KBA

Kraftfahrt-Bundesamt

Your central information service provider concerning vehicles and their users

Annual Report 2008

Federal Motor Transport Authority

Preface

Dear Reader,

Networks are more and more determining our everyday life. In 2008, the Kraftfahrt-Bundesamt (KBA) has been in the worldwide electronic network for already 10 years. We chose this platform to connect to the world and provide all interested persons with useful information all around vehicles and vehicle users online. Not only the latest information updated in fractions of seconds, but continuously advancing technologies particularly in the Internet show how fast-living technology and information are. Information not up-to-date is outdated in the true meaning of the word. This is why we not only technologically updated our Internet presentation, but also in a continuous process expanded the networks in which the KBA is involved, and exploited all potentials for optimization.

After all, updated international networks in all areas support the safety of traffic. As information provider, the Kraftfahrt-Bundesamt is inevitable in all traffic safety matters. We are the office maintaining the central register, and all who are entitled to information may claim access to up-to-date information capacities. Especially with regards to the defence of vehicle related criminality and general investigation of crime, setting-up of Europe-wide or even international information networks is an effective instrument.

With EUCARIS, the European Car and Driving Licence System, a suitable information network was created, to which by now 16 EU-states are connected. With the decision to use EUCARIS also for the exchange of car register data according to the Pruem Agreement, and its adoption into the legal system of the EU; EUCARIS will soon be used all across the EU.

In cooperation with insurance providers, we created another network to supply electronic insurance confirmations. Since March 01, 2008, the KBA exchanges data relevant for registration with vehicle insurance providers and registration authorities through electronic channels, up-to-date and in-time. With regards to vehicle technology, we use the network technology with the European Type Approval Exchange Server – ETAES – development and continuous expansion of which was a KBA initiative.

Setting-up current national networks requires not only in-depth knowledge of information technologies, but in a federal state administration, it also requires intensive agreements and cooperation between the federal state and the regional governments. In 2009, the online writing access to the Central Vehicle Register in KBA will be realized for registration authorities. Thus KBA provides another requisite for the online registration aimed at under the Germany-Online-Initiative.

I am hoping this annual reports gives you valuable insight into the networked world of the Kraftfahrt-Bundesamt, and reading this booklet entertains you.

Yours,

Ekhard Zinke

Content

Federal Motor Transport Authority

Central services

„The Kraftfahrt-Bundesamt has to be fully operational - 24 hours a day, 7 days a week“

KBA-President Zinke on occasion of a visit to the uninterrupted power supply for KBA

Everyone’s talking about the climate change;

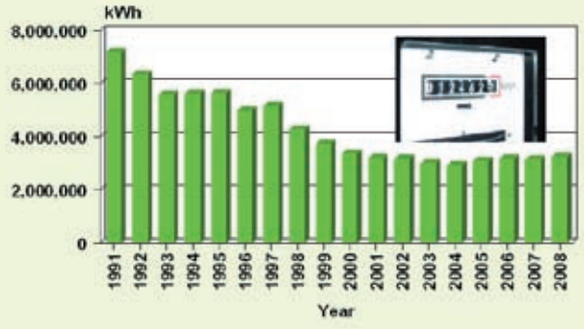
We are acting – ever since 1992

Our energy supply network is not only breakdown-proof, it is also highly efficient. Not only scarce resources make us act economically. Keywords such as climate protection and CO_2-emission are concerns of KBA not only under automobile aspects. Through sustainable management of our facilities based on optimum, and hence cost-efficient, organisation of facility operations and energy management, we successfully reduced our consumptions.

Power consumption

In 1991, power consumption still mounted to 7,172,850 kWh. In 2008, we only consumed 3,235,095 kWh. This is 55 percent reduction.

Graphics 1: Power consumption

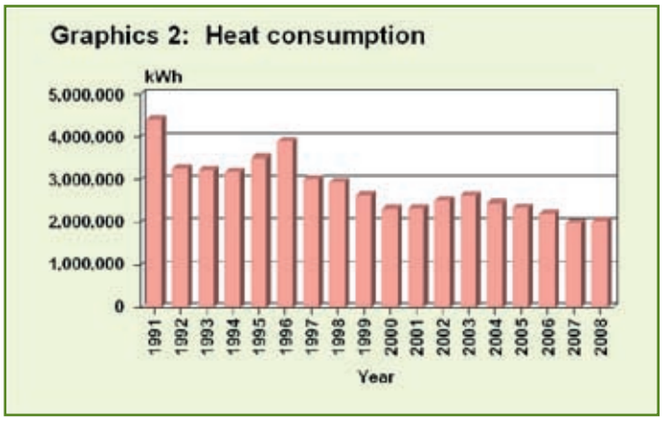


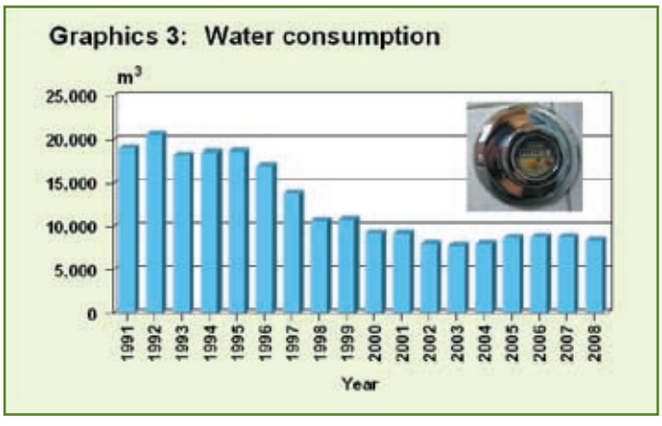
Central Services

Heat consumption

We have equally successful results in heat supply and water supply.

While in 1991, energy consumption was 4,403,700 kWh, we consumed only 2,018,700 kWh in 2008. Again, we realized a 54 percent reduction





Water consumption

We have also successfully reduced water consumption.

18,963 m³ of 1991 are opposed to 8,358 m³ in 2008. This is a 56 percent reduction.

Financial savings however are much lower. This is due to continuously risen energy costs over the last years.

We realized the considerable reductions with many dedicated construction activities in cooperation with the facility management provider Gebäudemanagement Schleswig-Holstein (GMSH). The constructional realization of sanitation activities in the main building in the early nineties also supported our energy consumption targets.

With many educational measures, we positively influenced the behaviour of our employees.

The realized results show we are well on track, but there is still way to go.

In the future, we will continue to handle energy resources very carefully. Environmental protection is not only a duty for us – it is our commitment.

Central services

Professional training with net and twin floor

Professional training is an investment into the future. In 2008, the Kraftfahrt-Bundesamt continued fruitful professional training activities. The Kraftfahrt-Bundesamt offers 50 young people training opportunities in seven different professions. Together with the professional academy (Berufsakademie (BA)) at the business academy (Wirtschaftsakademie (WAK)) Schleswig-Holstein, we support the courses of study Business Information Technology (BA) and Business Engineering (BA). In teaching crafts and technologies as training contents, the KBA closely cooperates with enterprises on the free market, and in the workshops of these companies, the future engineers – of both genders – can gather hands-on experience. Training operations, schools and academies together form a solid network that allows school graduates their first, safe steps into their professional careers.

Looking into a bright future with KBA:
A business engineering student with samples of work

Central Services

Trainees of the Kraftfahrt-Bundesamt were once more among the very best of Schleswig-Holstein in 2008

On November 11, 2008, the chambers of industry and commerce IHK Schleswig-Holstein awarded the 91 best trainees (from 11,000 examinees) from industry, trade and service, for their excellent achievements in the final examinations in 2008.

One former trainee of the Kraftfahrt-Bundesamt won the prize of best regional trainee in the field of business information technology.

Picture source: IHK Schleswig-Holstein

Facing an audience of 350 guests, Minister President Peter Harry Carstensen and the President of IHK Schleswig-Holstein, Mrs. Margarete Böge, congratulated the best examinees and their training companies for excellent professional training achievements in the Petrikirche of Lübeck.

Central Registers

Picture source: Pixelio

The registers in figures

Central Vehicle Register (ZFZR)

Of the 4 central registers of the Kraftfahrt-Bundesamt, the ZFZR has the biggest data volumes. Almost **57.3 million registered vehicles**, including trailers and vehicles with insurance plates, had been recorded per 31-12-2008. The Central Register of Driving Licences (ZFER) recorded **26.2 million persons**, the Central Register of Traffic Offenders (VZR) recorded **8.9 million persons**, and the Central Register of Digital Tachograph Cards (ZKR) recorded **1.2 million cards**.

By virtue of law, KBA provides information on the registered vehicle and holder data to the police, authorities and courts. The information volume is even more amazing: **78 million information** from the ZFZR in 2008 – **2.2 million more** than the year before.

Table 1: Information from the ZFZR in 2008

Information	2007	2008	Change in %
Total information provided	**76,318,005**	**78,514,381**	**+2.9**
Of which			
Information service to police/ authorities (automated process)	43,777,112	46,058,357	+5.2
ZEVIS (online process)	32,379,611	32,313,275	-0.2
Private persons (application process)	161,282	142,749	-11.5

Central Registers

Central Register of Traffic Offenders (VZR)

Almost 9 million people registered in VZR

years VZR

Whoever gets one or several points for an offence or criminal deed in road traffic will be annoyed. This is understandable, as the points normally come with a fine, or even a penalty. However if one sees the point system objectively, it is obvious that the painful consequences of one's own misconduct can have "healing" effect, or at least correct the own behaviour when driving. In the best case, this corrective instrument leads to future rule-conforming behaviour on the road. Per 01-01-2008, approx. 8.6 million people had been recorded in the VZR. Over the year, this number again rose by 2.7 percent to 8.9 million.

KBA Internet Information

Table 2: Personal records in VZR

Personal records	Number in 2007 (in 1,000)	Number in 2008 (in 1,000)	Change in %
Records per 01-01	**8,402**	**8,630**	+2.7
+ Additions	2,948	3,363	+14.1
- Deletions	2,720	3,129	+15.0
Records per 31-12	**8,630**	**8,865**	**+2.7**

Central Registers

Information from the VZR – in constant demand

With almost 13 million information given, the information volume is slightly higher than the previous year. The authorized authorities and private persons obtain information about reports in the VZR. Obviously, the interest of private persons in information on their own point scores in the register has risen. The number of the private information granted from the VZR shows a considerably **17.1 percent** rise to 487,000 information given.

Table 3: Information from VZR in 2008

Information given	Number in 2007 (in 1,000)	Number in 2008 (in 1,000)	Change in %
Total information given	**12,994**	**13,048**	**+0.4**
Of which			
For the investigation of criminal deeds and offenses or grant of driving licences	12,077	12,057	-0.2
By virtue of office for taking action under §4 par. 6 StVG (points system)	353	359	+1.7
By virtue of office under §2a and §2c StVG (driving licence on probation)	148	145	-2.0
To private persons on their own records	416	487	+17.1

Central Registers

Information to the VZR – almost scoring a point landing

With almost 5.38 million (previous year: 5.39 million) the number of decisions to be registered by law reported to VZR in 2008 about punished traffic offenses or driving licence related decrees of courts, or authorities in charge of traffic tickets and fines or driving licences roughly equals the previous year's number.

Decisions about fines amount to 80 percent; this is the majority of the reports received by VZR.

Court decisions on criminal deeds amount to 5 percent, decisions of courts and driving licence authorities about driving licences amount to 15 percent.

Table 4: Reports to VZR in 2008

Reports		Number in 2007 (in 1,000)	Number in 2008 (in 1,000)	Change in %
Total reports		**5,389**	**5,384**	**-0.1**
Of which from				
Courts	Judgements	285	282	-1.1
	Decisions on fines	58	56	-3.4
	Preliminary decisions and cancellations	99	96	-3.0
	Total	442	434	-1.8
Authorities in charge of fines	Decisions about fines	4,262	4,256	-0.1
Authorities in charge of driving licences	Decisions and actions about driving licences	686	694	+1.2

Central Registers

Central Register of Driving Licences (ZFER)

According to the latest projection of the Federal Highway Research Institute, (Bundesanstalt für Straßenwesen (BASt)), Germany has approx. 53.5 million driving licence holders. The ZFER grew in 2008. By now, 26.2 million people (*2007: 25 million*) have been recorded in this register with their EU-driving licence.

All persons who acquire an EU Driving licence will be recorded in the register. There is no obligation to exchange old driving licence formats. Although this is voluntary, almost half of the estimated number of licence holders have been recorded in the ZFER 10 years after introduction. Maybe the one or other delays the exchange because they like the "old cloth" better, and don't want to change. But don't worry: together with the nice new EU licence card, the authorities will normally return the invalidated "old" licence.

Graphics 4: Persons recorded in the Central Register of Driving Licences

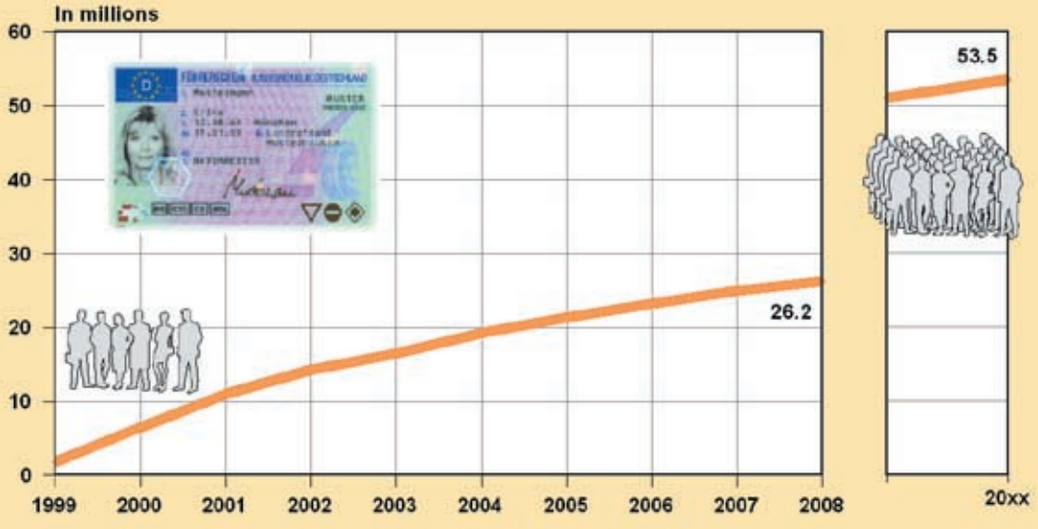


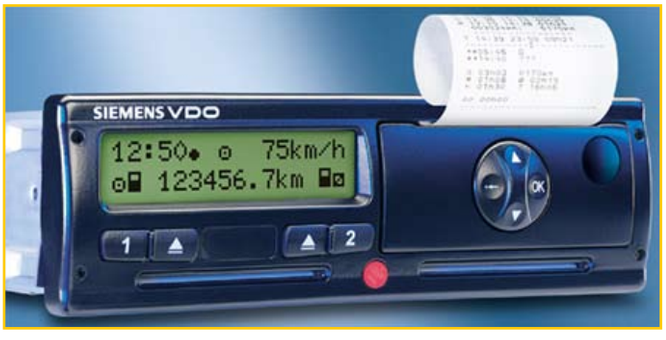
Table 5: Information from the ZFER in 2008

Information	Number in 2007 (in 1,000)	Number 2008 (in 1,000)	Change in %
Total information	5,520	6,010	+8.9
Of which to			
Authorities in charge of driving licences	3,940	4,293	+9.0
Police	1,580	1,717	+8.7

Central Registers

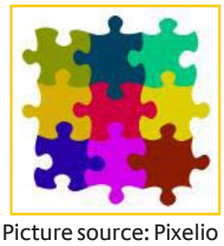
Central Register of Tachograph Cards (ZKR) - Networking information

The aim of the European Parliament and the European Council when signing the directive (EG) no. 561/2006 on harmonization of the social regulations in transport and traffic was to improve traffic safety all over Europe. On a national German level, the Fahrpersonalverordnung (regulation on driving personnel) is following this purpose since July 2, 2005. Technologically, the monitoring is made by digital tachograph, and related cards for identification.



