA completes a rewrite of the system application supporting the submission of junk/salvage and insurance (total loss) information. This work is projected to be completed in FY2021. Once this work has been completed AAMVA will be in a position to work with states wishing to take on the responsibility of reporting on behalf of their entities.
5.	When will that system be updated?	See response above – Question 4
6.	Is the "moratorium" on state reporting for JSI subject to the State Web Interface rewrite? To last until 2022?	No, the moratorium on state reporting on behalf of their JSI entities is not linked to the State Web Interface rewrite. It is subject to the JSI batch reporting rewrite. See response above – Question 4
7.	Can you provide an update on JSI enforcement efforts? New cases? Penalties imposed?	When and if there are JSI reporting violations, they are addressed accordingly. Continue to monitor the www.vehiclehistory.gov website for potential updates.
8.	Slide #15 referenced the intent to, "Expand more JSI vehicle info report to NMVTIS." Can you expand/provide further explanation?	Since the inception of the program AAMVA and DOJ have identified opportunity to enhance the information reported to NMVTIS to enable it to be more useful. This information would not be mandated. The intent is that entities would voluntarily submit. Examples of the additional data elements include: reason for the total loss, percentage of damage, and reason for the record amendment/correction.
9.	Why the big DROP in 2018 for 3rd party volumes slide 20	The reduction in the consumer access transactions from FY2017 to FY2018 is mainly attributed to use of NMVTIS in support of vehicle safety recall analysis in FY2017. In FY2018 there was not as much use for safety recall purposes.

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10.	Will the 2020 - 2023 BI build out be agile and allow for access to BI analytics throughout the project date?	Yes, the NMVTIS Business Intelligence (BI) system's modernization will follow the agile methodology as will the rest of the NMVTIS modernization project. Access to the modernized system will be rolled out based on user types, starting with existing users and existing capabilities, then incorporating new capabilities for existing users and ending with extending capabilities to new users.
11.	Slide 37 - are you saying in the future off shore local countries would be able to access the AAMVA NMVTIS DB for VIN searches on vehicles imported from US to their countries?	Access to the NMVTIS database for VIN searches is only available to sworn law enforcement officers (LE) and DMV investigators in the U.S. and a few sworn LE agencies in Canada.
12.	If so when to be completed by?	See response above – Question 11
13.	Offshore local country gov. access for vehicles being exported to them	See response above – Question 11
14.	What additional vehicle information is being considered for JSI reporting?	See response above – Question 4
15.	When will the moratorium on state's being able to be a consolidator be lifted?	See response above – Question 4
16.	How are you defining entity types?	The new entity type definitions are taken from the recommendations made by the NMVTIS Advisory Board in FY2016; they include: used car dealers, rebuilders (both state licensed or unlicensed), towing operators (both state licensed and unlicensed), self-insured fleets (non-governmental), local, state and federal government agencies, and charity/donation programs.



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17.	During the webinar, we heard that a new JSI Type "N" for individuals is coming. Could you confirm when exactly this new JSI type will be online? We'd like to update our documentation and website as needed.	The new entity type for "N" has been in place for just over a year. It is only available through AAMVA Single VIN Reporting Service (SVRS). The definition of an "N" entity type is <i>"Individuals engaged in the act of acquiring or owning junk or salvage automobiles for resale in their entirety or as spare parts or for rebuilding, restoration, or crushing."</i>