

**Documentation of statistics for  
Car Register and Publications 1992**

## **1 Introduction**

The car register is established in 1992 with the purpose of providing a basis for statistics concerning vehicles in Denmark, their owners and users and their application.

The most important statistic is on new registration of vehicles. It is used as a short time indicator on household consumption and business investment. In addition to this statistics are calculated on used car sales, vehicle stock and energy efficiency.

There are also calculated statistics on the populations access to or purchase of cars, where information on the private owners and users are gathered from the population statistics in Statistics Denmark.

The car register and other registers in Statistics Denmark are also used for statistics and data extracts to internal and external users.

## **2 Statistical presentation**

The car register is a database with actual and historical information on vehicles and their owners and users.

The most important variables used to describe the individual vehicle are type (passenger car, van, bus, lorry, etc.), manufacturer, model and variant, weight and fuel type, ownership and geographical location.

Calculations are made of the size of the vehicle fleet and its composition as well as calculations concerning changes in the form of new registrations, retirements, re-registrations and changes in ownership. Calculations are also made of the energy efficiency of newly registered private cars and concerning the population's access to vehicles.

## 2.1 Data description

The car register is established in 1992. It contains actual as well as historical data for the vehicles which were registered then and the vehicles which have been registered since then.

The car register today is a database with approx. 400 tables containing new and historical information on vehicles that are registered in the *Digital Motor Register* according to the Danish Act on the registration of motor vehicles (Lov om registrering af motorkøretøjer) and their owners and users.

The register does not contain vehicles that do not have to be registered, for example contractors' supplies or military vehicles. Certain other vehicles that have to be registered are, however, not included in the register, for example some of the vehicles belonging to the police and vehicles only used within closed areas such as ports and airports.

Looking at the households, the ownership figures can be supplemented to cover the entire population, while industries can be supplemented to cover all enterprises.

The most important variables used to describe the individual vehicle are type (passenger car, van, bus, lorry, etc.), manufacturer, model and variant, weight and fuel type, ownership and geographical location.

The most important variables used to describe the entire population's family relations are the type of family, dwelling, education, income, employment title and geographic location.

The most important variables used to describe the enterprises are type of enterprise (business sector) and geographic location. It is possible to collect data on the number of employees and turnover.

*The publications from the car register:*

In the publications, calculations are made of the size of the vehicle fleet and its composition as well as calculations concerning changes in the form of new registrations, retirements, re-registrations and changes in ownership. Calculations are also made of the energy efficiency of newly registered private cars and concerning the population's access to vehicles.

- Monthly publication of provisional figures concerning new registrations of motor vehicles and seasonally adjusted figures.
- Monthly publication of time series figures concerning new registrations, used-car sale and stock.
- Annual publication of stock figures concerning the entire national vehicle fleet at the end of the year with considerable detail, for example geographical divisions.
- Annual publication of figures concerning the energy efficiency (km/l) and own weight of newly registered private cars.
- Annual publication concerning figures of all families in Denmark and their purchase of and access to one or more vehicles (private cars, company cars and private vans) by geography and demography (type of family, income, education, dwelling and employment title).

## 2.2 Classification system

*Private cars by segment.* Segmentation of private cars is primarily done by an evaluation of the dimensions of the vehicles (length, width and height), but weight, engine effect and equipment can also be taken into account. The segmentation is aimed to be as objective as possible.

There are the following segments: Mini, Small, Medium, Large, Small SUV (Special utility vehicle), Large SUV, Small MPV (Multi purpose vehicle), Medium MPV, Large MPV, Sport, Executive and Luxury and Other.

In the publications Small and Large SUV are added to SUV, Small, Medium and Large MPV are added to MPV, while Sport, Executive, Luxury and Other are added to Other.

The complete list of segments by make and model is here [List of segments](#)

## 2.3 Sector coverage

The car register consist of all existing and former registered vehicles and the persons/families and enterprises who have a relationship to the vehicles as owners or users.

The registers on persons/families cover the total populations as well as the register on enterprises cover all enterprises.

## 2.4 Statistical concepts and definitions

Stock of Vehicles: Number of active/registered vehicles at a certain time.

User: The registered user of the vehicle. Can be in the sector households or business.

Used Car Sale or Second Hand Sale: Transactions with used or second hand vehicles consist of re-registrations of used vehicles and owner shifts of already registered vehicles.