Picture source: siemens vdo

The perfect puzzle



Picture source: Pixelio

Since July 1, 2005, the **Central Register of Tachograph Cards** has recorded who received which card in this context. Per 01-01-2009, already 1.2 million cards had been recorded in the ZKR, and all these cards have been "personalized" by KBA, which means the individual holder data were added. Compared to the previous year, the number of records rose by 318,000. With the **almost 35 percent** growth rate, its growth in relation to the inventory of the previous year was higher than for all other registers. A total record inventory of approx. 2 million cards is expected for Germany. With a total of 1.7 million information given (*previous year: 2 million*) however the information volume fell by 13.8 percent in 2008.

Central Registers

Table 6: Inventory of Digital Tachograph cards in ZKR per January 1, 2009 compared to previous year

Record inventory	Per January 1, 2008	Per January 1, 2009	Change in %
Total inventory	**917,692**	**1,236,424**	**+34.7**
Of which			
Driver cards	795,841	1,082,433	+36.0
Workshop cards	8,517	9,831	+15.4
Control cards	10,431	10,788	+3.4
Company cards	102,903	133,372	+29,6

[1] Inventory per end of year excluding records after expiry of validity (workshop cards = 1 year, other cards = 5 years) are in the one-year rest period

Table 7: Information from ZKR in 2008

Information	2007	2008	Change in %
Total information	**1,994,000**	**1,719,000**	**-13.8**
Of which			
National (ZEVIS)	1,416,000	1,182,000	-16.5
International (TACHOnet)	578,000	537,000	-7.1

Table 8: Reports to ZKR in 2008 [1]

Reports	2007	2008	Change in %
Total reports	**492,531**	**345,106**	**-29.9**
Of which			
Driver cards	431,105	303,097	-29.7
Workshop cards	10,832	10,208	-5.8
Control cards	487	363	-25.5
Company cards	50,107	31,438	-37.3

[1] Source: Production statistics of the personalization office (Digital Tachograph Cards output)

Central Registers

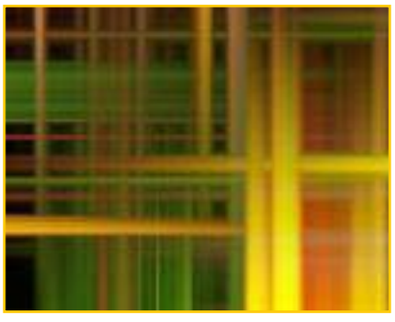
Picture source: Pixelio

Headlines from the registers – national

Central Vehicle register: Networks with external partners

Thanks to modern communication technologies, the cooperation of KBA with the almost 430 local registration authorities has changed considerably. Not lastly, this happened before the background of increased e-government activities of public administration. From the original, paper-bound transfer through data transfer on data disks to today's online communication. The existing vehicle registration processes are thus optimised internally in the administration, and made more efficient and economic for all involved, particularly for our citizens.

By now, data are almost exclusively transferred electronically to the ZFZR in KBA per business day. This makes the information from this register, which are especially relevant for investigation and fine-issuing authorities, even more up-to-date.



Picture source: Pixelio

Improvements all citizens notice

For instance when reregistering vehicles or changes of ownership. With introduction of the new, harmonized registration documents on 01-10-2005, the registration offices were granted **online reading access** to the vehicle and holder data of **ZFZR** via the KBA-portal. The opportunity to view data from the ZFZR online during the processing of the registration transaction considerably accelerates the registration processes of vehicles already registered in the ZFZR.

The data required for filling in the new registration certificate Part I and Part II can be taken directly from the ZFZR. This makes longish, error-prone manual recording redundant. With the online query, the operator can check even before registration of any vehicle whether it's subject to a national or international search order – based on the expansion of access to data in the Schengen information system approved in summer 2006 – or any other search order.

Central Registers

KBA offers additional online services.

Since October 1, 2005, registration authorities may access type data prepared by KBA for the different types of vehicles **online** from a KBA database to obtain the technical vehicle **type data** they need for filling in the registration certificates (see also the report on page 61).

Since 11-07-2006, KBA provides another online process for the registration authorities. The registration authorities now have online access via KBA to the **proof of use data** transmitted by the type approval holders, which can be supplemented by the holder of the approval by the **technical vehicle data** to complete the registration certificate part I and part II. This gives them access to technical data of vehicles to be registered for the first time for which KBA did not yet prepare type data. The database with the proof of use data of the type approval holders also includes the serial numbers of the registration certificates part II filled in by the manufacturers so the registration authority can also check applications for registration whether any manufacturer already filled in a registration certificate part II for this vehicle.

Clearance certificate online

Before the background of the provided online data access functions, the registration authorities have been made responsible, with coming into effect of the vehicle registration regulations (FZV) per 01-03-2007, to verify online in the ZFZR whether a vehicle for which a registration certificate part II is applied is already registered in the ZFZR, or a search request has been stored, or a registration certificate has already been issued. For citizens, this facilitates matters as they no longer have to provide a so-called clearance certificate from KBA in advance against a fee, which to issue the office needed several days, in particular in the high season from April to June.

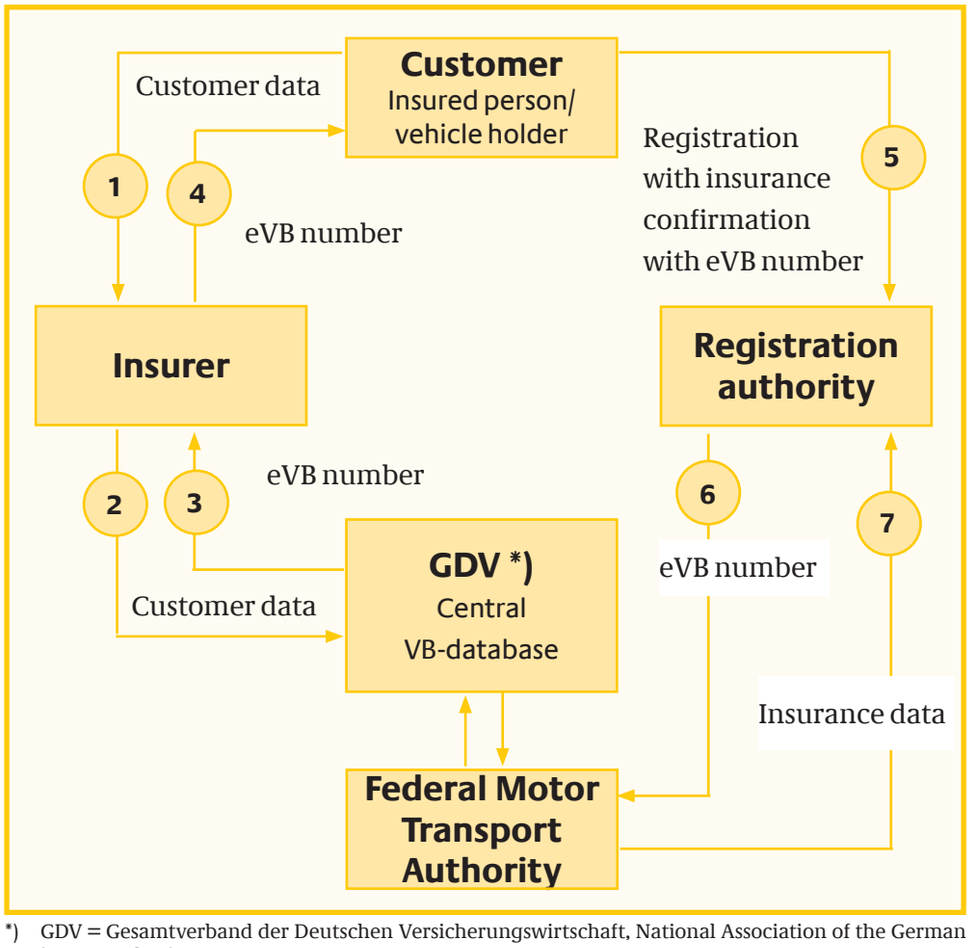
Electronic insurance confirmation online (eVB) – Goodbye to insurance cover note

The insurance cover note on paper had its last farewell in 2008. For decades, it had been the evidence of vehicle liability insurance required for registration of a vehicle. Since March 2008, employees of the registration authorities can obtain the evidence of underwritten

Central Registers

vehicle liability insurance online with a 7-digit code from a central database operated by a joint service facility of insurance providers.

With this electronic data transfer, the joint service facility functions as a central contact to the insurance providers. KBA is the central contact to the registration authorities. By now, all registration authorities do partake in this electronic insurance confirmation process. Since introduction of the process, the registration authorities have obtained 12.5 million electronic insurance confirmations online. The essential benefit of the electronic insurance confirmation process is that it avoids media gaps by electronic receipt of the data of the insured. Manual recording in the registration authorities is redundant, and the registration process all in all much accelerated.



*) GDV = Gesamtverband der Deutschen Versicherungswirtschaft, National Association of the German insurance business

This improvement was supplemented by the second step on 01-09-2008. So far, messages were exchanged between vehicle insurers and registration authorities on paper only. This step introduced electronic data transfer. In particular, this relates to

- the electronic insurance confirmation for transfer in case of change of insurance provider, and
- **reports** of the insurers about **termination of the insurance** relationship.

The joint service facility of the insurance business sends these notifications electronically to KBA. KBA on the other hand maintains the data ready for the registration authorities to access. The exclusively electronic data transfer allows to process the information automatically in the registration authorities, and to reduce the previous handling efforts.

The process for electronic insurance confirmation was realized together with the insurance business. This is a good example of how business and administration in the spirit of the national e-government strategy optimize existing business processes by close cooperation and use of existing infrastructures, and how they make administrating processes free of media gaps and more efficient.

As the final step of online communication between KBA and the registration authorities, online writing access to ZFZR will be realised in 2009.

From this date on, the registration authorities can access vehicle and holder data from the Central Vehicle Register (ZFZR) online, and after editing the registration data, they can send them back to the ZFZR. At the same time, the data to be stored in the ZFZR will be expanded by those that used to be stored in the local vehicle registers only. This step will later make the storing of vehicle and holder data in the 430 local car registers besides the ZFZR redundant. The central data warehouse management and online data transfer will provide another requisite for online registration as intended under the Germany-online-Initiative.

Central Registers

The enhanced use of online communication with KBA increases the dependence of the registration authorities of the functionality of these processes. In case of troubles or breakdowns, the registration authorities cannot fulfil their tasks efficiently. In order to avoid such situations as best possible, the KBA IT-infrastructure has been designed based on modern technology, highly available, and safe. In line with this design, the partner services and internal and external information and communications management have been optimized, to be able to respond and inform fast and qualified in case of trouble.

Contact persons for online communication

Photo: KBA

Photo: KBA

Central Registers

Central Register of Traffic Offenders (VZR): Rise of fine rates code per 01-02-2009

With the order to modify the regulations for the catalogue of fines, which was adopted per 01-02.2009, the fines for traffic offenses were partly considerably increased.

The supreme goal of the regulation is to increase the traffic safety by improving the general and special prevention. Not all fines were raised. The warning fines up to €35 were left unchanged. The same applies to the regulations of driving prohibitions and point scores.

In order to improve traffic safety, the regular fine rates for the main causes of accidents, for certain **offenses** which generally reason **economic advantages**, or which are inflicted intentionally, have been raised, partly even doubled.

The following behaviours are main causes of accidents:

Picture source: Pixelio

- Speeding
- Infringement against right of way
- Infringement when turning off
- Wrong use of road
- Infringement against distance limits
- Driving under impact of drugs or alcohol

Financial or economic advantages might be realized by following offenses:

Picture source: Pixelio

- Driving with a car not roadworthy
- Overloads
- Infringement against the driving ban on Sundays

Explicitly intentionally inflicted offences are for example:

- Illegal use of mobile or car phone when driving
- Use of radar alert systems
- Participating in and organising car races
- By-passing closed railway fence
- Infringement against the duty to determine the axle loads and the total weight

In general it is foreseen to double the fine in case of intentional traffic offense.

Central Registers

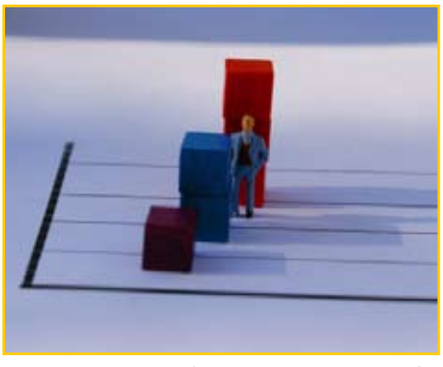
Below please find a list of the most important changes:

Traffic offense	Fine new and previous fine ( ) in €
Unadjusted speed	100 (50)
Offence against obligation to drive on the right	80 (40)
Misconduct on motorway (e.g. turning, reversing, infringement against right of way etc.)	70-200 (40-150)
Not enough distance when driving more than 80 km/h	
Less than 5/10 of half the speedometer reading	75 (40)
Less than 4/10 of half the speedometer reading	100 (60)
Less than 3/10 of half the speedometer reading	160 (100)
Less than 2/10 of half the speedometer reading	240 (150)
Less than 1/10 of half the speedometer reading	320 (200)
when driving more than 130 km/h	
Less than 5/10 of half the speedometer reading	100 (60)
Less than 4/10 of half the speedometer reading	180 (100)
Less than 3/10 of half the speedometer reading	240 (150)
Less than 2/10 of half the speedometer reading	320 (200)
Less than 1/10 of half the speedometer reading	400 (250)
No consideration towards weak traffic participants	80 (60)
Misconduct at pedestrian crossing	80 (50)
Misconduct at railway passages	80–700 (50-450)
No attention to right of way	100 (50)
Drugs and alcohol when driving	500 (1st offence) (250)
Zero per mill regulation for beginners not complied with	250 (125)
Red light not complied with	90 (50) 200 (125)
Red light was on for more than 1 second	90 (50) 200 (125)
Performance of illegal car races	500 (200) organiser 400 (150) (participant)

Offense	Fine new and previous fine ( ) in €	
Infringement against speed limit with car	**In town**	**Out of town**
From 21-25 km/h	80 (50)	70 (40)
From 26-30 km/h	100 (60)	80 (50)
From 31-40 km/h	160 (100)	120 (75)
From 41-50 km/h	200 (125)	160 (100)
From 51-60 km/h	280 (175)	240 (150)
From 61-70 km/h	480 (300)	440 (275)
More than 70 km/h	680 (425)	600 (375)
Infringement against speed limit with truck	**In town**	**Out of town**
From 16-20 km/h	80 (50)	70 (40)
From 21-25 km/h	95 (60)	80 (50)
From 26-30 km/h	140 (90)	95 (60)
From 31-40 km/h	200 (125)	160 (100)
From 41-50 km/h	280 (175)	240 (150)
From 51-60 km/h	480 (300)	440 (275)
More than 60 km/h	680 (425)	600 (375)

(Other items in the catalogue of fines including scores and duration of the driving ban area available under www.kba.de).

