

Remarks prepared for

David Strickland, Administrator

National Highway Traffic Safety Administration

For the

Driver Alcohol Detection System for Safety (DADSS)

Press Event

Waltham, Massachusetts

January 28, 2011

Good morning. Thank you Secretary LaHood.

The most exciting aspect of this technology is the prospect of preventing would-be offenders from getting behind the wheel of a vehicle and driving.

Although DADSS research is still in the early stages, we are taking a step-by-step, data-driven process to make sure that a seamless, unobtrusive solution that is unfailingly accurate is the end result.

This technology is not intended to prevent anyone from having a glass of wine or an alcoholic beverage

with dinner. In fact, our goal is for the technology to be unobtrusive to the sober driver. This technology is aimed at preventing an average of 9,000 road traffic deaths every year if alcohol detection devices were used in all vehicles.

The threshold for the DADSS technology has been set at 0.08 blood alcohol concentration, which is the legal limit enacted in all States. We are very encouraged by the progress we've made so far, but we understand that technology solutions can be effective only if the driving public who uses the technologies understands and accepts them.

Here at the DADSS laboratory, two broad approaches are currently being pursued: tissue spectrometry – a touch-based technology that could use steering wheels, start buttons, door handles, and/or other tactile surfaces in and on the vehicle – and distant spectrometry, a breath-based approach.

At the proof of concept, or Phase 1, we evaluated each system based on its ability to measure blood alcohol concentrations speedily, accurately and non-invasively. Our evaluation also includes an examination of how to prevent inebriated drivers from

defeating the technologies either through the use of gloves – in the case of the touch-based systems, for example – or a sober surrogate.

There is still much work to be done, but we could have a technology ready for general use and integrated into vehicles in the next 8 or 10 years.

I'd like to add my own appreciation to the Automotive Collation for Traffic Safety.

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