

**Documentation of statistics for  
Car Register and Publications 2024**

## **1 Introduction**

The purpose of The Car Register and Publications is to provide a basis for statistics concerning vehicles in Denmark, their owners and users. The statistics have been compiled since 1992, and is in its current state comparable from 1992 and onward. The register forms the foundation for statistic calculation, concerning the population of car availability and purchase of cars, where the vehicles owners and users is visualized using data from the population statistics area. The car register and other registers are also used for statistics and data extracts to internal and external users.

## **2 Statistical presentation**

The Statistics includes monthly and yearly calculations of current and historical information's about vehicles and their owners. The most significant calculations of the newly registered vehicles, is their use for assessment of households and businesses use and investments. Important information's about the vehicles is type, use, model and variant, weight and fuel type, owner/user relationship, geographic location as well as purchase price. Stock figures, new registrations and used car trade are calculated, as well as energy efficiency, families' availability of cars and car purchases.

## 2.1 Data description

The car register was established in 1992. It contains both current, as well as historical, data for the vehicles that were active at the start of the register as per 1 of January 1992 and those that have since been added. Until June 2012, the register's data came from the Central Register of Motor Vehicles (CRM) and then from the Digital Motor Register (DMR). The changes have not had a significant impact on the car register, and there has been no effect in relation to data breaches in the continuously published series. DMR contains quite a few more variables than CRM, and there is therefore the possibility of new statements for vehicles registered after DMR's establishment.

The car register is today a database with approx. 400 tables, containing new and historical information on vehicles subjects to registration 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 variable about the individual vehicle is its type and use (car, van, bus, truck, etc.), manufacturer, model and variant, weight and propellant/fuel type, owner and user relationship and geographical location.

The most important variables used to describe the entire populations' 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, re-registrations and changes in ownership. Calculations are also made of the energy efficiency of newly registered private cars, their value and concerning the population's access to vehicles.

- “Newly registered motor vehicles” is published monthly with statement of *new registrations* in provisional and seasonally adjusted figures.
- For private cars and vans, inventories of stocks are published divided by propellant/fuel type, user's municipal locations.
- *Stocks figures and used cars* are also calculated monthly. For cars and vans, statement of new registrations are published, distributed by propellant/fuel type, user sector and user's municipal location.
- Detailed calculations of size and composition of the car park at the end of the year (Motor Park), including e.g. geographical divisions that are made once a year.
- Calculations of newly registered private cars' *energy efficiency* (km/litre) and net weight are carried out once a year.
- Once a year, calculations are made that clarify all families in Denmark regarding their availability of or purchase of vehicles (passenger cars, leasing cars, company cars and vans for private use). The statements are distributed according to geography and demographics (family type, income ratio, education ratio, housing ratio, place of residence/geographic location, employment ratio).

## 2.2 Classification system

*Private cars by segment.* Segmentation of private cars is primarily done by an evaluation of dimensions of the given 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.

## 2.4 Statistical concepts and definitions

Vehicle stock: Number Vehicles with registration numbers counted at a given point in 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.

Fuel type: Motor vehicles are registered with on of following fuel types: gasoline, diesel, gas, electricity, plugin hybrid, hydrogen, methanol, ethanol

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

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 of vehicle: Leasing, where the lessee (user of the vehicle) is a company, which is not the same company as the leasing company (the owner of the vehicle).

Re-registration in the DMR: Registration of vehicle in the Digital Motor Register (DMR), with a new registration number of a previously registered vehicle or imported used vehicle.

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).

Price: The price cover the amount of money incl. taxes etc. that the buyer pay for the new car. For all buyers it sums to the total investment.

**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 of vehicle:** A set up, where a leasing company owns a vehicle which is 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.

**NEDC:** New European Driving Cycle, old EU standard to measure fuel economy.

**New registration in the DMR:** A new vehicle's first registration in the Digital Motor Register (DMR). Imported used vehicles are re-registered.