Statistical survey via Central Register of Traffic Offenders (VZR) available from KBA statistics department



Picture source: Foto Raake

The technical responsibilities of KBA are tightly interconnected. The transactions processed in the central register of traffic offenders are evaluated by statistics. The records are based on the VZR-business statistics which is founded on the count of the business transactions. It is supplemented by the basic VZR statistics which allows more in-depth insight into the contents of the register. Regardless of the increasing degree of automation, the VZR presently is partly maintained on paper and manually. Therefore, statistical evaluation is possible only after personnel-intensive encoding and recording of paper slips, with restrictions of updating. Only random-checking is economically reasonable. The basic VZR statistics deliver findings that are used for instance for research on traffic safety and traffic policy decision-making.

Central Registers

Because of the thematic correlation, such information from statistics is published in the section of the central registers.

Men and women, traffic offenses and points

Speeding continues to be the most frequent reason for records in the central traffic register in 2008. With 78.3 percent (6.940 million) men are the majority of persons registered in the VZR (See table 9). More than half of men and women on register have been recorded for speeding. As in the past years, the second most frequent offense men do is driving under alcohol impact. Women tend to infringe against the right of way more often. The on-going year will show whether and how the increase of fines per 01-02-2009 influences the offense structure.

Picture source: Pixelio

Most of the persons registered in VZR (75.1 %) have scores of 1 to 7 points. This concerns 72.4 percent (5.024 million) of men and even 84.9 percent (1.633 million) women on register. Only 5.6 percent (497,000) of all persons on record have more than 7 points, and only 0.8 percent (73,000) have 14 and more points, This is mainly due to the fact that many drivers in this group are classified as not being suited to drive vehicles on the road due to serious traffic offences, and their driving licences revoked, and their score is reset to nil.

Almost one sixth (1.611 million) of persons registered in VZR has no points, 20.0 percent of men and 11.8 percent of women. This group includes, besides persons whose driving licence is (still) revoked), also those who after later re-licensing showed no more infringements. It also includes persons who never had a driving licence but still infringed against traffic law

Table 9: Persons registered in the central register of traffic offenders per 31-12-2008 1)

Persons on record, offense type, and points	Total 2)		Men		Women	
	In 1,000	In %	In 1,000	In %	In 1,000	In %
	Persons on record in central register of traffic offenders					
Persons on record	8,865	100.0	6,940	78.3	1,923	21.7
	Offense type per group of persons on record					
Alcohol	1,314	14.8	1,166	16.8	148	7.7
Speed	5,102	57.6	3,999	57.6	1,103	57.4
Right of way	990	11.2	691	10.0	299	15.5
	Points per group of persons on record 3)					
No points	1,611	18.2	1,385	20.0	226	11.8
1-7 points	6,657	75.1	5,024	72.4	1,633	84.9
8-13 points	424	4.8	374	5.4	50	2.6
14 and more points	73	0.8	69	1.0	5	0.3

1) Percentage according to random checking of VZR inventory per 01-01-2008
2) Inclusive without specification of gender
3) Excluding persons whose points could not be calculated with IT-program (total: 1.1 percent)

Number of drug offenses stagnant on high level

Drugs and traffic just don't match – this is hardly new information for anyone. Alcohol, medicine and other drug consummation limits the ability to react, and hence the ability to drive. Who still sits down behind the wheel has to expect serious measures, for instance ban on driving, or even cancellation of the driving licence. The number of participants in traffic not aware of this risk, or even taking this risk, changed little in 2008 compared to the previous year (table 10).

Picture source: Pixelio

221,800 alcohol and other drug offenses have been recorded in VZR last year. Compared to the previous year, this is a slight decline by 0.3 percent in total. However, there are different trends for different drugs: While alcohol offenses continued their downward trend with -2.1 percent, the upward trend of other drug offenses continued with a significant 12.3 percent plus.

Picture source: Pixelio

Central Registers

Offences related to intake of drugs such as cannabis, heroine, amphetamines etc. or medicine in 2008 already amounted to 14.0 percent of all drug offences (*2007: 12.4 %*)

Picture source: Pixelio

Graphics 5: Drug offenses (including alcohol) 2003 - 2008

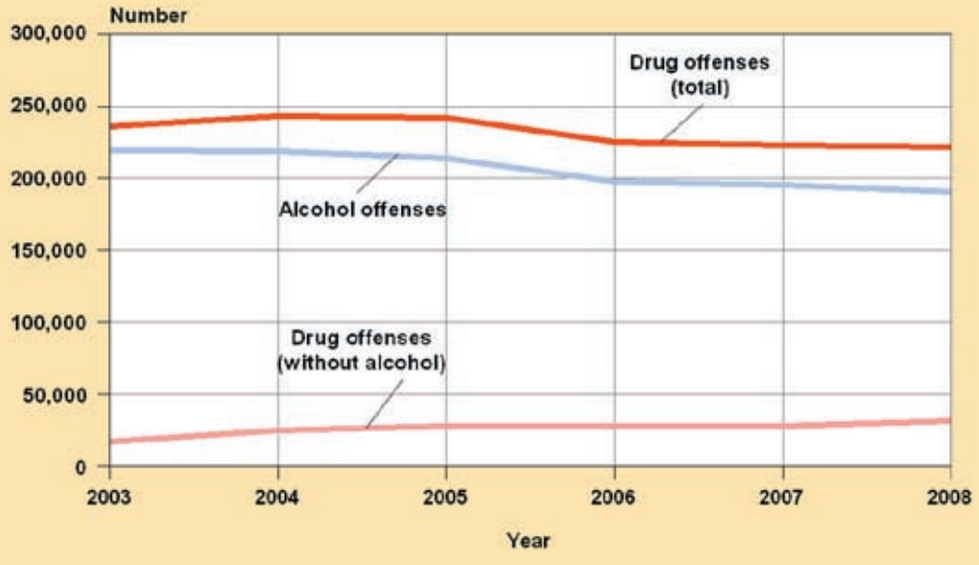


Table 10: Drug offenses (including alcohol) 2003 – 2008

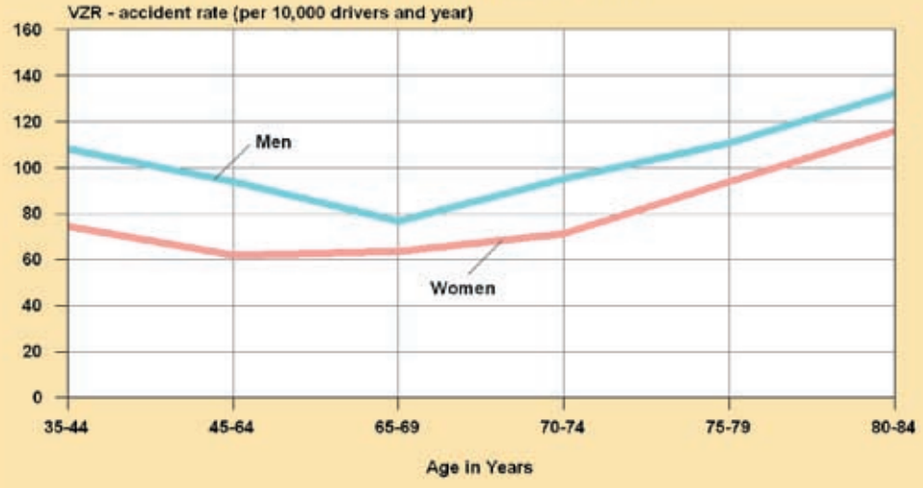
	2003	2004	2005	2006	2007	2008
Drug offenses (including alcohol)	236,100	243,400	241,900	225,300	222,600	221,800
Alcohol offenses (in %)	219,100 92.8	218,700 89.9	214,000 88.5	197,900 87.8	195,000 87.6	190,800 86.0
Other drug offenses (in %)	17,000 7.2	24,700 10.1	27,90 11.5	27,400 12.2	27,600 12.4	31,000 14.0

Numbers of offenses rounded to 100

Accident hazards by senior citizens?

This questions was the focus of a research project KBA realized for Bundesanstalt für Straßenwesen (BASt). For clarification of that question, references was made to the VZR records of traffic participants aged up to 84 years. Of 350,000 newly registered persons, the frequency with which in the following 12 months a record was entered in VZR due to a road accident was investigated. The illustration shows the thus determined accident rates for women and men of medium and higher ages.

Graphics 6: Traffic offences with accident recorded in VZR per 10,000 persons within 12 months after previous VZR-record



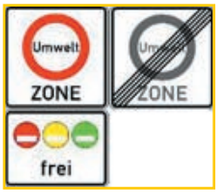
According to that, the accident risk of a driver aged between 45 and 74 years is lowest. The age group from 35 to 44 years was referenced as benchmarking group. From approx. 70 years on there is a first slight rise compared to the particularly exemplary group of 65-69 year olds. But only the accident risks of the group of 75-79 years exceeds the risk of the reference group: with men only slightly, with women significantly. At the age of over 80 years, the accident risk continues to rise, and reaches a level otherwise known only in the age group of under 30 years.

Because of the (still) very low population proportion of more than 80-year olds, the risk of suffering a damage caused by a driver of that age is very low compared to the risk by young drivers.

*) published in June 2008 under: Berichte der Bundesanstalt für Straßenwesen, "Alterstypisches Verkehrsrisiko", volume M 193

Central Registers

Environmental zones in Germany



Picture source: BMVBS

In effect since March 2007: the regulations for labelling of low-emission vehicles. The goal of this regulation is to comply with the threshold limits for fine dust as defined in the directive for air quality 96/92/EG and 1999/30/EG. For this purpose, many cities have defined so-called environmental zones. Only vehicles with corresponding fine-dust stickers proving this vehicle is exempt from the driving ban may enter these no-driving zones. Offences against the driving ban will be punished with fines and one point in the central register of traffic offenders. It is not enough for the vehicle to fulfil the standards of the related label sticker. The sticker has to be attached to the vehicle. This also applies to vehicles from abroad.

Realization of this regulation was in the hands of cities or communities, this is why environmental zones have not been introduced everywhere, and not at the same date.

In 2008, 6,259 reports of offences against environmental zones were registered. With 5,608 records, 90 percent of all offences were listed in Berlin. Stuttgart transmitted 498 records, or 8 percent of all offenses. The majority of the "environmental sinners" infringed once against the driving ban, only 145 persons were recorded more than once.

Table 11: Offences in 2008 [1] against the "environmental zones regulation"

City	March	April	May	June	July	August	September	October	November	December	Total
Berlin	221	922	869	692	494	343	488	504	493	582	5,608
Ostalbkreis	0	0	1	7	4	2	3	1	3	0	21
Hannover	0	0	0	1	12	20	13	9	10	6	71
Reutlingen	0	0	0	8	8	3	1	2	0	3	25
Stuttgart	0	0	20	120	83	51	60	58	64	42	498
Total [2]	221	922	896	828	608	429	572	576	572	635	6,259

[1] No reports in January and February
[2] Including unspecified reporting agencies

Central Registers

Central Register of Driving Licences (ZFER): 10 years EU driving licences in Germany

Since early 1999, or for ten years, the old grey or pink licences are no longer issued in Germany. Instead, plastic cards in handy check-card formats are issued. This was also the starting shot for set-up of a new central register to store these data with the drivers' licence classes A-E which have been introduced as new European wide standard.

By now, almost 50 percent of the 53.5 million holders of licences have been recorded in the ZFER in Germany.

It will probably take 10 more years to register also the second half, and to complete the register. After a newly adopted European directive, old drivers' licences – presently 114 different formats all over Europe – will be valid until 2033 but no longer.

Picture sourcen: Pixelio, BMVBS

Central Registers

Headlines from the registers – international

Central Registers of KBA: Networked in Europe

Picture source: Pixelio

With its central registers, KBA is closely involved in the manifold activities on European level to expand the cross-frontier exchange of information and data on road transportation. KBA actively co-designs these developments in agreement with the Federal Ministry of Transport, Building and Urban Affairs (BMVBS). The purpose of these activities in particular is to increase the traffic safety by exchanging holder data as basis for cross-frontier investigation of traffic offenses and the exchange of driving licences data to mitigate so-called licence tourism. The mutual exchange of data also helps to fight vehicle related criminality and to improve police cooperation.

With the Pruem Agreement of May 27, 2005, the signatories resolved to intensify the cross-frontier cooperation in particular to fight terrorism, cross-frontier crime, and illegal migration. The treaty partner states thus have direct online access via national contact bodies to vehicle and holder data from the different national vehicle registers. KBA is Germany's national contact body for inquiries for information coming in from abroad. In June 2008, the multilateral treaty, originally agreed between 7 EU member states, was transferred to EU legislation, and hence extended to include all 27 member states 1). By mid July 2008, the effective operations were started with France, Luxemburg and Spain, and to date also with the Netherlands and Austria. By the end of December 2008, these countries had already executed almost 2,500 online queries from the ZFZR for the purposes of the Pruem agreement.

Technical realization of this data query is made based on the EUCARIS-system. EUCARIS (European Car and Driving Licence Information System) was developed already in the late nineties to realize the agreement, originally agreement between 5 states, on an European car and driver licence information system (EUCARIS-treaty) 2). This is a joint online information system between the central register authorities of the contract parties, and in particular it serves the prevention of vehicle related crime (theft, embezzlement etc.).

1) Resolution 2008/615/JI of the council of June 23, 2008 on intensifying the cross-frontier cooperation in particular to fight terrorism and cross-frontier crime, as well as resolution 2008/616/JI of the council of June 23, 2008 to launch the resolution 2008/615/JI
2) Treaty on European Car and Driver Licence Information System (EUCARIS) of 29-06-2000

Central Registers

Prior to registration of a vehicle imported from abroad, the office can verify through a EUCARIS query at the foreign vehicle registration office whether there are any concerns against registration. With the opportunity of inquiring driving licence data, EUCARIS helps mitigate licence tourism. By now, all 16 states are connected to EUCARIS. EUCARIS is also used for exchanging car registration data according to the Pruem agreement. As the Pruem agreement was transferred to EU legislation, EUCARIS will soon also be used EU-wide.

Table 12: Number of EUCARIS inquiries in 2008

EUCARIS inquiries to KBA (inquiries from abroad)	**2007**	**2008**	**Change in %**
Total inquiries	**1,061,078**	**1,228,891**	**+15.8**
Of which from			
ZFZR	1,063,178	1,170,588	+13,0
VZR	24,900	58,303	+134.2

Table 13: Number of EUCARIS inquiries in 2008

EUCARIS inquiries by KBA (inquiries to abroad)	**2007**	**2008**	**Change in %**
Total inquiries	**87,647**	**96,689**	**+10.3**
Of which from			
Vehicle data	87,028	95,111	+9.3
Driving licence data	619	1,578	+154.9

KBA supports initiatives to make EUCARIS the basis for the driving licence information system intended by EU (RESPER [1)] = Reseau Permis de Conduire).

