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SAFETY ADVANCEMENTS AT NHTSA

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Safety is the top priority at the National Highway Traffic Safety Administration (NHTSA). NHTSA's mission is to save lives and reduce injuries and other economic costs of road traffic crashes on the Nation's roadways.

NHTSA's dedicated staff achieves this through education, research, safety standards, and enforcement activities that promote safe people and safe vehicles. NHTSA employs data-driven, scientific solutions to improve the safety of all vehicles and road users.



U.S. Department of Transportation
**National Highway Traffic Safety
Administration**



SAFE DRIVING

Drug-Impaired Driving Initiative

NHTSA implemented a Drug-Impaired Driving Initiative, to facilitate stakeholder outreach and involvement; raise public awareness; and provide state-of-the-art training and education to law enforcement, prosecutors, judges, toxicologists, health care providers, parole officers, and recovery treatment providers.

Law Enforcement Impaired-Driving Curricula Updates and Training

NHTSA updated several impaired-driving training curricula for law enforcement in the areas of: Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), and Drug Recognition Experts (DRE). The agency also funded \$2.3 million for the International Association of Chiefs of Police (IACP) to issue grants to States and local jurisdictions to train law enforcement officers and prosecutors in ARIDE and as DREs.

Driver Alcohol Detection System for Safety

NHTSA continued work with the Automotive Coalition for Traffic Safety (ACTS) to advance and promote the Driver Alcohol Detection System for Safety (DADSS) program, including launching a field operational pilot to test 40 vehicles equipped with breath-based alcohol sensor technology. NHTSA also distributed guidelines to States regarding how they might use NHTSA highway safety grant funds for DADSS technology deployments, as part of an effort to encourage State participation in the DADSS program.

Motorcycles

[NHTSA's Motorcycle Safety 5-Year Plan](#) was published on the NHTSA website, providing a comprehensive framework for improving motorcycle safety in the coming years.



Emergency Medical Services

Emergency Medical Services (EMS) and 911 services prevent serious injuries sustained in traffic crashes from becoming fatal, so NHTSA works to advance these national systems. In 2019, NHTSA and the U.S. Department of Commerce awarded more than \$109 million in grants to 33 States, the District of Columbia, and two tribal Nations through the 911 Grant Program. These grants help 911 call centers upgrade to Next Generation 911 (NG911) capabilities. Additional EMS efforts included:

- [EMS Agenda 2050: A People-Centered Vision for the Future of Emergency Medical Services](#) was finalized, providing a framework for the next 30 years of EMS system development.
- The [2019 National EMS Scope of Practice Model](#) updated guidance for EMS personnel and States on EMS skills and licensing.
- More than 112 research studies were published using data from NHTSA's national EMS database, the [National Emergency Medical Services Information System \(NEMESIS\)](#). Over 10,000 EMS agencies in 46 States and territories submitted 30 million patient care reports to NEMESIS.
- The [National 911 Profile Database](#) published its 2019 edition. This voluntary database contains data reflecting the status of State 911 systems, and includes basic demographic data as well as data showing progress toward upgrading State 911 systems.

Occupant Protection

In addition to NHTSA's *Click It Or Ticket* high-visibility enforcement campaign and national enforcement mobilization in June, NHTSA also focused on child occupant protection by supporting development of a standardized [National Digital Car Seat Check Form](#) to capture data electronically at car seat check events.

Teen Driver Safety

NHTSA continues to address teen driver safety. It published a [Peer-to-Peer Teen Traffic Safety Program Guide](#), which examines the benefits of peer-to-peer teen traffic safety programs and provides a compendium of essential program elements based on research and expert panels.

Hyperthermia

In 2019, 52 children died from heatstroke after being left in a hot car or gaining access to a car on their own. NHTSA has strengthened its media campaign to help prevent pediatric vehicular heatstroke by updating campaign messages, increasing media buy funding, and ensuring a robust social media presence, including Facebook and Instagram stories and live Tweetups. NHTSA also hosted a Child Passenger Safety event (September 2019) and roundtable meeting (December 2019) with several stakeholders to explore ways to prevent pediatric injuries in motor vehicles, discuss technical solutions to help prevent child heatstroke in vehicles, and solidify plans for the 2020 campaign season.

Following automakers' announcement of a voluntary agreement to install child hyperthermia prevention technologies in new vehicles by model year 2025, on November 15, 2019, NHTSA opened a [docket](#) to invite interested parties to provide voluntary information about these technological innovations and efforts to help prevent injuries and fatalities from vehicle-related heatstroke.

SAFE VEHICLES

Automation Legal Framework

Automated vehicles continue to be a promising solution to traffic fatalities and injuries. NHTSA remains at the forefront of automated driving policy development. At the June 2019 World Forum for Harmonization of Vehicle Regulations (WP.29) meeting, the Contracting Parties approved a [Framework Document](#) to guide the future work of the United Nations on Automated Vehicles. The framework is based on DOT's [Automated Driving Systems 2.0: A Vision for Safety](#). The framework was drafted by NHTSA staff in close cooperation with Japan, China, and the European Union.

Research Public Meeting

On November 20 and 21, 2019, NHTSA hosted a [public meeting](#) to discuss the agency's broad safety research programs. NHTSA's research portfolio covers program areas pertaining to vehicle and road user safety, including advanced driver safety systems, pedestrians and bicyclists, vehicle cybersecurity and electronics, drug-impaired driving, crash test dummies, and much more.