Bus: Motor vehicle for passenger transport with 9 passengers or more excl. driver.

Caravan: Part of *other vehicles*. Trailer equipped with sleeping facilities etc.

Owner: The registered owner of the vehicle. Can be in the sector households or business.

Owner Shift: Shift of owner for registered vehicle without change of license number.

Business Sector: Owner and user of a vehicle belong either to *private households* or to *business sector*. The business sector consist of the owners/users whom in the register are identified by an enterprise identification number (CBR-number).

Business Leasing: The vehicle is leased by a company (as user) which is different from the leasing company (the owner).

Re-registration: Registration of a former registered vehicle with a new license number. Also registration of imported used vehicles.

Household: Owner and user of a vehicle belong either to *private households* or to *business sector*. Households consist of the owners/users whom in the register are identified by personal identification number (CPR-number).

Vehicle: The car register and the publications contain vehicles that must be *registered* before their

use on the public road net.

Truck or Lorry: Motor vehicle for goods transport. Gross weight over 3,500 kg.

Leasing: Leasing is a concept where the vehicle is *owned* by a leasing company and leased to another *user*. The user can be a private person or a company.

Motor Vehicle: Part of *vehicles*; in the publications all vehicles with engine. I.e. passenger cars, vans, busses, lorries and road tractors, tractor, motor bikes and mopeds.

New Registration: First time registration of a new vehicle. Imported used vehicles will be re-registered. It is normally the *owner* who is considered as the buyer of the vehicle and is applied to link the registration to a sector - household or business. In case of leasing it is the *user* who is applied for this purpose.

Passenger Car: Motor vehicle for passenger transport; less than 9 passengers excl. driver.

Private Leasing: The vehicle is leased to a private person as user.

Trailer: Part of *other vehicles*. Vehicle without engine for goods transport. Can be hauled by all motor vehicles except mopeds.

Registration: Every transaction in DMR, for example registration of a new vehicle or shift of owner, establish new data in the register, and the validity of the former data - if there are some - is closed. Every transaction can be linked to a sector - households or business - and it is done by the *owner* of the vehicle. Except from this is leasing where we apply the *user*.

Semi-trailer: Part of *other vehicles*. Vehicle without engine for goods transport. Normally hauled by road tractor, but can be hauled by lorry as well.

Road Tractor: Motor vehicle for hauling of semi-trailers.

Supply of Passenger Cars to Business Sector: The supply of passenger cars to business is a sum of new registrations in business (as owners) exclusive leasing vehicles but inclusive the leasing companies vehicles for own use and leasing of new vehicles in business (as users).

Supply of Passenger Cars to Households: The supply of passenger cars to households is a sum of new registrations in households (as owners) and private leasing in households (as users).

Tractor: Part of *motor vehicle*. Vehicle for use in farming or road construction etc.

Van: Motor vehicle for goods transport. Gross weight up to 3,500 kg.

Other Vehicles: Part of *vehicles*; vehicles without engine. I.e. trailers and semi-trailers, caravans, working vehicles.

## 2.5 Statistical unit

- The calculations of new registrations, used car sales and stock use number of vehicles.
- The calculations of families purchase of or access to cars use number of families.
- The calculations of energy efficiency use km/liter etc. which show the available distance on 1 liter of fuel.

## **2.6 Statistical population**

Active and former registered vehicles with owners and users in the form of persons/families or enterprises. Persons/families and enterprises without vehicles.

## **2.7 Reference area**

The publications covers all Denmark excluding Faroe Islands and Greenland.

Subdivisions on regions, municipalities, postal codes or own areas are possible in the field of paid services.

## **2.8 Time coverage**

The register contain data for the vehicles which was registered at the beginning of the register in January 1992 and the vehicles that since then has been registered.

*Monthly publications.*

- Series for new registrations in real figures since 1992
- Series for supply and leasing of passenger cars since 2007
- Seasonally adjusted series for new registrations and supply of passenger cars since 2007
- Series for owner shifts, re-registrations, used car sales and stock of vehicles since 2000

*Yearly publications.*

- Series for energy efficiency for new passenger cars since July 1997
- Series for families purchase of passenger cars and vans since 1999
- Series for families access to one or more vehicles (passenger cars, company cars and private vans) since 1999
- Series for stock of vehicles since 1993

## **2.9 Base period**

Not relevant for these statistics.