This system foresees, in line with the third EU-directive on driving licences, that prior to issuing a licence, other states will be queried Europe-wide whether a driving licence was already issued or cancelled.

[1)] RESPER = European driving licence network

Central Registers

REGINA (Registration and Information Agreement) is an international process according to the directive 1999/37/EG by the council on registration documents for vehicles for the exchange of information on re-registration for vehicles that had been registered before in another country. REGINA facilitates controls, in particular to fight the abuse of registration documents, and the transfer of stolen vehicles. In 2008, the KBA received approx. 1.6 million reports from abroad, of which approx. 700,000 from Poland.

Before the background of the EU traffic safety program for reduction of the number of roadkills by half by 2010, assuming 40,000 casualties in 2004, **the activities for gross-frontier investigation and execution of traffic offenses** presently sees a lot of activities. So far, Germany had bilateral treaties only with a few states (for instance Switzerland and Austria), but with the general resolution of the EU-council of 24, February 2005, on the application of the principle of mutual acknowledgement of fines and penalties (so-called "traffic ticket resolution), a EU-wide legal foundation was adopted, for instance for cross-frontier investigation and punishment of traffic offences starting with €70.

Picture source: Pixelio

However, national implementation of this general agreement is still pending. Determination of holder data is the preliminary for cross-frontier investigation of traffic offenses. For this purpose, The EU-committee in March 2008 presented a draft for a directive to facilitate cross-frontier enforcement of traffic safety regulations (so-called enforcement-directive), which in particular foresees installation of a EU-wide system for electronic exchange of holder data. This directive is presently still under discussion in the European panels (for instance the EU-parliament and EU-council) and in the member states.

Central Registers

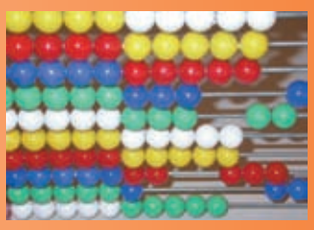
KBA is connected to the EU-wide information network to exchange data on digital Tachograph cards with TACHOnet

TACHOnet for instance allows verifying applications for driver cards in the issuing offices to find out whether a card has already been issued in another state for the applying driver. This helps prevent abuse by averting regulations on steering and resting periods. TACHOnet is also used for road controls to check the validity of foreign driver cards.

As the central traffic register authority in Germany, KBA plays a major role in the technical and factual realisation of the mutual exchange of register data. In the related panels and teams on EU-level, KBA takes initiatives to realize data exchange, maintaining the national competencies for the registers, through or between the central register offices as national head offices. Technical realization shall make use of already existing and well-proven processes (in particular: EUCARIS). Before the background of scarce resources, the time and cost intensive development of completely new processes would be redundant.

The outlines developments on European level more and more require close and adjusted cooperation between KBA and its foreign partner offices to successfully represent the joint interests of register offices towards the other involved institutions (for instance the EU-committee). For this purpose and under involvement of KBA, the **Association of European Vehicle and Driver Registration Authorities – EReg** was set-up in 2006. KBA actively designed work and further progress of his association. As a “network”, EReg mainly serves the mutual exchange of information and experience, the development of proposals and statements on actual problems and cooperation with the purpose of optimizing existing processes. Besides an annual conference, the technical work happens in several teams concentrating on different topics. For more information on targets and activities of Ereg please see www.ereg-association.eu.

Statistics



Statistics

KBA-statistics – yesterday – today – tomorrow

With its statistics based on its central registers of vehicles and drivers and statistics of road haulage, KBA contributes to national and European statistics – since more than 50 years. Statistical evaluation without IT-support is hardly feasible today.

In the outward appearance, the official KBA statistics have changed considerably. This shows for instance in the type of presentations. Until recently, paper still was the measure of all things. Today, the electronic distribution via Internet characterises the appearance and the work style of the people working on KBA statistics.

The offer under www.kba.de was completely restructured. Since one year, customers may acquire statistics, also those against fee, easily and directly, all around the clock, from www.kbashop.de.

KBA statistics on the one hand offers basic statistic date of lower depth which inform, free of charge, about road haulage, drivers and vehicles under different aspects. On the other hand, it offers standard products which are more deeply broken down, in particular for technically interested parties or for commercial use. A fee is charged for that kind of information. Furthermore, KBA also offers statistics matching individual questionnaires against fees.

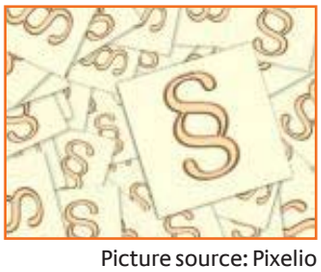

Picture source: Pixelio

Based on the latest regulations, KBA in pricing services not only has to consider the efforts incurred, but also the value (use) the supplied information has for the user. The higher in particular the commercial value is for business activities, the higher the fee to be charged. The public authority is not permitted to give away assets for free. It is instructed to partake in the business success of its partners. At the same time however profit-making by KBA as an authority is excluded.

Statistics

With our current product concept, we fulfil the order as public statistics to be objective, neutral and independent. We not only provide the necessary figures for decision making to state institutions, we also offer citizens a comprehensive specification of the social, economic and national developments.

Not only the economy needs for its purposes official figures, which are represented objective, independently collected and neutrally represented as foundation for business decision-making, but also for value adding. This aspect became relevant first on international level, and was implemented in Germany under the Act of further use on information (Informationsweiterverwendungsgesetz), a binding law of 19-12-2006. This act does not reason claim for disclosure of data, which might result from the law on environmental information or the law on the freedom of information, but it also reasons equal treatment of all interested parties, to which state-maintained data of all kinds – under reservation of applicable data protection and secrecy law – have to be provided for commercial use by the authorities.



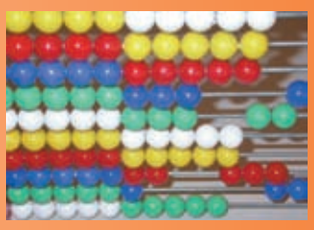
Picture source: Pixelio

More and more, the public wishes “statistics at a mouse click”, and the representation shall be as individual as possible (for instance by selecting columns and rows). Statistics shall be ever more in-time, more precise, and more reliable. Accordingly all processes are reviewed for organisational and technical optimization potentials. Special attention is paid to the statistics of traffic events (“points”), to considerably increase their being up-to-date.

The behavioural codex for the European Statistics Systems (ESS), which was pronounced by the EU-committee in May 2005, is the main measure for the change process. It is based on 15 principles specifying the quality requirements to official statistics: from their independence through quality obligation, statistic secrecy, avoiding of excess burdens on the information provider, relevance, precision and currency of data to accessibility.

KBA actively supports this process, which in Germany is coordinated by the Statistische Bundesamt, by contributing to technical examinations as made on behalf of the European Committee by the Statistics Office “Eurostat”. The service level of statistical offices in all member states is polled and benchmarked, and suggestions are given for further development.

Statistics



Statistics on vehicles – Registrations at one glance

New registrations – an indicator for economy?

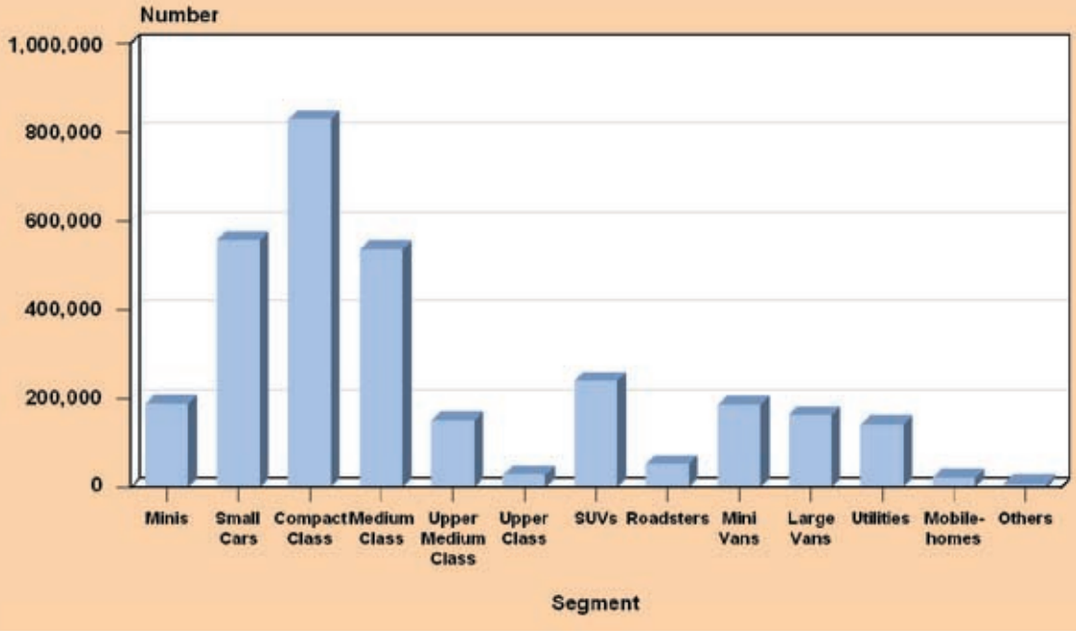
Picture source: Pixelio

2008 was not a successful year – at least not if new registrations are used as indicator. They were on a low level all over throughout 2008. 3.09 million passenger cars have been registered new for road traffic, 1.8 percent less than the year before.

Segments – statistics on passenger cars by size classes

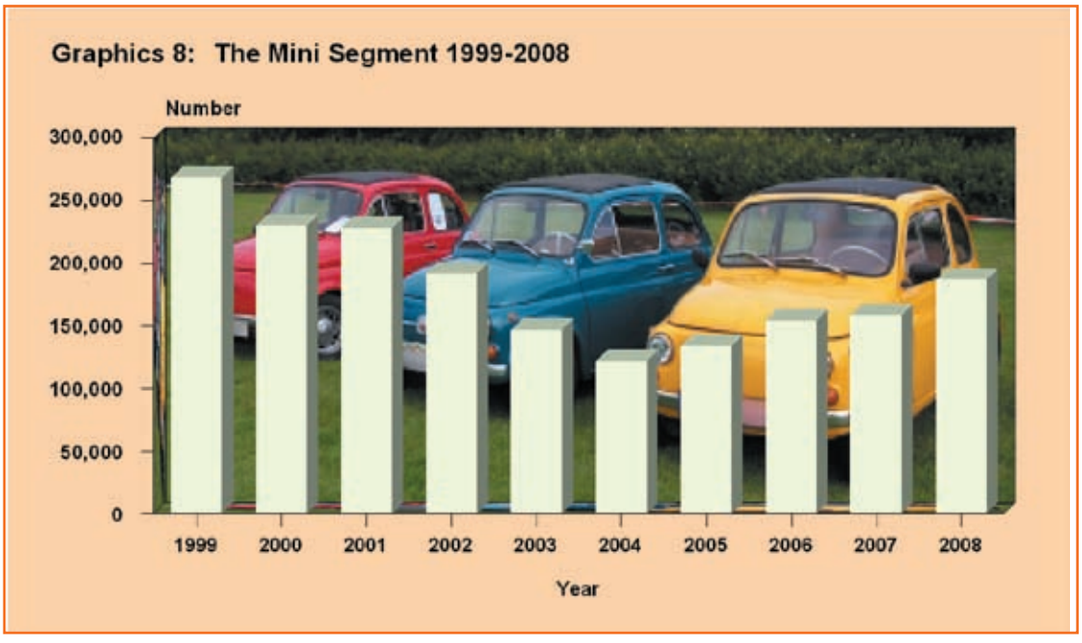
The number of new registrations of smallest cars (mini-segment) however developed against this trend. Last year, the mini segment had a 18 percent plus. The favourite however still is the compact class. Every 4th passenger car comes from this segment [1)]

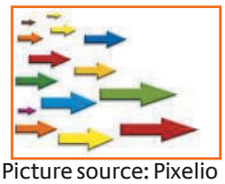
Graphics 7: New car registrations 2008 by segments



[1)] In contrast to other statistic evaluation characteristics the car segment is not included in the registration documents, and not determined when registering. New models will be classified after successful type approval by KBA under consideration of different date in close cooperation with the car associations by size class and type of use. The segmentation of cars is market oriented, and primarily serves for comparison between car brands.

Statistics




Picture source: Pixelio

Colour – more white

Grey continues to be the most favourite colour of new car registrations. White as a coating seems to see a renaissance. Last year, this share doubled to almost 6 percent.

Used cars – less changes of owners

Not only the new car market, but also the used car market suffered from defensive consumer behaviour. 6.11 million cars changed owners in 2008, 2.4 percent less than the year before.


Picture source: Pixelio


Picture source: Pixelio

Age

On 01-01-2009, there were 41.3 million cars in Germany in total. The average age was 8.2 years.

Cleaner – more Euro 5

Before the background of environmental and traffic policy efforts the emission requirements were further enhanced. The activities showed effect: Since August 2008, the number of car registrations with emission class Euro 5 has been growing.


Picture source: Pixelio

Statistics

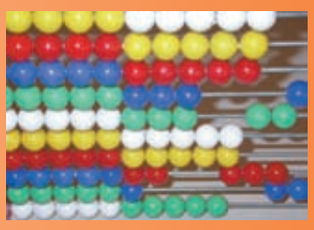


Table 14: New car registrations by exhaust gas standards Euro 5 and Euro 6

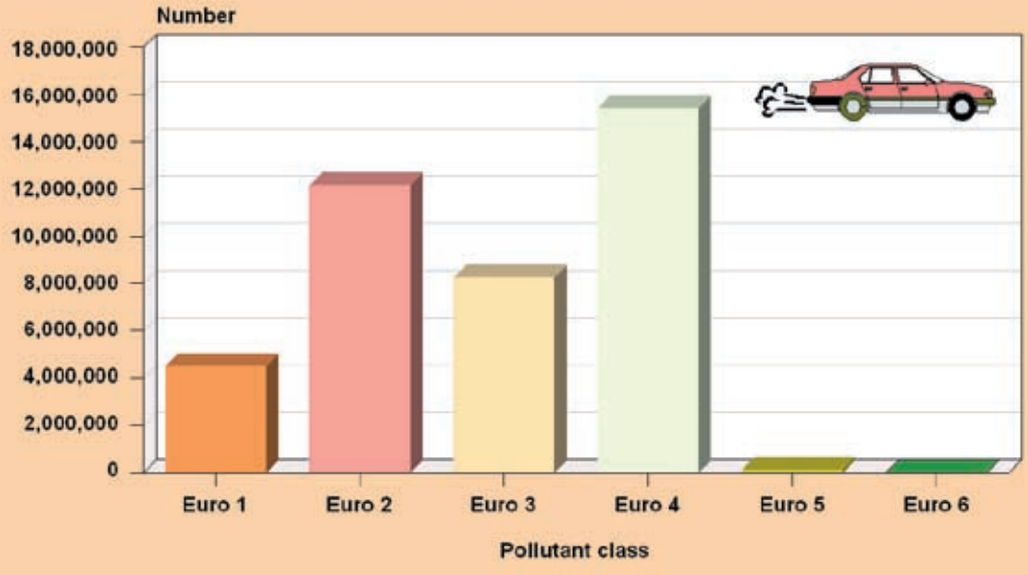
New car registrations 2008	August	September	October	November	December
Euro 5	610	7,128	21,285	30,543	38,798
Euro 6	24	-	8	54	41

Euro 5 and 6

Stricter exhaust gas standards

Based on the directive (EG) 715/2007, type approvals can be granted since August 2008 according to the highest present emission standards Euro 5 and Euro 6. This was implemented by most car manufacturers for many new models. In December the Euro 5 proportion for new registrations was already 17.2 percent. There was also a large number of gas with worse exhaust gas values in the old inventory. Almost 4,5 million cars are classified as Euro 1 and 12 million as Euro 2.

