

**Remarks Prepared for
David Friedman, Deputy Administrator
National Highway Traffic Safety Administration
CALSTART High-Efficiency Truck Users Forum
Shared Challenges, Shared Solutions: Investment, Safety and Efficiency for America's Roads
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Good morning. And thank you to CALSTART for bringing us together today and for the chance to talk to you about the future of heavy-duty vehicles.

While I'll certainly spend time today discussing NHTSA's plans for fuel economy I also want to speak with you about NHTSA's broader mission—our commitment to safety and efficiency, as well as the Administration's priorities for transportation. And, I'm going to ask for your help. Because the goals I'll be discussing this morning are shared goals and they required shared effort.

Of course, as Americans, we love stories of rugged individualists, inventors, and entrepreneurs who, despite the naysayers, strike out alone, innovate, and strike it rich. They're great stories. Some of them even have the benefit of being true.

But you don't have to look very deeply into many American success stories to see that many of our most famous examples of lone genius—think Bill Gates or Steve Jobs—were actually partnerships and collaborations.

In the case of Bill Gates, his is often the only name that comes to mind when we think about Microsoft, even though he left the company six years ago. But the company wouldn't even be named Microsoft if not for Paul Allen, who was critical to its early success.

And who in this age is more associated with genius than Steve Jobs? But it was a different Steve—Steve Wozniak—who actually built the very first Apple computer. It was Wozniak who built the Apple II, which is likely the first computer some in this room ever used. And it was Johnny Ive who designed the iPod, iPhone, and iPad.

I say this not to denigrate any of these great minds but to illustrate that genius is more often a symphony than a solo act. And it's just as true in the design and engineering of roads and trucks as in computer software and hardware. Collaboration in implementing a strong vision is the foundation of achievement.

So, today, I'm challenging each of you to be part of the partnership that's going to deliver better, safer roads, and safer and more efficient trucks. Together, with an emphasis on innovation, as Secretary Foxx has urged, we can achieve these shared goals.

We begin with the foundation of these efforts: America's transportation infrastructure.

As I'm certain you know, we desperately need a long-term surface transportation reauthorization that addresses the chronic underinvestment in our nation's infrastructure. A shortfall the American Society of Civil Engineers estimates at almost \$850 billion by 2020.

President Obama offered Congress just such a plan. It's called the Grow America Act, and it would not only stabilize the highway trust fund but boost its investment by more than \$22 billion each year over four years. It includes significant new resources for state safety programs, and critically bolsters NHTSA's ability to recall unsafe vehicles and keep them off our roads.

The President offered the GROW AMERICA Act in April. It's now September. Yet, we're still far away from Congressional action on the long-term reauthorization that our nation needs.

Your voices need to be heard in this effort because potholes, congestion, and structurally deficient bridges are both dangerous and bad for business. For our economy, for the safety of Americans on our roads, we need action on a long-term surface transportation bill, and we need it now.

We also need to tap deeply into the pool of American innovation to make more progress on safety and efficiency, particularly in regard to heavy trucks.

The public's attention to NHTSA's work largely focuses on cars and light trucks. After all, those are the vehicles they drive to work, to school and on family vacations. And we are proud of all we've done to advance the safety and efficiency of this part of the U.S. fleet.

We've helped roadway fatalities reach historic lows and we've partnered with EPA to set new car and light truck fuel economy standards at historic highs.

But these accomplishments don't mean that heavy vehicle issues are any less important to our nation—and neither does the fact that most people outside this room don't get into deep conversations about the complexities of the vocational heavy vehicle market or aerodynamic compatibility and optimization between tractors and trailers.

Trucks, truckers, and the trucking industry play an outsized role in supporting our economy.

Trucking is the backbone of our nation. Delivering goods across thousands of miles, and over that very last mile is so critical to each and every one of us getting so much of what we use each and every day, whether it is our food, a cool new phone, or that impulse buy you made on the internet last night.

But trucks also play an outsized role in the challenges that we must face when it comes to public health and safety, our nation's oil use, and the very real threat created by climate change.

In 2010, heavy trucks represented just four percent of registered vehicles on the road in the United States and yet they accounted for approximately 20 percent of on-road fuel use and greenhouse gas emissions.

In 2011, those same four percent of vehicles were involved in over 10 percent of highway fatalities.

And sadly, the number of heavy truck-related fatalities has now increased for the third year in a row, while the share of emissions and fuel use from trucks is expected to rise to about 30 percent by 2030.

On all fronts, however, there is cause for hope and potential for great progress. By working collaboratively, and with the support of promising technology, we can make the entire heavy duty fleet safer and more efficient. We can save lives, cut cost for both businesses and consumers, and deliver on President Obama's Climate Action Plan.

There will be challenges along the way and changes too. We will have to stretch beyond what we were comfortable with in the past. But there will also be real opportunities for the innovators and partners here today and throughout the industry.

When it comes to safety, we can do a great deal to reduce deaths and injuries involving heavy duty vehicles.

We've seen how effective, simple solutions like lap and shoulder belts save lives in passenger vehicles. Going forward they will be required equipment on motor coaches too. And we need to work together to make sure truckers are keeping themselves safe by buckling up.

We're also working to address an issue that light and heavy vehicles have in common. Driver error—while not necessarily the truck driver's error—was a critical reason that precipitated about 90 percent of crashes on our roadways for both heavy and light vehicles.

This data tell us that, while we continue to help make all vehicles safer in the event of a crash, we must also find ways to stop crashes from happening in the first place.