## **2.10 Unit of measure**

- The calculations of new registrations, used car sales and stock use number of vehicles.
- The calculations of families purchase of or access to cars use number of families.
- The calculations of energy efficiency use km/liter etc.

## 2.11 Reference period

*The register:*

Calculations on the basis of the register - of transactions or stock figures - can be carried out for optional periods or optional dates of stocktaking.

*The publications:*

- The provisional figures published monthly in *News from Statistics Denmark* concerning new registrations of motor vehicles consist of figures for the most recent month, the same month a year ago, the year, the previous year and the year to date. Furthermore, seasonally adjusted figures for the past six months are calculated.
- The time series published monthly in *StatBank Denmark* concerning the composition and size of the fleets (stocks) and movements in these in the form of new registrations including seasonally adjusted figures, retirements, re-registrations and changes in ownership consist of figures for the most recent month, and most of the series start in January 1992. The date of stocktaking is at the end of the mentioned periods.
- The stock figures concerning the entire vehicle fleet published annually in *News from Statistics Denmark* and *StatBank Denmark* are as at 31 December.
- The figures concerning the energy efficiency (km/l) and own weight of newly registered private cars published annually in *News from Statistics Denmark* and *Statbank Denmark* are calculated for the period July-June. The first figures start in July 1997.
- The figures concerning all families in Denmark and their access to one or more vehicles (stock) or purchase of vehicles (new registrations) published annually in *News from Statistics Denmark* and *StatBank Denmark* are as at 31 December/foregoing year.

It should be mentioned that the reference time for the background variables often differ from the reference time for the vehicle data. At the time of calculation, the variables from the population statistics can be up to twelve months old while the variables from the income statistics can be up to 24 months old.

## 2.12 Frequency of dissemination

*The register:* The register is updated monthly on the basis of the information on new or existing vehicles in the *Digital Motor Register, DMR*.

Data from DMR are extracted during the night of the second day in the month following the reference month.

The Danish Transport Authority deliver MOT data monthly on the first working day after the reference month, and they include kilometer observations.

*The publications:*

- The monthly articles in *News from Statistics Denmark* and the series in *StatBank Denmark* are published twelve times a year.
- The annual article in *News from Statistics Denmark* and *StatBank Denmark* concerning stock figures for the entire vehicle fleet is published annually.
- The annual article in *News from Statistics Denmark* and *StatBank Denmark* concerning the energy efficiency (km/l) and own weight of newly registered passenger cars is published annually.
- The article in *News from Statistics Denmark* concerning all families in Denmark and their access to one or more vehicles is published every second year and annually in *StatBank Denmark*.

## 2.13 Legal acts and other agreements

The data in the car register are collected with reference to Section 6 in the Act on Statistics Denmark (Lov om Danmarks Statistik), cf. Order no. 599 of 22 June 2000 with later amendments. [Law on Statistics Denmark, in Danish](#).

The car register is not subject to any specific EU regulation, but data are supplied to the national accounts, which are regulated by Council Regulation (EC) No. 549/2013 on the European system of national and regional accounts in the Community.

## 2.14 Cost and burden

None.

## 2.15 Comment

Information on service is available on request from Karina Moric, tel. +45 3917 3032, mail: kam@dst.dk or Søren Dalbro, tel. +45 3917 3416, mail: sda@dst.dk



### **3 Statistical processing**

The sources to the car register and its publications are the Digital Motor Register, DMR, and other population and business registers in Statistics Denmark.

The central tables in DMR are processed to a row of files with new registrations, re-registrations, user shifts, owner shifts and stock figures. Depending on purpose data from the above mentioned registers can be added.

The series with new registrations, supply and leasing as well as used car sales of passenger cars are seasonally adjusted. The quality of the adjustment is high and there clear seasonal patterns.

### 3.1 Source data

*Generally:* The Central Register of Motor Vehicles up to 2007 inclusive, from 2008 from SKAT (the overall tax authority)). From 2012 the *Digital Motor Register, DMR*. Statistics Denmark's registers.

*Data concerning the vehicles:* The main source of data in the register is DMR, from which data concerning both new and existing vehicles are supplied monthly. Elderly (former registered) vehicles are in the register as well.