**Private leasing of vehicle:** Leasing, where the lessee (user of the vehicle) is a private person.

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

**Registration in the DMR:** In any transaction regarding a registration of a vehicle in the Digital Motor Register (DMR), for example registration of a new vehicle or change of owner, new data is registered in the DMR. If data from a previous registration is present, its validity is terminated.

**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.

**WLTP:** Worldwide Harmonised Light Vehicle Test Procedure, new EU standard to measure fuel economy.

**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 figures use number of vehicles.
- The calculations of families purchase or access to cars use the family.
- The calculations of energy efficiency use km/litre etc. that show the available distance on 1 litre of fuel.
- The calculations of emissions use gram CO<sub>2</sub> / kilometre.
- The calculation of the value of new registered private cars use the price incl. taxes etc. that the buyer pay for the car.

## 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
- Series for the value of newly registered passenger cars; from and including 2004

## 2.9 Base period

Not relevant for these statistics.

### 2.10 Unit of measure

- Pieces (number of vehicles) are used in the calculations of new registrations, stocks and used vehicle trade.
- In the calculations of families' car purchases and availability, the number of families is used.
- In the calculations of energy efficiency, km/litre etc. are used.
- In the calculations of emissions, grams of CO<sub>2</sub> / kilometre are used.
- In the calculations of the value of new registered private cars, million Danish Kroner is used.

### 2.11 Reference period

*The car register:* The reference times for calculations based on the register are optional (from 1992), since new registrations and used car trade can be calculated for an optional period, just as stocks inventories can be done at an optional time. Calculations on transactions are normally carried out monthly or yearly while stock figures are carried out pr. ultimo month/year. \* The publications:\* The series regarding new registrations, used car trade and stocks, which are behind the various publications thereof, are updated from 25-36 months behind once a month.

- "Newly registered motor vehicles" in News from Statistics Denmark contains preliminary figures for the current month, current month-12, last year and year-1 and the current year to date. Added to this are seasonally adjusted figures for the past 6 months.
- The series in the Statistics Bank with stocks, new registrations and used car trade as well as seasonally adjusted values are updated monthly, at the latest with values for the current month.
- The "Motor park" in the Statistics Bank contains stocks at the end of the most recent accounting year (as of 31 December).
- The statements regarding energy efficiency includes new registrations in the most recent annual period, i.e. July-June.
- The statements regarding the population car availability/car purchase takes place at the end of the year (per 31 December)/for the past year.
- The statements regarding the value of newly registered passenger cars is determined at the end of the first quarter of the past year.

*Discrepancies in reference time:* There may be temporal inconsistencies due to the differences between the timeliness of the car statistics and the calculation times for the background variables in the registers with which the car register is combined. The background variables from the population statistics register (including geography) can thus be up to 12 months old, while the income information can be up to 2 years old.

## 2.12 Frequency of dissemination

*The register:* The register is updated once a month with deliverance of copies of DMR's data base tables, meaning current and historical data.

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

The Danish Road Traffic Authority deliver MOT data monthly on the first working day after the reference month, and they include kilometre 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*.
- The annual article in *News from Statistics Denmark* and *StatBank Denmark* concerning the value of newly registered passenger cars is published annually.

## 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

The register is based on administrative data. There is therefore no direct reporting burden in connection with the calculation of this register. Data is collected from the Tax/Motor Authority in DMR.

## 2.15 Comment

Other information can be found on the subject page of the statistics, or it can be obtained by contacting Statistics Denmark.



### 3 Statistical processing

Data for the Vehicle Register is collected monthly from the Digital Motor Register (DMR). In addition, data from various registers in Statistics Denmark are collected. The central database tables from DMR are transformed for statistical use. Depending on the purpose, data from the other registers is connected using the owner or user IDs. The series with new registrations, accession of and leasing as well as used car sales of passenger cars are seasonally adjusted. The quality measures for the seasonally adjusted series indicate that there are clear seasonal patterns.

#### 3.1 Source data

The Central Register of Motor Vehicles, CRM (up to and including 2007, hereafter 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 centers for motor vehicles was shut down. See also [Homepage for the Motor Vehicle Agency](#).