This is a revolution in both thought and technology we at NHTSA are working to turn into reality. And we need all of you as partners to get there.

For example, we see significant potential in electronic stability control. As our May 2012 proposed rulemaking indicates, requiring ESC systems on truck tractors and large buses would save lives and prevent more than 1,800 crashes and more than 600 injuries. After full consideration of public comments—and I know you've had many—we are currently working towards a final rule.

Automatic Emergency Braking systems also offer great potential to address the challenge of human error. A recently released DOT study conducted by the University of Michigan showed that this technology “may prevent almost 300 fatalities per year and yield \$3.1 billion in economic benefits.” We will announce our decision in the coming months for light vehicles and are actively working towards a decision on our path forward for heavy-duty vehicles.

As we look further out, another real difference maker is vehicle-to-vehicle technology (V2V) and vehicle-to-infrastructure (V2I) applications.

By warning drivers in time to avoid dangerous situations, V2V safety applications could help address up to 80 percent of light vehicle crash scenarios involving non-impaired drivers and over 70 percent of those involving heavy-trucks.

And if the communication technology is put in place, other V2V and V2I applications would be enabled to help reduce congestion, save fuel, and deliver many other potential benefits.

In August, NHTSA released an advanced notice of proposed rulemaking or ANPRM and a supporting research report on V2V technology for light vehicles. We’re going to take all of your comments on that and follow up with a full proposal in 2016 to require V2V communication devices in new light vehicles. And we expect to make an Agency decision on this technology for heavy vehicles in the near future.

All of these solutions have the potential to deliver greater safety in heavy duty trucks, and depending on how we move forward, they all can have a real impact on your businesses. Again, this is an area where we need your input and ideas if we are to reduce the disproportionate share of deaths and injuries involving heavy duty trucks.

Of course, while all that will affect your businesses and lives, you are here today because we all recognize that we need much the same collaboration when it comes to addressing the outsized role heavy vehicles play on energy use and the environment.

During his first term, President Obama placed a high priority on reducing our nation’s oil use and greenhouse gas emissions, and that commitment remains firm in his second term. Just yesterday, at the UN Climate Summit, he reinforced that vision and dedication.

He said, “We have to cut carbon pollution in our own countries to prevent the worst effects of climate change. We have to adapt to the impacts that, unfortunately, we can no longer avoid. And we have to work together as a global community to tackle this global threat before it is too late.”

We simply don’t have the luxury of ignoring the high costs of our oil use and the impacts of climate change, which are already being felt in terms of superstorms, wildfires, droughts and

other climate influenced sources of destruction to public infrastructure and private property. That is why increasing heavy vehicle efficiency is a key component in the President's Plan for Climate Action.

NHTSA has been doing its part to achieve the President's climate and energy security goals. We've already helped the Administration set the toughest fuel economy standards for cars and light trucks in history.

These standards require a near doubling in new vehicle fuel economy by 2025, which will save the average driver more than \$8,000 in fuel costs over the lifetime of the vehicle and eliminate six billion metric tons of carbon pollution – more than the United States emits in an entire year.

And, as you all know well, we also set, for the first time in the world, fuel consumption standards for heavy duty trucks that will deliver a quick payback for vehicle owners and savings that top \$50 billion in fuel costs, 530 million barrels of oil, and 270 million metric tons of carbon pollution over the lifetime of vehicles built for model years 2014-2018.

We now have standards for medium and heavy-duty vehicles that are harmonized between our authority and that of EPA. We have standards that are flexible, that recognize the diversity in the heavy vehicle fleet, and that represent a foundation from which we can achieve even more fuel and emissions savings as we move forward to a second round of rulemaking.

This is a foundation built on the hard work of staff at NHTSA and EPA and on the information we received from stakeholders like you. Your input was essential and we are in need of it again.

The President has asked us to set new, post-2018 standards for medium and heavy-duty trucks. He has asked us to further reduce fuel consumption and continue efforts to improve the efficiency of moving goods across our nation. And he has asked that we deliver these new standards during his second term. In fact, he was pretty specific when he set NHTSA and EPA to the task of delivering a proposal by March of next year and a final rule by March 2016.

The process of putting together these new standards will raise new questions that must be addressed:

We achieved significant savings in the first round but what areas will deliver even greater results as we push our standards higher?

We made engines more efficient but how can we get improvements from other components of the vehicle, such as transmissions and trailers?

And what are the different fuel-saving opportunities that could be achieved if we look at the entire vehicle versus its component parts?

These and many other questions need to be explored as we move toward the post-2018 standard. We will work closely with our partners at EPA to answer them. And we will continue our commitment to key stakeholders who must be a part that conversation and the discovery of solutions. Get us the data we need to understand how far you can go, what has worked, and what has not. And keep talking to us about your latest innovations.

All of these challenges—from reinvesting in infrastructure to advancing the causes of safety and fuel efficiency—could benefit from a few strokes of genius. But more often than not, solutions aren't born out of a single spark of inspiration but rather the sweat and toil of many, many individuals who have dedicated their lives to these issues.

I urge you to take up these challenges because they are our shared challenges. Demand more of yourselves and your organizations because that is the only chance for delivering on infrastructure, safety, and efficiency. That's what will give us a more prosperous, cleaner, and more healthful future.

In return for that pledge, I will be looking to you to help us set a high bar when it comes to heavy vehicle safety and fuel efficiency so we can deliver standards that will benefit all concerned: you, your customers, and everyone who shares the road with them, our economy, and our planet.

I look forward to continuing our work together. Thank you.

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