The registration of data has been based on forms submitted to the offices of the Central Register of Motor Vehicles / tax centers, typically when the owner or the retail firm wants to perform a transaction (for example a new registration, a change in ownership or a technical alteration). From January 1, 2008 SKAT took over the police assignments regarding the register. The assignments are registration of vehicles and collecting duties. Approximately 60 centres for motor vehicles was shut down. See also [Homepage of the tax authorities regarding Motor vehicles.](#)

In June 2012 DMR launched an on-line system to registrations to be used by dealers and others the car market.

The source of most of the technical data of the vehicles is the (standard) type approval, of which there are two main forms; one that is uniform for the EU (and for all similar vehicles) and one that is individual for a smaller group of vehicles or a single vehicle.

MOT-data on all vehicles that have passed a MOT-test are supplied monthly from Trafikstyrelsen (Danish Transport Authority). These data can be joined to the vehicles in the car-register, but they are not incorporated in the register.

DMR is delivered with a system-to-system solution while there are direct access to the population statistical registers. Extract from the business register is delivered as a SAS-file.

*Data regarding vehicle owners:* The background data concerning vehicle owners are delivered from a range of registers in *Statistics Denmark*.

- The Register of Enterprises and Establishments; Note the documentation of statistics for general enterprise statistics, under the subject *General economic statistics*.
- The Income Statistics Register; Note the documentation of statistics for *Family income*, under the subject *Income, consumption and prices*.
- The Register of Buildings and Dwellings; Note the documentation of statistics for *Family income*, under the subject *Income, consumption and prices*.
- The Employment Classification Module; Note the documentation of statistics for *Family income*, under the subject *Income, consumption and prices*.
- The Education Classification Module; Note the documentation of statistics for *Family income*, under the subject *Income, consumption and prices*.
- The Central Register of Information Forms of the Inland Revenue Department; Note the documentation of statistics for *Personal income*, under the subject *Income, consumption and prices*.
- The Population Statistics Register; Note the documentation of statistics for *Household and families statistics*, under the subject *Population and elections*.

### 3.2 Frequency of data collection

- Data from the *Digital Motor Register, DMR* are delivered monthly.
- Data from *The Register of Enterprises and Establishments* are delivered quarterly.
- MOT-data on all vehicles that have passed a MOT-test are delivered monthly.
- Data on persons/families - income, education, occupation, dwelling etc. are updated yearly.

### 3.3 Data collection

- Data from the *Digital Motor Register, DMR* are delivered thru a system to system solution.
- Data from *The Register of Enterprises and Establishments* are delivered as a SAS-file.
- MOT-data on all vehicles that have passed a MOT-test are delivered as an Excel-file.
- Data on persons/families - income, education, dwelling etc. are accessible by reading directly in the data base files.

### 3.4 Data validation

There are no routines with respect to quality and errors in the register as the *Digital Motor Register, DMR* - the main data source - is well equipped with controls and constraints.

A range of cross table controls are established in the production systems of the different publications to prevent discrepancy between new and elderly versions of the same figures and to prevent simple errors across published figures.

The other mentioned registers are validated by the producers in Statistics Denmark.

### 3.5 Data compilation

The monthly deliveries from the *Digital Motor Register, DMR* consist of approx. 400 data base tables. The key tables are processed to data files with new registrations, re-registrations, owner shifts, user shifts and stocks respectively.

There are no other operations such as imputations or corrections performed on the data.

### 3.6 Adjustment

Seasonal adjustment are performed for the series:

- new registrations of passenger cars, total
- new registrations of passenger cars in households
- new registrations of passenger cars in enterprises
- supply of new passenger cars, total
- supply of new passenger cars in households
- supply of new passenger cars in enterprises
- used car sale, total
- used car sale in households
- used car sales in enterprises

The quality indicators shows clear seasonal patterns and the series are therefore well qualified for correction.

#### **4 Relevance**

The car register and the publications are used for short time assessment, environment assessment, as basis for the random sample in the road transport statistics and to illustrate the populations purchase of and access to vehicles.

Data from the register are used in the law model system, in the national account system used and in calculations of the value of private cars in households and enterprises.

Data from the register are used to prepare statistics on paid services.

## **4.1 User Needs**

### *1. Statistics concerning transport*

The register is used for:

- statistics on new registrations
- statistics on stock of vehicles
- statistics on vehicle traffic performance
- statistics on energy efficiency for new private cars
- basis for the samples in national and international goods transport statistics

### *2. Statistics concerning wealth*

The register is used - in combination with information from the Register of Enterprises and Establishments, the Income Statistics Register, the Register of Buildings and Dwellings, the Employment Classification Module, the Education Classification Module, the Central Register of Information Forms of the Inland Revenue Department and the Population Statistics Register - to illustrate the population's purchase of and access to private cars, company cars and vans by

- type of family
- income
- education
- housing conditions
- geographical location
- occupation

### *3. Law model system*

The register is used to calculate annual figures concerning car ownership/availability as a part of the comprehensive data basis in the law model system.