In June 2012 DMR launched an on-line system to registrations to be used by dealers and others on 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 [Færdselsstyrelsen](#) (Danish Road Traffic 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.

Visual data is provided by the [Færdselsstyrelsen](#).

*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, 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.

#### 3.2 Frequency of data collection

- *The Car Register* is updated monthly.
- Data from *The Register of Enterprises and Establishments* are delivered quarterly.
- *The Population Register* is updated yearly.
- MOT-data is delivered monthly.

### 3.3 Data collection

- *The Car Register* is delivered via a system-to-system solution.
- *Data from the Register of Enterprises and Establishments* is delivered as dataset from the Enterprises and Establishments.
- *Population registers* is delivered as data sets from the register of population, as well as a direct link to personal statistical data.
- MOT is delivered as a data set from the *Danish Transport Authority*.

### 3.4 Data validation

No quality and error correction routines are carried out on the car register's data from DMR, as DMR as an online reporting system in the Tax Administration is already well equipped with built-in error checks.

A number of consistency and reconciliation routines have been established across the table products from the car register, which are included in the production of statistics. The purpose is partly reconciliation in relation to previously produced statements, partly guarding against consistency errors in published tables.

The respective manufacturers in Statistics Denmark have validated the other data regarding owners and users.

### 3.5 Data compilation

The monthly deliveries from the Digital Motor Register, DMR consist of approx. 400 data base tables, of which the central ones in the car register's production system are merged into data sets with respectively new registrations, change of ownership, change of user, re-registrations and stocks.

As a rule, no imputation, weighting, lapse correction or enumeration is carried out in the production process. However, missing prices are imputed according to the statement for new cars.

### 3.6 Adjustment

A seasonal adjustment is made to the series for newly registered cars in total, newly registered cars in households and newly registered cars in businesses. The series for accession of total, accession of households and accession of businesses are also seasonally adjusted.

The quality measures for the seasonally adjusted series indicate that there are clear seasonal patterns and that the series are suitable for correction. The trend values for the past six months may be subject to uncertainty, as the calculations are partly based on forecast figures for new registrations for the coming months.

No further seasonal correction is made to the other published statements.

[More knowledge about seasonal adjustment](#)

## 4 Relevance

The statistics is relevant for short-term assessments (new registers etc.), in the road transport statistics (random sample basis) and to illustrate the populations purchase of and access to vehicles.

The basic data of the statistics is included in the government's legal model, in the national accounts and in calculations of the value of the cars of households and businesses, as well as family assets. Data from the register are used to prepare statistics on paid services.

The register's vehicle and personal data are also used for other social statistics, including service tasks for a fee.

### 4.1 User Needs

#### 1. Statistics concerning transport

The car register's vehicle information is used for:

- monthly calculations of new registrations etc. of motor vehicles,
- annual calculations of the stock of vehicles ("Motorparken")
- selection and enumeration of sample bases of use in the calculation of national and international road freight transport
- calculations of the vehicles' traffic work
- calculations regarding vehicles emission and energy efficiency,
- calculations regarding car buyers' investment on new cars.

#### 2. Prosperity statistics

The vehicles owner and user information is supplemented in the register with data from a number of other registers in Statistics Denmark. This data is used among other, in the annual calculation of the families' availability or purchases of cars, company cars and vans.

#### 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**

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

## **4.3 Data completeness rate**

There are no regulation requests from EU 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 been some chances in the autumn of 2012 regarding the taxation rules of some vehicles used in the business sector, which have caused some alterations in the seasonal patterns of the business purchase.

In the statistics in the StatBank on families' car availability/car purchases, there is full agreement with the family statistics in the 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:*

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

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

#### **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**

The calculation of 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**

- Newly registered vehicles, monthly: Publishing time 2023 9,75 days.
- Energy efficiency for newly registered private cars, yearly: Publishing time 2024 88 days
- "Motorparken" yearly: expected publication time 2024 88 days.
- Families' car purchases, annual: Publication time 2023 183 days.
- Families car availability, yearly: Publication time 2022 177 days.
- The value of newly registered private cars, yearly: publication time 2023 64 days.
- The register is updated 3 days after the end of the preceding month's calculations.

