Remarks Prepared for
David Friedman, Acting Administrator
National Highway Traffic Safety Administration
for
Vehicle-to-Vehicle Decision Announcement
DOT Media Center
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Good afternoon. And thank you, Secretary Foxx, for always putting safety first at DOT.

For almost five decades, DOT and NHTSA have worked hard to prevent deaths and injuries on America's roads.

We've urged Americans to drive safely and partnered with state and local law enforcement to discourage dangerous behaviors, such as driving drunk, driving distracted, or driving or riding without a seat belt.

We've helped Americans make informed choices about their vehicles with our 5-Star Safety Ratings that tell consumers which cars perform best in the unfortunate event of a crash.

We've ensured that vehicles with safety defects were recalled so that consumers would be protected.

And we've helped accelerate the adoption of vehicle features, such as air bags and electronic stability control, which are proven to save lives.

All of these efforts have made a tremendous difference and will always be a part of NHTSA's safety mission.

Since 1970, highway fatalities have declined by 36 percent and have fallen by 22 percent just in the last decade.

But, with more than 30,000 fatalities on America's roadways each year, we must continue to look to new and innovative ways to save lives.

V2V technology represents one such innovation. The opportunity to move forward with the lifesaving potential of V2V technology makes this a very special moment in automotive safety.

V2V crash avoidance technology holds game-changing potential. It is the promise of safety technology delivered. We will look back at this moment as one in which we dramatically bent the historic arc of transportation safety in favor of preventing injuries and saving lives.

The research we've conducted at DOT and NHTSA demonstrates V2V's viability and value.

As one example, in 2012, the U.S. Department of Transportation launched a real-world field test based in Ann Arbor, Michigan, that included nearly 3,000 cars, trucks, and buses outfitted with V2V communications technology.

The technology enabled test vehicles to send and receive anonymous safety data messages between one another. Many of these vehicles were also able to translate the data into a warning to the driver in case of an impending crash.

NHTSA used all of the information available to us from more than a decade of research, including the valuable data from the model deployment, when we decided that now was the time to begin to take action that will, in time, make these safety technologies available to the hundreds of millions of drivers across the country.

NHTSA is currently finalizing its research report on V2V communication technology and will make it available for public comment in the coming weeks.

The report will include the Department's research findings and analysis of relevant issues in several key areas including technical feasibility, privacy and security, costs and benefits.

NHTSA will then begin working on a full and thorough regulatory process that will propose to require V2V devices in new vehicles in a future year.

We will use an equally careful and deliberative process as we make a decision for V2V technologies for heavy duty vehicles, which will occur in about a year's time.

NHTSA has worked in close partnership in V2V research both with DOT's Office of Research and Technology and the Federal Highway Administration, as well as with several leading automotive manufacturers and academic institutions to get to this point. This collaboration is essential to ensuring V2V technology's interoperability across vehicles and we are grateful to all of our partners who have contributed to this effort.

The potential of V2V technologies to save lives is enormous. When these technologies are adopted across the fleet the results could be nothing short of revolutionary for transportation safety. And when tied to vehicle-to-infrastructure technologies, this potential will only grow to include not just improved safety but also vehicle efficiency and mobility. It would represent an advance matched only by the development of the interstate highway system itself.

I am proud to be with Secretary Foxx today as we begin down the road to this new and safer era on America's highways. And again, I want to thank everyone at DOT and NHTSA, and in the private sector and academia, whose hard work has helped bring this technology to its current state of readiness.

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