Removing Regulatory Barriers to Automated Driving Systems Technologies

As an important step in preparing for the future of transportation, NHTSA published an Advance Notice of Proposed Rulemaking (ANPRM) on May 28, 2019, requesting comment on removing regulatory barriers in NHTSA's crash avoidance standards and providing alternative compliance verification methods for ADS-equipped vehicles.

NHTSA's New Car Assessment Program

On October 16, 2019, NHTSA announced its plan to propose significant updates and upgrades to the New Car Assessment Program (NCAP) in 2020. NCAP celebrated its 40th anniversary in 2019, and NHTSA is working to improve the program to make the 5-Star Safety Ratings

Program even more dynamic and to accelerate NCAP modernization to keep pace with advancements in safety technology. Drawing in part from the comments and feedback received late last year from a public meeting, NHTSA plans to propose major upgrades to NCAP in 2020. These will involve new technologies, new test procedures, updates to vehicle labeling, advancements in crash test dummies, and continued consumer research to ensure NCAP's products are effectively meeting the public's needs. NHTSA will consider new technologies tied to the safety of pedestrians and other vulnerable road users such as cyclists.

NHTSA Cybersecurity Workshop

In April 2019, NHTSA convened its second joint Cybersecurity Workshop with SAE to facilitate discussion and planning among cybersecurity experts across the automotive sector.

ADAS Test Procedures

In November 2019, NHTSA posted nine draft research test procedures related to modern Advanced Driver Assistance Systems (ADAS) in a [docket](#) and solicited public input on whether the test procedures may objectively and practically assess the performance of these technologies.

Vehicle Safety Enforcement

In 2019, NHTSA processed 968 safety recalls affecting approximately 53 million products and reviewed over 75,000 consumer complaints for potential defects. NHTSA conducted over 151 compliance tests on vehicles and over 690 compliance tests on equipment.

NHTSA also had 13 criminal odometer fraud investigations accepted for Federal prosecution. In 2019, five defendants were convicted of felony odometer fraud schemes.

NHTSA also entered into settlement agreements with Daimler (for \$20 million) and Navistar (for \$1 million) relating to their failure to fulfill legal requirements under the Vehicle Safety Act.

Fuel Economy

In cooperation with the U.S. Environmental Protection Agency, NHTSA is reviewing hundreds of thousands of comments received in response to the August 24, 2018, Notice of Proposed Rulemaking (NPRM) and Public Meetings of 2018 regarding the proposed Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule. When finalized, the rule will amend certain existing Corporate Average Fuel Economy and tailpipe carbon dioxide emissions standards for passenger cars and light trucks and establish newer, more realistic standards for model years 2021 through 2026. This will help reduce the costs of newer and safer vehicles, enabling consumers to afford safer vehicles.

Separately, the two agencies finalized a joint action clarifying that the Federal Government, and not States, have the sole ability to establish fuel economy and tailpipe CO₂ emission standards. This provides certainty to the automotive industry that they can design, manufacture, and sell one set of vehicles to satisfy Federal fuel economy and tailpipe CO₂ emission standards. As Congress directed, the automotive industry will not be required to separately satisfy requirements set by California or any other State.

Electronic Odometer Disclosures

NHTSA published its Final Rule on Electronic Odometer Disclosures establishing standards under which States may allow for odometer disclosures in an electronic format. Odometer fraud is a Federal crime, and NHTSA has required sellers to disclose vehicle odometer readings at the time of sale for decades. However, most vehicle transfers have been subject to a requirement that odometer disclosures be made in a paper format with handwritten names and wet ink signatures. The Final Rule removes the paper requirement by allowing for electronic disclosure systems that have robust security and authentication. This action removes the last remaining Federal impediment to paperless motor vehicle transfers and opens the door for State Departments of Motor Vehicles to move toward paperless transactions. Paperless transactions will save time and reduce costs for consumers and industry, create economic efficiencies, and improve security.



DATA

Data is the backbone of everything NHTSA does. Better data gives NHTSA, policymakers, and stakeholders better insight to solutions that work. NHTSA continues to enhance its crash data collection systems, providing the foundation for its vehicle and behavioral safety programs. A multi-year modernization of the

Crash Investigation Sampling System was completed in 2019, and NHTSA developed and deployed a newly modernized crash data query tool known as the Fatality and Injury Reporting System Tool ([FIRST](#)), when releasing the 2018 Fatality Analysis Reporting System and Crash Report Sampling System files in fall 2019.

HIGHWAY SAFETY GRANT PROGRAMS AND STATE OUTREACH

States are a vital partner for improving highway safety. In 2019, NHTSA provided \$650 million in highway safety grant funds to address dangerous driving behaviors and ultimately help States reduce crashes and fatalities. NHTSA provided technical assistance to the States to assist them in using these funds to participate in high-visibility enforcement mobilizations, conduct educational programs,

and engage a multitude of organizations to reach high-risk and other audiences. NHTSA continued its extensive oversight program to ensure proper stewardship of the Federal funds and delivered 30 traffic safety courses, attended by nearly 500 State and Federal highway safety specialists, to educate them on program management, use of highway safety data, and management of Federal finances.