### *4. National accounts*

The register is used - together with data from the Register of Enterprises and Establishments - to annually calculate the distribution of vehicles between business sectors. Furthermore, a distribution of new registrations is calculated by type of vehicle and by business sector investment.

### *5. Capital stock and private capital*

The value of private cars in enterprises and private households is calculated using prices on new and used cars.

### *6. Services*

The register is used - together with data on persons or enterprises from other registers - to prepare statistics on paid services, for example to illustrate market conditions. The statistics are used by a wide spectrum of firms inside the automobile sector, consultants and public institutions.

## 4.2 User Satisfaction

The car register and the publications are considered at *Kontaktudvalget for Transportstatistik* (Contact committee for transport statistics).

Investigations of user satisfaction takes place ad hoc for greater paid services.

## 4.3 Data completeness rate

There are no regulation requests or guidelines for publications or data deliveries from the car register.

## 5 Accuracy and reliability

The register and the publications are generally highly precise and reliable with only very limited changes to former published data. These corrections does by experience only result in very limited corrections in the main figures formerly published, i.e. less than 0.5 per mille.

The seasonal adjusted series are of good quality with well defined seasonal patterns.

The number of families in the publications of the families purchase of or access to private cars are fully compatible with the numbers in the area of population statistics.

### 5.1 Overall accuracy

*The register and publications with vehicles*

The register and the publications are generally highly reliable with only very limited changes to former published data.

There are in principal no delayed registrations in the *Digital Motor Register, DMR*, but corrections to former registrations may occur.

These corrections does by experience only result in very limited corrections in the main figures formerly published, i.e. less than 0.5 per mille.

The seasonal adjusted series are of good quality with well defined seasonal patterns.

There have in the autumn 2012 been some changes in the taxation rules of some vehicles used in the business sector which may have caused some alterations in the seasonal patterns of the business purchase.

The number of families in the publications of the families purchase of or access to private cars are fully compatible with the numbers in the area of population statistics.

### 5.2 Sampling error

Not relevant for these statistics.

### **5.3 Non-sampling error**

Not relevant for these statistics.

### **5.4 Quality management**

Statistics Denmark follows the recommendations on organisation and management of quality given in the Code of Practice for European Statistics (CoP) and the implementation guidelines given in the Quality Assurance Framework of the European Statistical System (QAF). A Working Group on Quality and a central quality assurance function have been established to continuously carry through control of products and processes.

### **5.5 Quality assurance**

Statistics Denmark follows the principles in the Code of Practice for European Statistics (CoP) and uses the Quality Assurance Framework of the European Statistical System (QAF) for the implementation of the principles. This involves continuous decentralized and central control of products and processes based on documentation following international standards. The central quality assurance function reports to the Working Group on Quality. Reports include suggestions for improvement that are assessed, decided and subsequently implemented.

### **5.6 Quality assessment**

*The register and publications with vehicles*

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There have in the autumn 2012 been some changes in the taxation rules of some vehicles used in the business sector which may have caused some alterations in the seasonal patterns of the business purchase.

The number of families in the publications of the families purchase of or access to private cars are fully compatible with the numbers in the area of population statistics.

### **5.7 Data revision - policy**

Statistics Denmark revises published figures in accordance with the [Revision Policy for Statistics Denmark](#). The common procedures and principles of the Revision Policy are for some statistics supplemented by a specific revision practice.

## 5.8 Data revision practice

All new registration and used car sale figures for the previous 25-36 months in *StatBank Denmark* are revised at every new release.

The seasonally adjusted figures are revised back to January 2000 at every new release. An updated version of the seasonal adjustment software is applied from January 2016.

## 6 Timeliness and punctuality

- New registrations of vehicles, monthly. Expected timeliness 2016 7,6 days. Very high punctuality.
- Energy efficiency of new registered passenger cars, yearly. Expected timeliness 2016 87 days. Very high punctuality.
- Stock of vehicles, yearly. Expected timeliness 2016 78 days. Very high punctuality.
- Families access to cars, yearly. Expected timeliness 2016 176 days. Very high punctuality.
- Families purchase of cars, yearly. Expected timeliness 2016 177 days. Very high punctuality.
- Register. The car register is updated 3 days after the previous month.