Graphics 9: Car inventory by emission classes per 31-12-2008

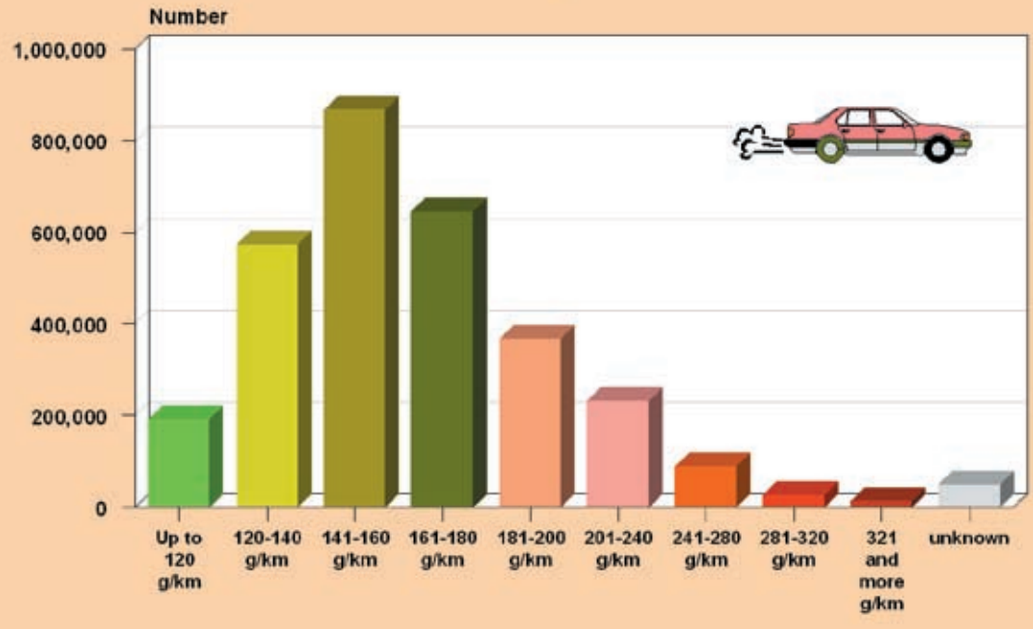


CO_2-emissions

CO_2-related car tax

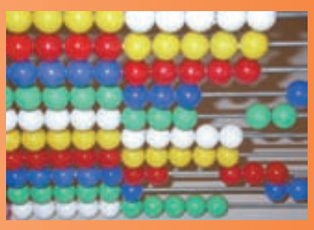
The cubic capacity related car tax for new registrations will be converted primarily to CO_2-emission by 01-07-09. Only the socket amount will continue to depend on the motor size. CO_2-output will be considered in the car tax from 120 g/km on.

Graphics 10: CO_2-emissions of new car registrations in 2008



The average CO_2-output of cars registered new in 2008 was 165 g/km. While the small lightweight models of the Mini Segment put out 120 g/km on average, the SUVs are at the top end of the range with 225 g/km. 7 percent of new registrations last year fell under the tax limit of 120 g. Models such as Smart ForTwo. Ford Fiesta, Seat Ibiza and VW Polo are even under 100 g/km

Statistics

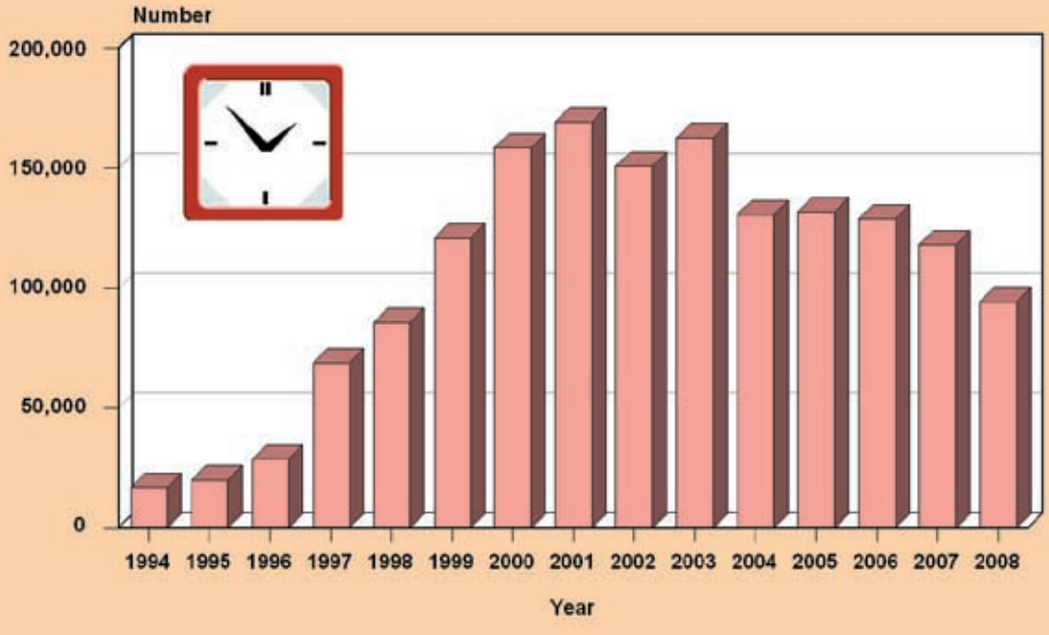


Temporary Registrations

Closure fever

The measure of daily new registrations is approximately 10,000 cars all over Germany. At the end of the month, and even more so at the end of the year, the reported figures rocket up, and frequently total at more than twice the normal daily numbers. However, many of the new registrations will be unregistered soon after. Vendors offer such cars at economic terms. These cases, with a maximum registration of 30 days, are registered as temporary registrations in the KBA-statistics. This common practice was established only over the last 10 years. In 2001, the highest value was reached with 169,000 temporary registrations (5.1%), and then figures began to drop. In 2008, 94,000 brand-new cars were unregistered after but a few days (3.0 %). Ssangyong (64.0 %), General Motors (44.1 %), and Subaru (20.1 %) had extremely high shares in the last year.

Graphics 11: Temporary registrations 1994 - 2008



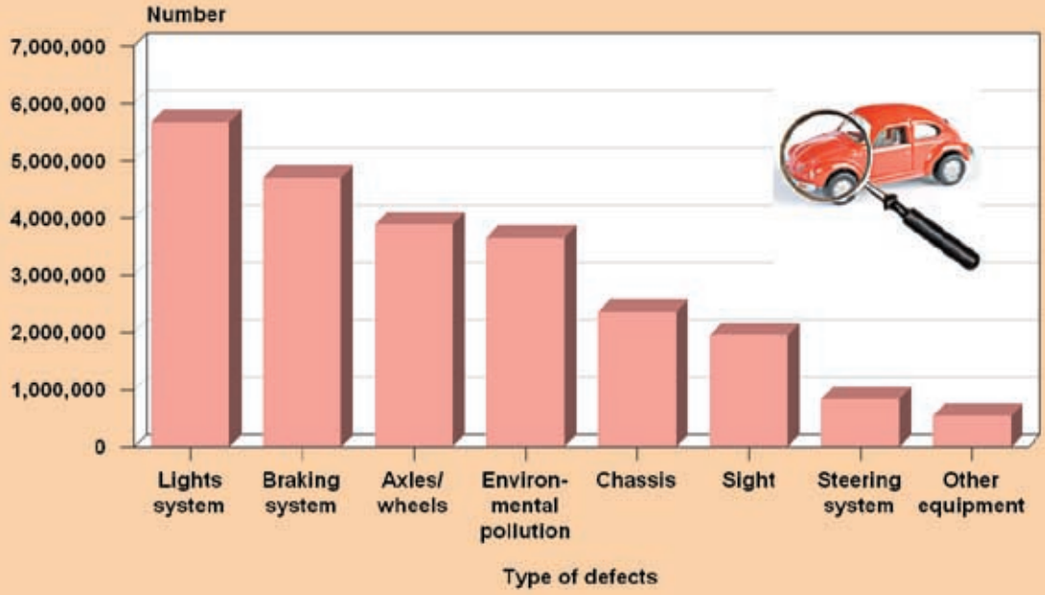
Statistics

Vehicle checks

Poor light quality

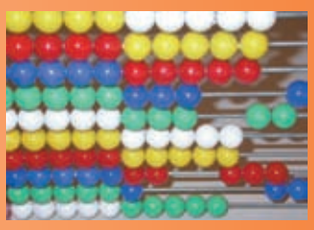
Every year, approx. 25 million vehicles are presented for the great check. This is half of the total vehicle inventory. Last year, 51.5 percent were without claims. On average, every complained vehicle had 2.5 defects. 7.8 million times, the control institutions complained about light, the most frequent cause of complaints. The second frequent causes was the braking system with 5.9 million defects. The age of the presented vehicles again grew. Almost 11 million vehicles were older than 9 years. The number of complained vehicles in this age group is particularly high –62.8 percent

Graphics 12: Passenger car defects in 2008



Most holders (40 %) turn to the TÜV for the due great inspections. 34.6 percent present their vehicle to DEKRA; and 13.4 percent prefer a control organisation of GTÜ. 12 percent turn to several other organisations.

Statistics

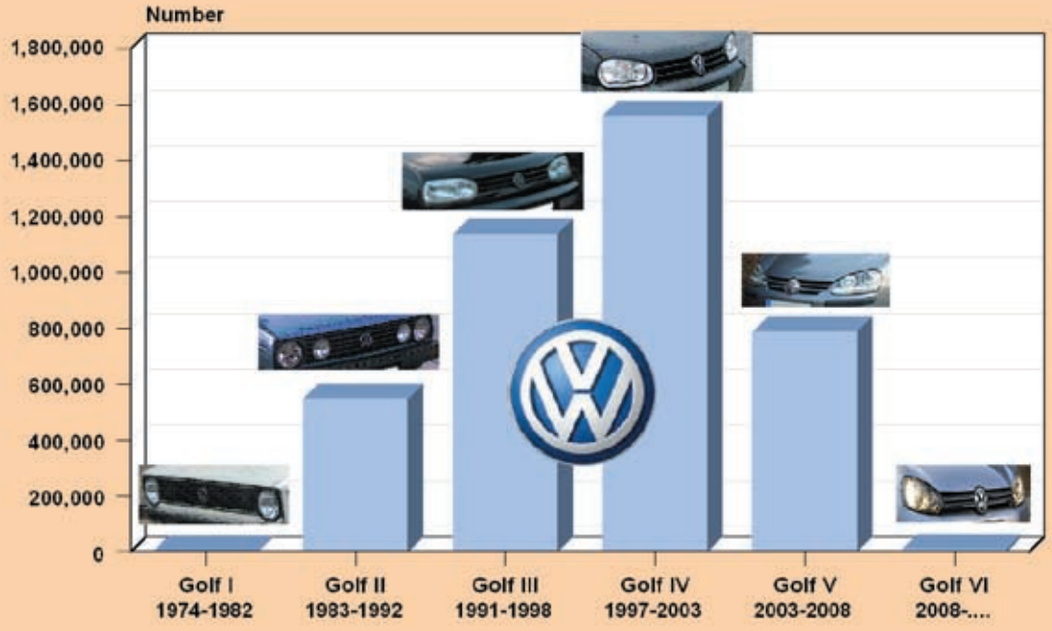


35 years of VW Golf

Sixth generation Golf

According to information from the factory, more than 25,000,000 Golf have been produced in the Volkswagen factories since the termination of the popular VW Beetle. This means it is the best sold car in Europe. The first Golf left the belt in Wolfsburg in 1974. In Germany, presently approx. 4 million Golf (including Jetta and Bora) are registered, almost 10 percent of the passenger car market. There are still about 4,000 Golf 1 models; some already have a historical licence number. The Golf is also outstanding in current new registrations. In 2008, 231,000 units of the most successful compact class have been registered for the road, among them already the first Generation 6 models. With 37.6 percent, the Golf covers the biggest proportion ahead of Passat (15.4 %) and Polo (11.7 %). The Golf with Otto motor has preference (57.8 %). It is also frequently used as “corporate car”. 65.5 percent were registered last year for commercial purposes.

Graphics 13: Inventory of VW Golf I to VI per 31-12-2008



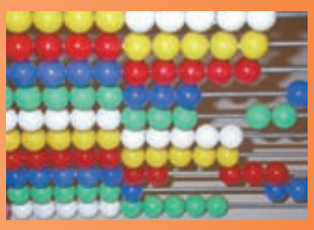
Rarities

Tax free and licence free

80 years ago, company Vidal & Sohn Tempo-Werk GmbH was set-up to construct delivery vans. An act adopted the same year, defined that vehicles with less than four wheels and a cubic capacity of max. 350 ccm might be driven without licence, and were tax free. This created much demand for such vehicles. Later, the company added four-wheel vans under the names “Matador” and “Wiking”. In 1955, the Tempo-Werk joined forces with Hanomag. Then, there were still 101,000 three-wheeled “Tempos” on German roads. 10 years later however, the brand Tempo disappeared, and the inventory of such vehicles was only half as big. The company shares were transferred through Rheinstahl-group to Daimler-Benz. Again, the number of Tempos was cut by half. In 1978, the 50th anniversary of incorporation, only 3,500 could drive by to congratulate. Today, only 87 three-wheeled legends remind us of the beginnings 80 years ago.