## 6.1 Timeliness and time lag - final results

The statistics are published in a timely manner and with high punctuality.

- Newly registered vehicles, monthly: Publishing time 2023 9,75 days.
- Energy efficiency for newly registered private cars, yearly: Publishing time 2024 88 days
- “Motorparken” yearly: expected publication time 2024 88 days.
- Families' car purchases, annual: Publication time 2023 183 days.
- Families car availability, yearly: Publication time 2022 177 days.
- The value of newly registered private cars, yearly: publication time 2023 64 days.
- The register is updated 3 days after the end of the preceding month's calculations.

## 6.2 Punctuality

The statistics are published immediately in relation to the pre-announced publication time in the publication calendar.

## 7 Comparability

The statistics are compiled since 1992, and are comparable from 1992 and onwards.

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 is therefore no full comparability over time at a detailed level within these.

The transition from CRM 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, but they have no influence on the principal number level.

## **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 analysed and revised with regular intervals. The revision in 2015 changed the start year of the analysed 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*

The used background variables from the register harmonize in terms of definition and grouping with uses of these within statistical areas from which they are obtained for the car statistics. 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.

#### *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

#### *Data from the car register and family data:*

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 internal coherence in the vehicle register.

## 8 Accessibility and clarity

The statistics are published in News from Statistical Denmark:

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

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

- [DST Consulting](#)
- [Research Services homepage](#)
- [Documentation of the car register and its data](#)
- [Segment overview](#)

### 8.1 Release calendar

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



### **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.

### **8.2 Release calendar access**

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

### **8.4 News release**

The statistics is published in News from Statistics Denmark:

- ["Motorparken](#)
- [Newly registered vehicles](#)
- [Families' car purchases](#)
- [Families' car availability(<https://www.dst.dk/nytserie/230>)
- [Energy efficiency for newly registered private cars](#)

### **8.5 Publications**

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

## 8.6 On-line database

*Tables in the StatBank of Denmark*

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

In the Statbank, there are series with:

- monthly new registrations on actual numbers; from and including 1992
- accession of and leasing of new passenger cars; from with 2007
- monthly changes of ownership, re-registrations and used car trading; from and including 2000
- the energy efficiency of newly registered passenger cars; from and including 1997.
- families' car purchases; from and including 1999
- the families' access to cars; from and including 1999
- the stocks of vehicles; from and including 1993
- the value of newly registered private cars; from and including 2004

Monthly new registrations seasonally adjusted with X-13 ARIMA (not annualised) from and including 2007 for:

- newly registered private cars in total,
- newly registered private cars in households,
- newly registered private cars in businesses,
- accession of new private cars in total
- accession of new private cars in households, accession of new private cars in businesses

In historical series, monthly new registrations seasonally adjusted with x-13 ARIMA (annualised) 1996:01 – 2015:01 for:

- Private cars in total,
- Private cars in households,
- Private cars in businesses.

## 8.7 Micro-data access

Researchers and other analysts from authorized research institutions, can be granted access to the underlying Micro-data by contacting [Research Services](#).

## 8.8 Other

Other deliveries: Service statistics and special calculations: The car register's data is available to DST Consulting, where it's used for service tasks for a fee, e.g. regarding market conditions. The users are a wide range of private companies within e.g. the automotive industry, consulting companies and public institutions.

Read more about [tailor-made solutions](#) or get more information by contacting DST Consulting. Subscription agreements can be established with the delivery of standard tables or tailor-made tables adapted to very specific needs. Payment for this is made in accordance with Statistics Denmark's service rates. Information on table options and prices can be obtained by contacting Statistics Denmark.

### **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**

Potential discretization problems are taken into account, by not producing statements where discretization problems may occur. In practice, this means that no statements are prepared with combinations of demographic and geographical background variables where individuals or companies can be identified.

### **8.11 Documentation on methodology**

Documentation of the car register can be found on the homepage of Statistics Denmark, 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

### **9.2 Contact organisation unit**

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### **9.3 Contact name**

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