### 6.1 Timeliness and time lag - final results

- *New registrations of vehicles, News from Statistics Denmark, monthly.* Average timeliness 2012 22 days, 2013 11,4 days, 2014 9,8 days, 2015 7,6 days (expected). Very high punctuality.
- *Energy efficiency of new registered private cars, yearly.* Average timeliness 2011 89 days, 2012 88 days, 2013 89 days, 2014 88 days, 2015 87 days (expected). Very high punctuality.
- *Stock of vehicles, yearly.* Average timeliness 2010 83 days, 2011 87 days, 2012 80 days, 2013 79 days, 2014 78 days (expected). Very high punctuality.
- *Families access to cars, yearly.* Average timeliness 2010 177 days, 2011 only in Statbank, 2012 176 days, 2013 only in Statbank, 2014 176 days (expected). Very high punctuality.
- *Families purchase of cars, yearly.* Average timeliness 2010 177 days, 2011 only in Statbank, 2012 177 days, 2013 only in Statbank, 2014 177 days (expected). Very high punctuality.
- *Register.* The car register is updated 3 days after the previous month.

### 6.2 Punctuality

The punctuality in 2013 and 2014 was 100 pct. for all publications. One of the monthly articles with registration figures was delayed two days in 2015 because of delayed data supply. All other articles were published as announced.

- *New registrations of vehicles, monthly*
- *Energy efficiency of new registered private cars, yearly*
- *Stock of vehicles, yearly*
- *Families access to cars, yearly*
- *Families purchase of cars, yearly*



## 7 Comparability

There are only limited differences between the statistical concepts in Denmark and other countries and they have no influence on the main figures.

There have since 1994 been a few alterations with respect to employment status/job groups, definition of families, municipalities and weight limits. There are within these therefore not full comparability over time.

The transition to the *Digital Motor Register, DMR* has caused no breaks in data.

### 7.1 Comparability - geographical

There are only small differences between the definitions used in Denmark and in other countries, and the calculations are therefore very similar.

### 7.2 Comparability over time

#### *The register*

From September 2003 unknown owner/user disappeared as an option. All vehicles could then be placed on sector (household or business) and nearly all could be placed geographically.

#### *Registers with population data*

There have with a few exceptions been no alterations to the definitions of the variables since 1992.

The categories of highest employment status/job group in the family were replaced in 1996.

The definition of families was changed in 2006 where children < 25 years was included in the family. Before 2006 only children < 18 year was included.

The municipalities was changed in 2007 with the so called structural reform.

#### *Publications*

There are no substantial methodical changes with respect to the calculations of the different transaction and stock figures since 1992. There was however a minor change in 1994 where the limit between vans and small lorries was moved from 3,000 kg to 3,500 kg. The stock of vehicles was thereby increased with approx. 90,000 vehicles.

There has during the years been some expansions in the figures mainly with new subdivisions to existing groups.

The transition to the *Digital Motor Register, DMR* has caused no breaks in data.

#### *Seasonally adjustment*

The models used for the seasonal adjustment are analyzed and revised with regular intervals. The revision in 2015 changed the start year of the analyzed series to 2007. The adjusted series that cover the period 2000-2014 and which can be found in the historical series in Statbank Denmark will not be re-estimated any longer. The application of the updated software to seasonal adjustment in 2016 has not changed the start year (2007).

### 7.3 Coherence - cross domain

*The register:* As regards the background variables in the register that are imported from other registers, the definitions and groupings thereof are consistent with the definitions and groupings used in their original area. There is, however, some discrepancy concerning the time of reference between the decided vehicle data and the background variables. At the time of calculation, the variables from the population statistics can be up to twelve months old, while the variables from the income statistics can be up to 24 months old.

*The publications:* Compared with the new registration figures that are published monthly by Danske Bilimportører (the trade association of Danish car importers) minor differences are observed. These are mainly attributable to minor displaced extracts from the Central Register of Motor Vehicles and minor differences in the definitions and groupings of vehicles.

### 7.4 Coherence - internal

*The register:* There can be some discrepancy concerning the time of reference between the vehicle data and the background variables from other registers. At the time of calculation, the variables from the population statistics can be up to twelve months old, while the variables from the income statistics can be up to 24 months old.