Picture source: Wikipedia

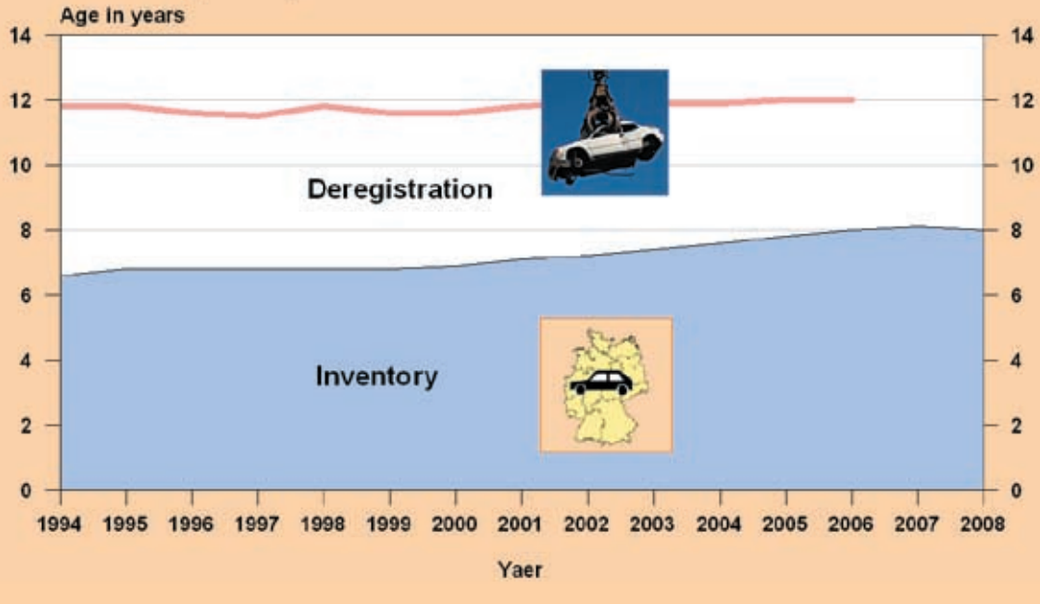
Statistics



Environmental Premium – Every 3rd car fulfils the criteria

Early in 2009, the German government prepared another large-scale program to ignite the economy. For instance, this package includes the so-called environmental premium, with a total volume of 1.5 billion Euros. The premiums was defined at €2,500 per car. Deducting administrative costs, this means about 600,000 private car owners who have a car that is at least 9 years old can enjoy this subsidy. The old car has to have been registered on the last holder for at least one year. Of course, the money will be paid only if a new car, or annual car, is bought at the same time. According to the evaluation of KBA's Central Vehicle Register, 13.7 million cars could qualify for this action in total. The average age of cars presently is 8 years. The average age of deregistration [1] lastly was 12 years.

Graphics 14: Development of average age and deregistration of passenger cars



[1] With the new regulation for vehicle registrations, only registered vehicles, meaning the „traffic in motion", will be registered. Until 01-03-2007, temporarily deregistered vehicles were also considered in the inventory (12 %). Since then, they are allocated to "put out of operation". Deregistration and final putting out of operation of a vehicle since then can no longer be determined and evaluated.

Statistics

KBA Traffic statistics

National – Central – Web based

As a partner in the European Statistics System, the Kraftfahrt-Bundesamt polls statistic data for Germany on the road haulage by German vehicles, compiles the data to national statistics, and publishes them. In order to poll data, KBA questions holders of vehicles registered in the Central Vehicle Register. In the last two years, this was done by web-based Online questionnaire. With the change of the transportation statistics legislation, the data recording, which had been segregated between Bundesamt für Güterverkehr (BAG) and KBA, since 2009 is now full responsibility of KBA. This makes the KBA responsible for the entire statistics process from polling to distribution of results. Statistic results are regularly transmitted to Eurostat, the statistics office of European Communities in Luxemburg. From there, the KBA receives the related results on European vehicles to complete the national statistics.

Extensive and current statistics on the traffic of German and European vehicles, broken down by federal states and goods, or time series are available under www.kba.de as key data.

Road haulage with German vehicles

Picture source: Raake

Development still positive over first three quarters of 2008

As in the two previous years, the increase of transport volumes and transport performance continued in 2008. German trucks (lorries > 3.5 tons load capacity and road tractors) transported 2,347 million tons of goods in total in the first three quarters in 2008. This means a +4.1 percent growth compared to the same period of the previous year. The transport performance amounted to 262 billion ton kilometres (+2.0 %). The growth of volume thus is higher than the growth of the ton mileage.

Statistics

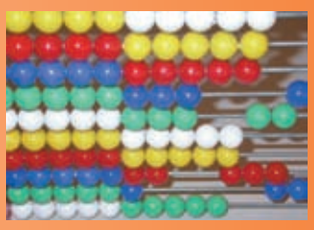


Table 15: Road haulage in total with German vehicles since 1999

Report period	Transported goods volumes in 1,000 t	Transport performance in mtkm	Annual percentage change		Index	
			t	tkm	t	tkm
1999	3,181,363	278,470			100	100
2000	3,005,104	280,699	-4.0	+2.9	94	101
2001	2,884,479	288,955	-5.7	-1.3	86	102
2002	2,720,163	285,207	-5.7	-1.3	86	102
2003	2,743,858	290,918	+0.9	+2.0	86	104
2004	2,767,167	303,744	+0.8	+4.4	87	109
2005	2,764,983	310,114	-0.1	+2.1	87	111
2006	2,919,325	330,008	+5.6	+6.4	92	119
2007	3,027,941	343,438	+3.7	+4.1	95	123
Q1-Q3 2007	2,254,472	257,207			X	X
Q1-Q3 2008	2,346,850	262,248	+4.1 [1)]	+2.0 [1)]	X	X

[1)] Change over same period of previous year

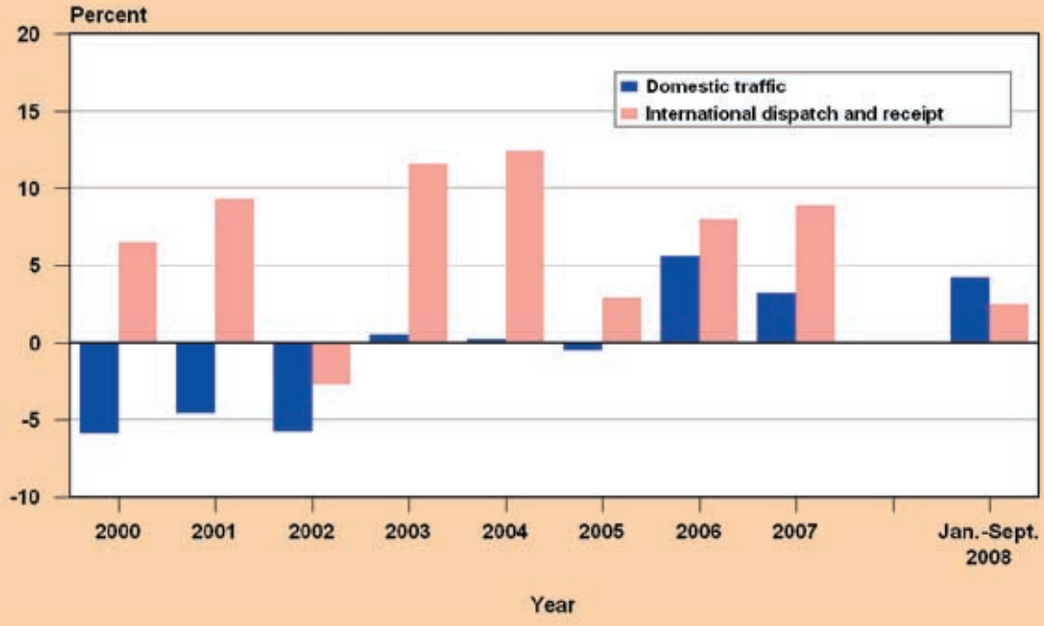
There were strong growth rates of transported volumes in the goods groups Stones and soil (+35 mio. t), chemical products (+33 mio. t), cars and machinery (+17 mio. t), and mineral oil products (+15 mio. t).

Picture source: Pixelio

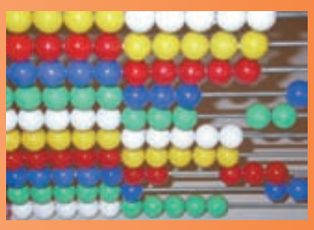
Stronger growth of domestic traffic

Different from the previous year, the domestic traffic, the biggest share of transports, in 2008 has a higher growth rate (+4.2 %) then international transports (+2.5 %).

Graphics 15: Percentage change of transport volumes to previous year



Statistics



Own account traffic recovering

After a lower transport volume in the previous year, own account traffic in 2008 slightly improved. In the first three quarters of 2008, the goods tonnage transported own account rose by +7.8 percent, while transport for hire or reward grew by +2.0 percent.

Table 16: Domestic traffic with German vehicles by type of traffic since 1999

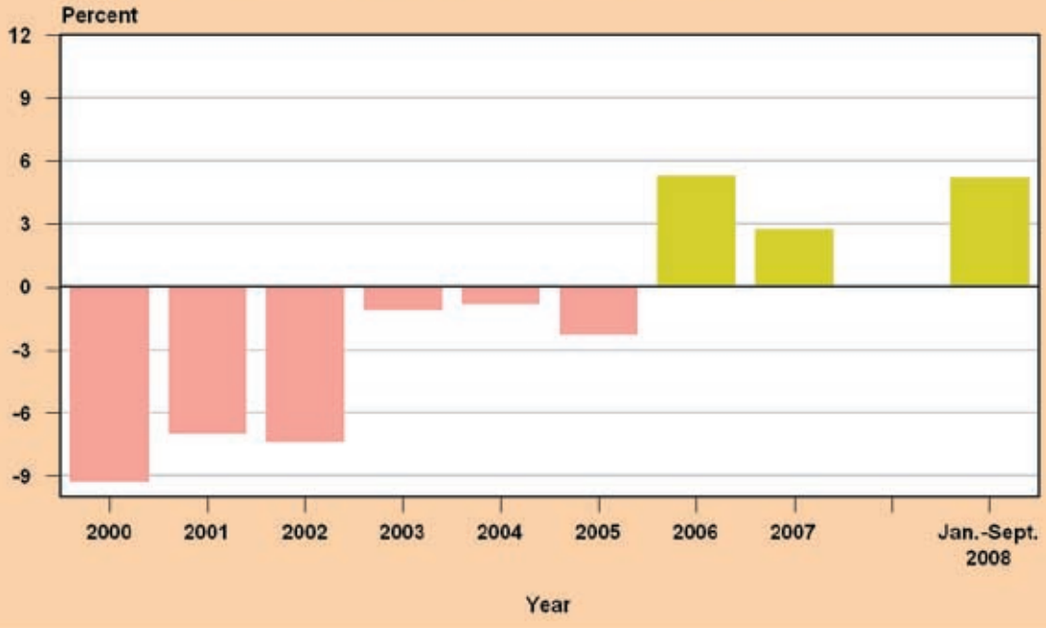
Reporting period	Hire or reward in 1,000 t	Own account in 1,000 t	Annual percentage change		Index	
			Hire or reward	Own account	Hire or reward	Own account
1999	1,531,046	1,552,534			100	100
2000	1,460,740	1,440,411	-4.6	-7.2	95	93
2001	1,395,263	1,373,621	-4.5	-4.6	91	88
2002	1,368,785	1,238,291	-1.9	-9.9	89	80
2003	1,430,790	1,188,040	+4.5	-4.1	93	77
2004	1,461,499	1,163,507	+2.1	-2.1	95	75
2005	1,533,993	1,078,647	+5.0	-7.3	100	69
2006	1,617,911	1,140,556	+5.5	+5.7	106	73
2007	1,749,690	1,097,585	+8.1	-3.8	114	71
Q1-Q3 2007	1,308,825	809,141			X	X
Q1-Q3 2008	1,334,364	872,170	+2.0 [1)]	+7.81 [1)]	X	X

[1)] Change over same period of previous year.

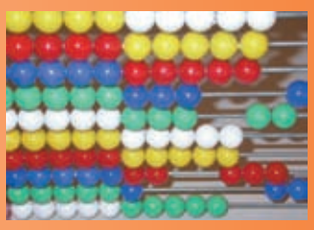
Higher growth rate for the first time in transport volumes in short-distance traffic

These developments are characterized by a stronger growth of goods volumes in particular on shorter distances. In the short range (up to 50 km), the transport volumes grew much more than in the regional range (51-150 km) and in the long-distance range (151 km and more). In the first three quarters of 2008, the growth rate of the short-distance range grew by +5.2 percent.

Graphics 16: Percentage change of goods volumes to previous year by distance ranges (figures for short-distance range)



Statistics



37 percent of mileage by low pollutant vehicles

The clear trend towards use of low pollutant vehicles again continued over the first three quarters of 2008. The mileage of vehicles in class Euro 4 and better was 37 percent in autumn 2008. Per end of the year 2007, it had been 22 percent. This reduced the share of classes Euro 3 (-10.4 percent) and Euro 2 (-3.7 percent). The share of vehicles with highest pollutant rates (Euro 1 and worse) still ranks with approximately one to two percent. However, almost half of all mileage is driven with vehicles in class Euro 3.

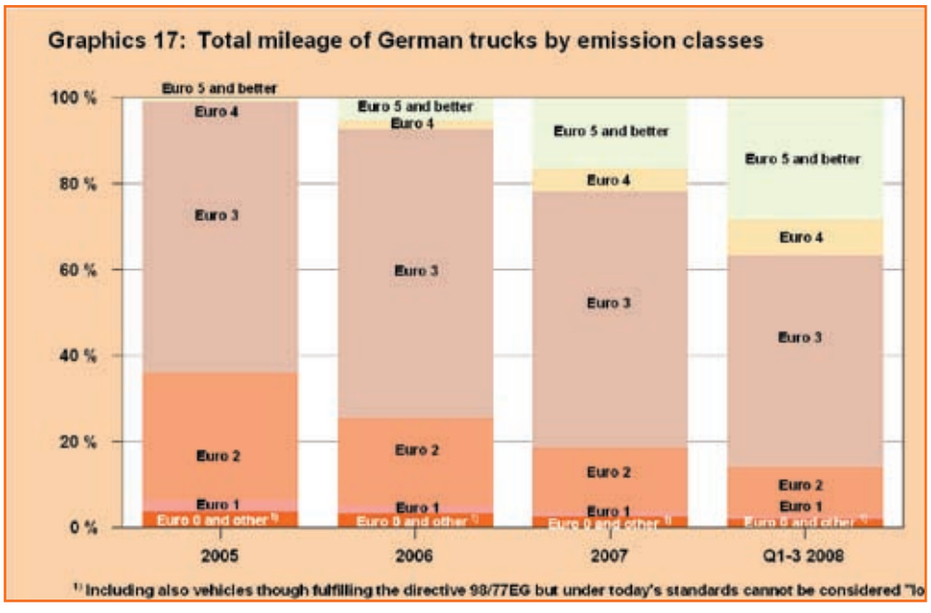


Table 17: Total mileage of German trucks by emission classes of 2005 to September 2008

Emission class	Total mileage							
	2005		2006		2007		Q1-Q3	
	1,000 km	Share in %	1,000 km	Share in %	1,000 km	Share in %	1,000 km	Share in %
Euro 5 and better	189,448	0.7	1,627,199	5.4	5,219,321	16.6	6,882,098	28.4
Euro 4	145,048	0.5	643,007	2.1	1,646,142	5.2	2,028,741	8.4
Euro 3	18,114,699	62.8	20,263,797	67.0	18,768,116	59.7	11,962,700	49,3
Euro 2	8,590,857	29.8	6,196,498	20.5	4,657,882	14.8	2,685,873	11.1
Euro 1	733,610	2.5	551,274	1.8	422,720	1.3	242,644	1.0
Euro 0 and others [1)]	1,079,790	3.7	961,458	3.2	745,266	2.4	451,735	1.9
Total	28,853,452	100	30,243,232	100	31,459,717	100	24,253,791	100

[1)] Including also vehicles though fulfilling the directive 98/77/EWG but under today's standards cannot be considered "low pollutant". Includes old-timers, miscellaneous and unknown Euro classes.

Statistics

Road haulage with European trucks


Picture source: Raake

In the networked European economy market, the loading volume range of German trucks is in competition with foreign trucks. Statistics made by Kraftfahrt-Bundesamt illustrate the shares of German vehicles in the road haulage in, from, to and through Germany.

These statistics are founded on the adjusted European-wide data polling on road haulage. Many European states (reporting states) transmit their results of traffic of registered vehicles to the statistics office of the European Communities (Eurostat) in Luxemburg, from where the reporting states will receive aggregated and projected annual data to complete their national statistics with the results on foreign vehicles. This process needs time, this impairs the actuality. Presently, results and first evaluations are available for the reporting period of 2007. They are based on reports from the states of EU-27 (excluding Malta, results from Italy on the reporting period 2005), and furthermore from Liechtenstein and Norway.

Increase of total traffic volume

The traffic volume in total traffic (national and international traffic) with European vehicles in 2007 considerably increased over the previous year. 3,357 million tons of goods (+3.5 %) were transported with a total of 427 million journeys (of which 273 million with load), and 628 billion ton kilometres (+4.0 %) were performanced.

The table below gives an overview of the traffic volumes by different market segments.

Statistics

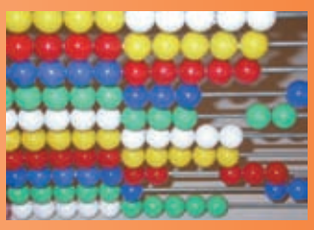


Table 18: Volume of traffic with European vehicles [1] by main types of haulage in 2007

Main type of haulage	Total number of journeys [2]	Change to previous years [2]	Number of laden journeys	Change to previous years	Transported weight of goods	Change to previous years	Transport performance	Change to previous years
	in 1,000	in %	in 1,000	in %	in 1,000 t	in %	in millions	In %
National traffic	387,997	+2.6	242,406	+3.6	2,863,698	+3.3	265,038	+4.0
by German vehicles (Domestic traffic)	384,018	+2.5	241,206	+3.6	2,847,275	+3.2	261,432	+4.0
by foreign vehicles (Cabotage)	3,979	+4.7	1,200	+11.7	16,423	+9.2	3,606	+0.8
International traffic	38,566	+4.6	30,639	+4.6	493,481	+5.3	363,007	+4.1
Dispatch and receipt	30,410	+4.2	23,446	+4.2	379,874	+5.2	224,463	+2.4
Bilateral traffic [3]	26,887	+3.4	20,733	+3.2	331,968	+4.1	185,928	+0.9
Of which German vehicles	12,001	+7.9	9,302	+8.1	148,318	+8.9	70,717	+4.5
Cross trade [4]	3,523	+10.8	2,713	+12.6	47,906	+13.4	38,535	+10.8
Transit [5]	8,156	+5.8	7,193	+5.9	113,607	+5.5	138,544	+6.9
Of which German vehicles	337	-2.9	295	-3.9	5,073	-7.1	5,281	-7.3
Total [1]	426,563	+2.7	273,045	+3.7	3,357,179	+3.5	628,045	+4.0

[1] Vehicles from EU-27 excluding Malta (traffic values of vehicles from Italy from reporting period 2005) plus Liechtenstein and Norway; Belgium, Italy and Romania laden journeys only.
[2] Belgium, Italy and Romania: laden journeys only.
[3] International journeys with vehicles registered in country of loading or unloading.
[4] International journeys with vehicles not registered in country of loading or unloading.
[5] Reconstructed transit excluding small cross-border traffic, determined from origin-destination-matrix.

The far greatest share of the tonnage transported on the road (2,864 mio. t) is transported in national traffic, which means between two places in Germany. The transport performance in 2007 amounted to 265 billion ton kilometres. While national traffic through foreign vehicles (cabotage) both in the number of realized laden journeys (+11.7 %) and in the transported ton volume (+9.2 %) grew more than through German vehicles (+3.6 % or +3.2 %), the transport performance through cabotage changed only little (+0.8 %).

The transport performance of German vehicles in domestic traffic however grew by +4.0 percent over the previous year. Foreign vehicles seem to take over shorter transports.

The penetration rate of foreign vehicles in national traffic (share of cabotage) still is in the range of one percent. In 2007, related to tonnage, it was 0.6 percent, and related to transport performance it was 1.4 percent. Vehicles from the Netherlands, Luxemburg and Austria are the three biggest caboteurs in Germany. Together they transported more than 70 percent of the tonnage (71.5 %) in 2007, and performed more than half of the ton mileage (58.6 %) in cabotage transports on German roads.

Internationally, 380 million tons of goods were dispatched from and received in Germany in 2007; this is a +5.2 percent plus over the previous year. Goods volumes grew more than in national traffic; this indicates the increasing entwinement of goods markets. German trucks well maintained their position, with above-average growth rates. However the increasing competition through vehicles from states other than the country of loading or unloading (cross trade) is remarkable. The cross trade, in total only a low proportion of total traffic, increased all in all by more than 10 percent over the previous year.

Competition in international traffic

The table below shows the transport performance in international dispatch and receipt, broken down by bilateral traffic (through vehicles from the state of loading or unloading) and cross trade (where the vehicle is registered neither in the country of loading or unloading).

Statistics

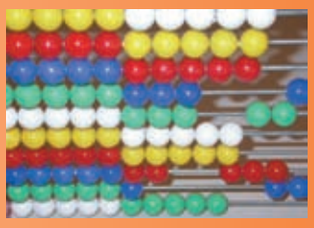


Table 19: Transport performance of European trucks [1] in international dispatch and receipt in 2007

Foreign territory of loading and unloading	Transport performance in bilateral traffic with Germany in mtkm	Share of German vehicles in bilateral traffic with Germany in %	Transport performance in cross trade with Germany in mtkm	Most important home countries of vehicles in cross trade ISO 3166-Code	Share of most important vehicles in cross trade in %	Transport performance with international dispatch and receipt in mtkm
Belgium	11,355	66.0	4,018	NL, PL	69.5	15,373
Bulgaria	1,370	/	69	AT, CZ, NL	100.0	1,439
Denmark	6,195	64.9	539	LU, NL, PL	82.7	6,374
Estonia	683	-	59	LT, LV	94.2	742
Finland	198	/	31	DK, NL, SE	74.0	229
France	20,708	78.4	6,865	LU, NL, PL	60.4	27,573
Greece	2,656	21.2	211	AT, NL	77.1	2,866
Ireland	354	/	86	PI	47.9	440
Italy	18,199	48.0	5,674	AT, PL	53.5	23,873
Latvia	1,490	/	293	LT	74.4	1,783
Lithuania	2,085	/	255	PL	78.9	2,340
Luxemburg	1,687	58.5	83	NE, NL	51.8	1,770
Malta	/	/	-	-	-	/
Netherlands	22,845	35.5	1,862	BE, PL	68.6	24,707
Austria	13,790	48.9	2,445	CZ, JU	53.8	16,235
Poland	20,247	5.5	225	CZ, LT	59.1	20,472
Portugal	3,680	11.2	308	ES, LV	80.6	3,988
Romania	10,417	1.4	405	BG, HU	65.8	10,822
Sweden	2,238	78.6	751	AT, NL, PL	68.9	2,989
Slovakia	3,452	7.3	792	CZ, PI	85.2	4,244
Slovenia	1,846	5.7	54	AT, IT, PL	69.6	1,900
Spain	18,191	29.3	4,049	CZ, PL, PT	62.5	22,240
Czech Republic	8,786	10.9	681	PL, SK	83.7	9,467
Hungary	4,773	9.9	1,224	BG, CZ, SK	77.4	5,997
United Kingdom	4,073	71.1	2,275	HU, NL, PL	60.9	6,348
Cyprus	2	-	-	-	-	2
Liechtenstein	59	/	19	AT	91.9	78
Norway	695	59.1	170	AT, DK, NL	58.8	865

[1] Vehicles from EU-27 excluding Malta (traffic numbers of vehicles from Italy from reporting period 2005) and from Liechtenstein and Norway.

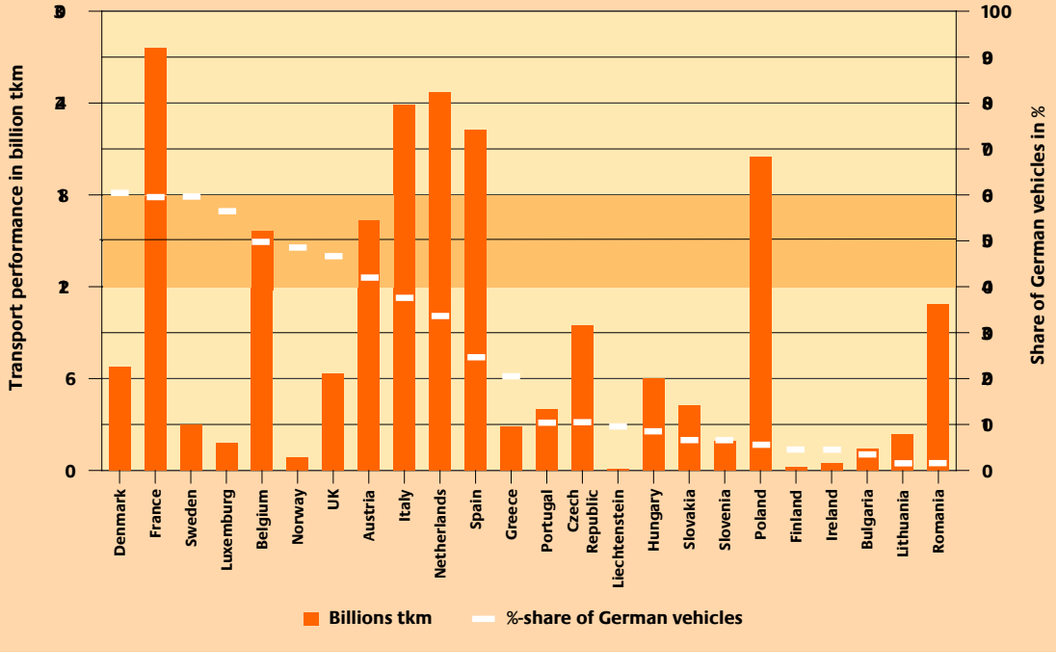
France, the Netherlands, Italy, Spain and Poland still achieve the highest transport performance in international dispatch and receipt. In 2007, the result was more than 20 billion ton kilometres each.

In the exchange of goods to some states, the cross trade has already conquered considerable market shares as can be seen in the list of transport performance. In the goods exchange with the United Kingdom for instance the cross trade through foreign vehicles from other states amounts to more than one third. The cross trade also has considerable shares (approx. one quarter) in the goods traffic with Belgium, Sweden, France, Liechtenstein and Italy. Most frequent players in the cross trade are vehicles from Poland, the Netherlands, Austria and the Czech Republic.

Hard fight for market shares in international traffic

The graphics below shows the transport performance in international shipment and receipt (bilateral traffic and cross trade) between Germany and the European states by countries, and the corresponding shares of transport performance by German vehicles.

Graphics 18: Transports between Germany and European states as well as share of German vehicles in 2007



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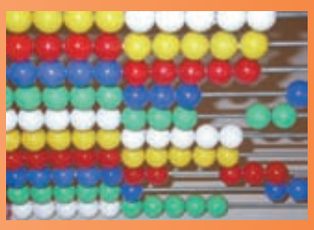


German vehicles hold market shares of 55 to 60 percent in the goods transports with

Denmark

France

Sweden

and Luxemburg

while the traffic with France is the most important market segment with 27.6 billion ton kilometres. However the comparison to the previous year shows, that German transporters lost market shares in the traffic with France (-2 percent) and Sweden (-9 percent), mainly to players in the cross trade. On the other hand, the market position in the traffic with Denmark and Luxemburg was clearly improved (each +5 percent).

German vehicles hold market shares of 40 to 50 percent in the goods transports with

Belgium

Norway

UK

and Austria

The comparison with the previous year shows market positions of German carriers throughout.

Technical Matters

„The regulations for grant of EC-type approvals for vehicles and vehicle parts, adopted on European level, build the foundation for a European safety standard in automobile construction.“

KBA-President Zinke on occasion of the visit of a state secretary to KBA

Vehicle technology - networks for safety

KBA actively contributes in the EU to the creation process of new technological regulations. Members of the Kraftfahrt-Bundesamt consult the related teams of UNECE (United National Economic Commission for Europe) in Geneva and different teams in Brussels. The KBA is probably European's leading type approval office with approx. 16,000 approvals granted. Under the aspect of traffic safety and environmental issues, we apply regulations and suggest improvements. Our manifold activities on this field range from regulation design through product approval to monitoring of product safety, which as the last remedy foresees the putting out of operation of vehicles with safety risk. The national and international safety network relies on modern Internet technology, for instance for the exchange of type approval data through the ETAES-server (ETAES=European Type Approval Exchange Server). But data are also transmitted through other channels.

Electronic data media as a vehicle

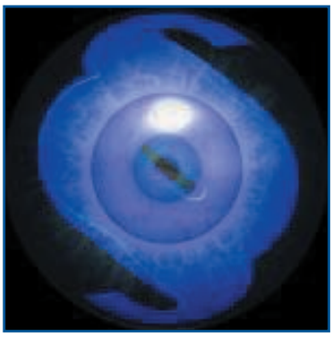
KBA sends personal data for recall or follow-up actions through safe remote data transmission processes as well as on electronic data media (e.g. CDs). Although these data media are sent by messenger service, loss can never be fully excluded. Therefore, KBA encodes all data media it sends with encrypting software. Even in the rather improbable case of data media sent by KBA being lost, the media will not disclose the data stored on it.

Traffic safety through market monitoring

In 2008, the European Union with new directives took another step towards harmonization and improvement of market monitoring in Europe. The market monitoring activities serve for traffic and legal safety in the vehicle segment. The applied processes result from different legal requirements, and are bound to as tight-meshed a net as possible.

Technical Matters

Market monitoring according to national and international regulations



Picture source: Pixelio

National and international regulations define subsequent conformity reviews of approved products. For this purpose, the Kraftfahrt-Bundesamt (KBA) takes random checks of products from the holder of the approval or from the market. For international regulations, a rating of the ongoing test records of the manufacturer of the manufactured product happens before the sampling and testing of products. Test products are selected according to the safety and environmental relevance of the product, and the level of trust in the processes practiced by the holder of the approval.

In 2008, product audits focused on upgrade-particle reduction systems (PMS). 45 audits were made. For this subject, followed by large public interest, almost €500,000 had to be applied. 467 conformity audits were performed on other products, 100 cases of which were ratings of the related test records. Deviations were noticed in 65 cases.

In case of discrepancy, the holders of the approval will be requested to reconstruct conformity to regulations for the future. If the audit turned out not only non-conformity but also dangers related to the product, the manufacturer is requested to eliminate the hazards on products already on the market (for instance by recall actions).

According to international regulations, the approval office makes conformity ratings only of products approved by this office. If however there are indications of safety risks of products approved in other states, KBA will also audit such products. If the assumption is hardened by the audit, the KBA will inform the related foreign office to take further action. In parallel, KBA takes action in Germany.

Market monitoring by product safety regulations

Market monitoring according to product safety regulations observes products on the market, regardless of whether these products have been subject to an approval process or not. The sole focus is the dangerousness of a product with regards to safety and health of man.