There is fully internal coherence in the vehicle register.

## 8 Accessibility and clarity

Calculations of vehicles statistics are published in News from Statistics Denmark and Statbank Denmark.:

- [Latest article with new registrations in News from Statistics Denmark](#)
- [New registrations, used car sale, energy efficiency and families with vehicles in Statbank Denmark](#)
- [Latest article with stock figures in News from Statistics Denmark](#)
- [Stock of vehicles in Statbank Denmark,](#)

Paid services with individual and tailor-made tables as well as research access are obtainable. See:

- [Customer Centre homepage](#)
- [Research Services homepage](#)
- [Documentation of the car register and its data](#)

See also:

- [Transport equipment](#)
- [Cars](#)

### 8.1 Release calendar

The publication date appears in the release calendar. The date is confirmed in the weeks before.

### 8.2 Release calendar access

The Release Calendar can be accessed on our English website: [Release Calendar](#).

### **8.3 User access**

Statistics are always published at 8:00 a.m. at the day announced in the release calendar. No one outside of Statistics Denmark can access the statistics before they are published.

### **8.4 News release**

- [Latest article with new registrations in News from Statistics Denmark.](#)
- [Latest article with stock figures in News from Statistics Denmark.](#)

### **8.5 Publications**

- Statistical Ten Year Review 2014, in Danish: [Statistical Ten Year Review.](#)
- Statistical Yearbook 2014: [Statistical Yearbook.](#)

### **8.6 On-line database**

- [Stock of vehicles,](#)
- [New registrations, used car sale, energy efficiency and families with cars etc.](#)

### **8.7 Micro-data access**

There are access to micro data thru Statistics Denmark Research Services.

[Research Services homepage.](#)

## **8.8 Other**

*Internal use of vehicle data in Statics Denmark*

*Statics on wealth*

The register is used - in combination with information from the Register of Enterprises and Establishments, the Income Statistics Register, the Register of Buildings and Dwellings, the Employment Classification Module, the Education Classification Module, the Central Register of Information Forms of the Inland Revenue Department and the Population Statistics Register - to illustrate the population's purchase of and access to private cars, company cars and vans by

- type of family
- income
- education
- housing conditions
- geographical location
- occupation

*Law model system*

The register is used to calculate annual figures concerning car ownership/availability as a part of the comprehensive data basis in the law model system

*National accounts*

The register is used - together with data from the Register of Enterprises and Establishments - to annually calculate the distribution of vehicles between business sectors. Furthermore, a distribution of new registrations is calculated by type of vehicle and by business sector investment.

*Capital and capital stock*

The value of private cars is calculated for the stock owned by households and enterprises by using prices for new and used private cars.

*Transport statistics*

The register is used to calculate annual figures concerning the national vehicle fleet and to calculate monthly figures concerning new registrations. It is, moreover, used as a basis for the samples used in the goods transport statistics. Finally, it is used to calculate vehicle traffic performance and energy efficiency.

*Services*

Data in the car register are - together with data from a range of other registers in Statistics Denmark - used to execute statistics on paid services, for example to illustrate market conditions. The statistics are used by a wide spectrum of firms inside the automobile sector, consultants and public institutions.

*Customer Centre* is the main entry to paid services, see [Customer Centre homepage](#).

### **8.9 Confidentiality - policy**

The general policy of confidentiality in Statistics Denmark is described (in Danish) in [Danmarks Statistiks datafortrolighedspolitik](#).

There is generally no access to data on individual persons or enterprises.

This imply in the field of paid services that it as principal rule won't be possible to combine demographic and geographic data.

### **8.10 Confidentiality - data treatment**

As a general measure to avoid disclosure of statistical confidentiality, there are not published any figures with combinations of demographic and geographic data.

### **8.11 Documentation on methodology**

Documentation of the car register in Times, in Danish: [Documentation of the car register](#).

### **8.12 Quality documentation**

Results from the quality evaluation of products and selected processes are available in detail for each statistics and in summary reports for the Working Group on Quality.

## **9 Contact**

The administrative placement of these statistics are in the division of Short term statistics. The person responsible is Søren Dalbro, tel. +45 39 17 34 16, e-mail: [sda@dst.dk](mailto:sda@dst.dk)

### **9.1 Contact organisation**

Statistics Denmark

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