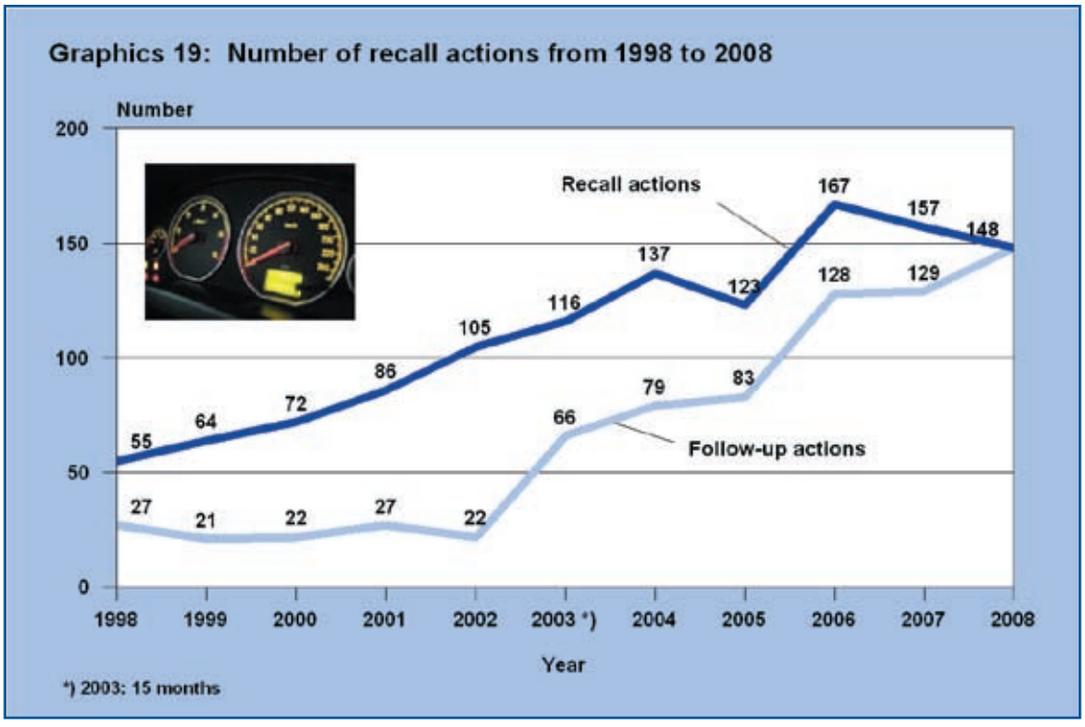
KBA investigated 391 cases, exceeding the previous all-time high of the previous year by 5 percent (*2007: 371*). Of these 391, 80 had to be classified as dangerous already in 2008. The concerned products ranged from bicycle carriers to braking systems.

Recall actions – Turn of trend in sight?

In 2008, there have been 148 recall actions with KBA involvement. After the decline of recall actions from the all-time high of 167 in 2006 via 157 in the previous year, the trend might turn. For the handling of the actions, approx. 726,000 holder addresses were transmitted to manufacturers (*2007: approx. 536,000*). This number is in the normal range of previous years. The biggest action covered 170,424 addresses.

Because of the special hazard of the defect, 69 of the 148 recall actions have been controlled by KBA so car.

Graphics 19: Number of recall actions from 1998 to 2008



Technical Matters

Consequent monitoring of especially dangerous defects

Specially dangerous defects will be monitored until the manufacturer, depending on the defect, either repaired all vehicles, or informed all current holders of the cars. For this purpose, he has to start so-called follow-up actions in the course of recall actions. 126 follow-up actions were started, plus 22 more follow-up actions for less critical defects, resulting in a total of 148 follow-up actions in 2008 (2007: 129). This quite high number of follow-up actions results from the high number of recall actions initiated in 2006 and 2007. KBA Provided approx. 183,000 addresses of holders (2007: approx. 145,000).

Dramatic rise in putting out of operation

Unfortunately the willingness of holders of cars to eliminate particularly dangerous defects seems to go down. After an obvious increase over 2006 (2,237) had already been noticed in the previous year with 3,369 putting out of operation, this number in 2008 climbed up to 7,195.

Graphics 20: Number of putting out of operation due to particularly defects from 2006 to 2008

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More safety by labelling of vehicles

Not all vehicles with dangerous defects can be reached with recall actions. The reason is they had not been registered during the recall action period. Provided these vehicles had been registered in Germany before, the car identification numbers are archived in the Central Vehicle Register (ZFZR) for 7 years according to legal requirements. This enables the manufacturer to label registered but not repaired vehicles in the ZFZR of KBA. As soon as a labelled vehicle has a new holder, the manufacturer will be informed, and he can repair the vehicles. In 2008, manufacturers asked for labelling of 30,894 vehicles.

Better safety by better information

Since last year, KBA provides information on consumer products. All recall actions known to KBA since coming into effect of the law on instrument and product safety (GPSG) are published on a database on the KBA-Website. All manufacturer notifications through the quick official information system RAPEX on vehicles are made accessible.

Higher air quality through reduced passenger car emissions

In March 2001, the committee started the program “Clean air for Europe”. This program defines some strategies. One of them including the reduction of emissions. As part of an overalls strategy, emissions of cars shall be reduced. Euro 5 and Euro 6 standards are actions to reduce the output of particles and ozone prestages, as well as nitrogen oxide and carbon hydroxide.

Realization of the EU targets requires continuous efforts to reduce the output from cars. The directives 715/2007 and 692/2008 gave clear information to the industry. The directives included, further to Euro 5, also Euro 6 as one stage of output limit values.

Since 31-07-2008, KBA grants approvals for passenger cars according to the new emission standards Euro 5 and Euro 6. In 2008, 41 approvals have been granted by KBA according to the latest emission standards.

By September 01, 2009 all new passenger cars have to comply with the new regulations.

Picture source: Pixelio

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Type data from KBA accelerate vehicle registration

In 2008, KBA provided 214,000 new type data in a database to the registration offices to create registration documents. The type database, originated from the data sheet database existing since 1972, today contains 1.3 million type data. The type data records include detailed technical information on the different vehicle types, and facilitate and accelerate the approval processes.

Just as the continuously growing vehicle range with greater version variety, the KBA type database is growing continuously.

In 2005, KBA created the data records still 100 percent manually. Today, the proportion of data delivered electronically by manufacturers, and automated further by KBA; is more than 90 percent. The handling of such large data volumes is possible only through the ever more frequent electronic administration systems of manufacturers and traffic authorities.

Illustration of a type data record

Aktenzeichen:000520090127144005							Freigabe:13.02.2009								
B		2.1	0005	2.2	ANL000205		L	2	9	1	P.2 P.4	180/4000	T	250	
J	M1	4	AA				18	4531			19	1817			
E				3			20	1421			G	1610			
D.1	BMW						12	-	13	75			Q	-	
D.2	390L						V.7	152	F.1	2055			F.2	2055	
	PR91						7.1	995	7.2	1110			7.3	-	
	6A						8.1	995	8.2	1110			8.3	-	
							U.1	77	U.2	3000			U.3	74	
D.3	3er Reihe						O.1	1800	O.2	750	S.1	5	S.2	-	
2	BAYER.MOT.WERKE-BMW						15.1	225/45 R17 91W							
5	Fz.z.Pers.bef.b. 8 Spl.						15.2	225/45 R17 91W							
	Limousine						15.3	-							
V.9	715/2007*692/2008N						R				11				
14	EURO6;N;CI; M, N1 I						K	e1*2001/116*0308*11							
P.3	Diesel						6	22.01.2009	17		16				
10	0002	14.1	36N0	P.1	2993		21								
22	F.1/F.2: 2130 b.Anhängebetrieb*7.2/8.2: 1225 b.Anhänge betrieb*ww.AHK lt.EGTG*Sommer- und Winterbereifung nur auf Guß- oder Schmiede-LM Rad*Stufe PM 5 ab Tag Erstzul. *														

Technical Matters

Accreditation by Federal Motor Transport Authority (KBA)

Lean state means not everyone doing everything, but everyone doing what best they can. What could make more sense than letting products for type approval be tested in highly specialised laboratories, and using experienced certification agents for the auditing of quality management systems (QM-systems). The accreditation office of KBA warrants that hundreds of test engineers and auditors of QM systems in and out of Europe work precisely so that KBA can rely on their activities when granting and controlling approvals.

50 test laboratories have to fulfil the requirements of the international standard DIN EN ISO/IEC 17025:05 and the certification bodies have to fulfil DIN ISO/IEC 17021:06. Normally, evidence is delivered after successful testing through KBA-accreditation, which is valid all over the world.

81 test laboratories with residence in the European Union, and external branches or other test capacities all over the world, plus 31 quality management certification agents residing in Europe, America and Asia, have been accredited and chartered by the KBA.

The previous basic standard for certification agents (DIN EN 45012:98) was finally superseded in 2008 by DIN EN ISO/IEC 17021:06. The new standard raises much higher and more precisely defined requirements. In the meantime, the conversion for all certification body who had applied was completed.

In the net

10 years of www.kba.de, complete revision, and BIENE Award

www.kba.de A development from 1998 to 2008

10 years after the KBA launched its appearance in the worldwide information network, the KBA site was fully revised in 2008. The result is a fresh appearance with pleasant layout, improved search functions, and comfortable navigation. Pictures related to subjects provide visual guidance, as well as an attractive look. The KBA Internet site has seen great changes since 1998. The ability to change is one of the advantages of the Internet. Not only the information can change in milliseconds in the world wide net. The Internet technology backing up the sites also changes at breathtaking speed. Since July 2008, KBA has relied on Government Site Builder (GSB) as Content Management System, which was developed on behalf of the German Bundesverwaltungsamt for the state administration.

2001 ...

2009

So close to BIENE 2008

Picture source: Biene Award

KBA Internet site wants easy access – for all

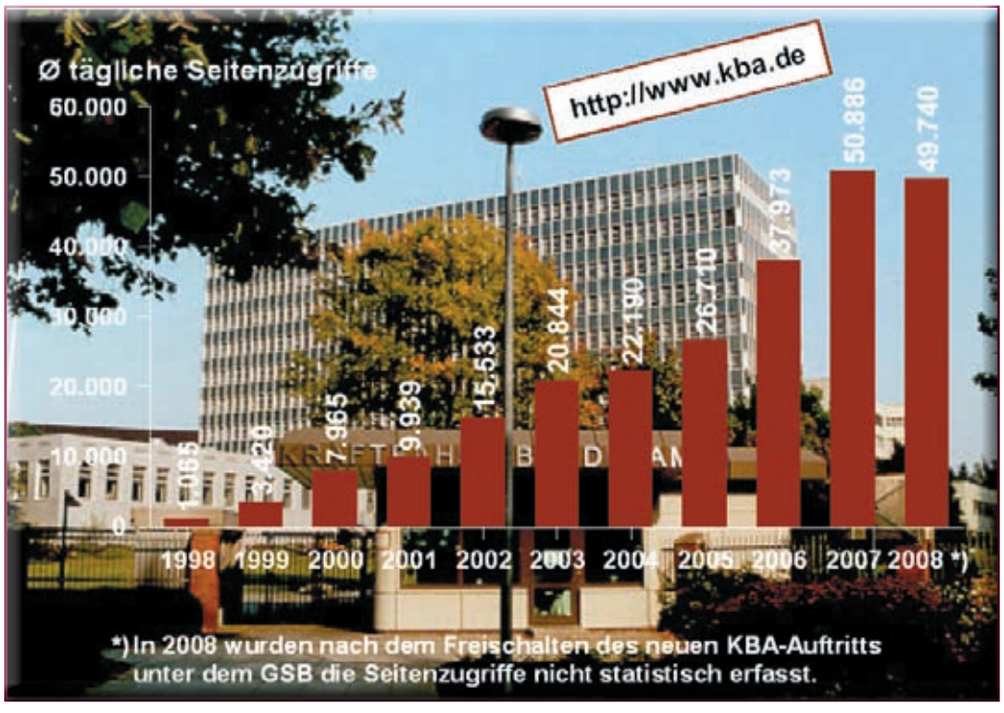
KBA homepage was awarded for BIENE Award 2008 in the category “Complex information and communication services”. Improved navigation and more pleasant look of the KBA-internet site are not the only obvious advantages. The no-barrier policy is a central focus of our efforts to make KBA contents available “simply for all”. With success! Of 340 nominated sites, www.kba.de was among the 34 most successful under the aspect “no barriers”. This success is not owed to an external agency, but to the committed employees of the KBA Internet editor team who designed the site, based on the smoothly running basis of GSB, in their own responsibility.

Federal Motor Transport Authority

Busy network

www.kba.de 60 prospects a day

It was a success report back then. The KBA in the Internet. At least it was a great success for the site designers after the thrilling planning and preparations. The annual KBA report of 1998 listed the “great number of 60 visitors a day”. Ten years ago, this was obviously worth mention. Today, we would rather not present this number if it hadn’t grown. Of course we don’t have to hide our present figures: With almost 50,000 visitors on our site a day, KBA reported more than 18 million visitors on the site in 2008.



A visit to the Federal Motor Transport Authority

The beautiful "Müllerin" and others

Picture source: KBA

Presenter Ina Müller and KBA President Ekhard Zinke

This is not a fairytale. Ina Müller, singer and presenter (German TV stations NDR and ARD) presented the city of Flensburg in her series "Inas Norden". If you hear Flensburg you probably think of KBA – and vice versa. So did the "Müllerin". In animated conversation with KBA-president Ekhard Zinke, he presented the activities of "his" authority. Then Ina Müller visited the Central Register of Traffic Offenders, and risked taking a look into the register. Her impression of this anything but drab office was good. The PR team welcomed 240 other visitors, and informed them on the work of KBA. We also welcomed 19 press visitors in the KBA researching special topics.

The Federal Motor Transport Authority on the road

AMI in Leipzig and the Open Door Day of the Federal Ministry of Transport, Building and Urban affairs (BMVBS) are fix items on the annual agenda of Public Relations in KBA. Every other year, there is also the IAA in Frankfurt. On the booth of the Federal Ministry of Transport, Building and Urban affairs, the KBA offers interested visitors of the mentioned events insight to its central registers. Of course, everyone may view only his or her own personal records. Data protection is our top priority. Many love to use the opportunity to see their own points level locally. The KBA-employees give more than 300 information per day on these events. In the direct dialog with visitors, traffic safety is the top priority. With the campaign "Foot off the accelerator" of BMVBS visitors experienced their own misconduct. In 2008, speeding was once more the most frequent traffic offense.

Federal Motor Transport Authority

Picture source: KBA

Campaign by BMVBS and Deutschen Verkehrssicherheitsrat e. V.

Picture source: KBA

AMI Leipzig: Queuing for information

Picture source: KBA

The President of Deutsche Verkehrswacht, Kurt Bodewig, talking to KBA employees on AMI 2008

Picture source: KBA

The “Ludolfs” inquired the duties of KBA on occasion of the Open Door Day of Federal Ministry of Transport, Building and Urban affairs (BMVBS)

Picture source: KBA

Open Door Day at Federal Ministry of Transport, Building and Urban affairs (BMVBS)

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