

**Remarks Prepared for**  
**David Strickland, Administrator**  
**National Highway Traffic Safety Administration**  
**For**  
**Green Truck Summit**  
**March 7, 2011**  
**Indianapolis, Indiana**

**Good morning.**

**Thank you, Allen (Birmingham) for the invitation to join you. I am thrilled to be part of such a forward looking event. That you are here tells me each and every one of you is an optimist, and that you believe in the future of our great nation.**

**This is your 5<sup>th</sup> annual Green Truck Summit, so I'm convinced I'm looking at some of the key builders of that future, and I thank you for that. You are the men and women who have dared to ask yourself: "How can I make the future better?" and then answered that question by taking action.**

**Action is what America is all about. If we look at our history in the transportation sector, alone, in the 1800s, we built a railroad to span a continent, and, overnight, the transcontinental railroad laid the way for a nationwide economy. In the 1900s, Henry Ford's assembly line model opened the doors to individual mobility, and then President Eisenhower helped make it possible to build an Interstate Highway System. That highway system also transformed the nation – as much as the railways had.**

**Action propelled these achievements. We chose to do big things. And every American benefited – not just from new conveniences. Not just from the jobs created by laying down new lines or tracks**

**or pavement. We benefited enormously from new economic growth – from the scores of businesses that opened: for example, the fleets of truck companies that became the lifeblood of communities across the country.**

**And here we are in the 21<sup>st</sup> century. And we can't expect tomorrow's economy, tomorrow's America, to spring from yesterday's work. We know we need to do better. We must not only think about what the next big breakthrough will be, and make sure that we're at the forefront – we have to make sure we can sustain it, and preserve it for our children.**

**To attract the best jobs, the newest industries, we're going to have to out-innovate, out-educate, and out-build the rest of the world. Today, new companies are seeking out the fastest, most reliable ways to move people, goods and information, whether they are in Shanghai or in Chicago. So if we want new jobs and businesses here in America, we've got to have the best transportation system – best in every regard.**

**At the Department of Transportation and across the Government, we're working with our partners to address the interrelated problems of climate change, national security, and job creation. And I believe the United States is poised to lead the world in the development of**

**innovative technologies and manufacturing, to enhance energy security, and to improve the environment through the development of a new generation of cleaner, more efficient cars and trucks.**

**Let's talk about the future of trucks. In terms of fuel economy and what all of you are very aware of, the EPA and NHTSA have also proposed the first national standards to reduce greenhouse gas (GHG) emissions and improve fuel efficiency of heavy-duty trucks and buses. This comprehensive program is projected to reduce GHG emissions by nearly 250 million metric tons and save 500 million barrels of oil**

**over the lives of the vehicles produced within the program's first five years.**

**We want to lead the world in fuel economy advances in medium duty and heavy duty vehicles, and we also want to lead the world in safety. For example, we just published a research that describes the process of deriving the effectiveness rates of electronic stability control systems (ESC) and roll stability control systems (RSC) in truck tractors. We found that ESC would prevent 28 to 36 percent of first event rollover and loss-of-control crashes. RSC would prevent 21 to 30 percent of these crashes.**

**Another area of great interest to us is Vehicle Communications. Vehicle Communication**

**includes vehicle-to-vehicle (V2V), as well as vehicle-to-infrastructure (V2I) applications. We are extremely encouraged by the research, analysis of the safety data, and the ongoing human factors work that all point to V2V as the next major safety breakthrough. In fact, V2V safety applications could address approximately 80 percent of vehicle crash scenarios involving non-impaired drivers.**

**Not only do we believe vehicle communication systems have the potential to save thousands of lives each year, we also believe that in their fullest form, they hold the promise of improving traffic flow –thereby reducing congestion and energy consumption.**

**V2V work is one of the main focus areas of NHTSA's safety research program and it is being designed to supply the data necessary to enable an agency decision in the 2013 timeframe.**

**The success of this program will rely on effective driver interfaces. The interface must produce a quick and appropriate reaction from the driver, yet it cannot increase the potential for distraction.**

**Any new safety technology will have to be properly researched before it moves to implementation. The Vehicle Communication Safety Applications must be effective at improving safety while not causing unintended**

**consequences. The non-safety applications must be implemented so as not to increase the driver's workload or distraction.**

**The driver-vehicle interface guidelines for use by the industry for the development of new products will be an outcome of this human factors research. These driver-interface guidelines will ensure that applications are developed in the safest, non-distracting manner possible.**

**The guidelines will cover integrated, aftermarket, and portable devices. And they will apply to all drivers – in cars, trucks, and buses. They will cover all applications – be they for safety, mobility, or sustainability.**

**I believe we are putting the right framework in place to strengthen our Nation and our industry.**

**NHTSA's work in the trucking sector is part of an overall framework to improve life in America. The President set the national framework with his transformative transportation policy. The Nation's first Livable Communities Initiative will measurably enhance the quality of life for families, workers, and communities across America.**

**This initiative has many components supported by many agencies, but for Transportation this**

**means Federal support for more transportation choices, more public transportation, and more commercial and residential development around transportation hubs, using roads, rail, transit and more choices to walk or bike to your destination.**

**With this national framework in place, efforts made at the vehicle level – including trucks – will be that much more effective. That framework extends to how we power our fleet.**

**Working with the Environmental Protection Agency, we delivered on the President's call for a strong and coordinated national policy for fuel economy and greenhouse gas emission standards for motor vehicles, and we did so in a way that**

**does not compromise safety by issuing the standards for MY 2012 - 2016.**

**That rule set the first-ever national program that harmonized fuel economy and greenhouse gas standards for light-duty vehicles for model years 2012 through 2016. The impact is huge – light-duty vehicles are responsible for about 60 percent of U.S. transportation petroleum consumption.**

**Although very important, that was just the first step. We're working to advance the second-phase joint rulemaking for light-duty vehicles.**

**The President directed NHTSA and EPA to work with the California Air Resources Board (CARB) to begin a process for evaluating vehicle technologies and vehicle manufacturer**

**capabilities to improve fuel efficiency for the passenger fleet for model years 2017 to 2025.**

**Earlier this year, along with EPA, and the state of California, the Department of Transportation announced a single timeframe for proposing fuel economy and greenhouse gas standards for model year 2017-2025 cars and light-duty trucks.**

**Proposing the new standards on the same timeframe – by September 1, 2011 – signals continued collaboration that could lead to an extension of the National Program, providing automakers certainty as they work to build the next generation of clean, fuel efficient cars.**

**Improving fuel efficiency will save consumers money at the pump, reduce America's**

**dependence on foreign oil and cut emissions of harmful pollutants and greenhouse gases.**

**In his State of the Union address, the President set forth the goal to have one million electric vehicles on the road by 2015. The Department of Transportation, working in coordination with the Department of Energy and Environmental Protection Agency are working hard and together to support reaching that goal.**

**The Department of Transportation will play an active role in helping the United States lead the world in the emerging fields of new technologies – including the safety and the greening of our passenger and commercial vehicle fleet.**

**After the railroad was completed, a newspaper proclaimed: “We are the youngest of peoples. But we are teaching the world to march forward.”**

**We may not be as young a Nation as we were in the 1800s, but we are still teaching the world to march forward. These are exciting and promising times filled with opportunity for you and me to strengthen the economy, make gains toward protecting the environment, and most importantly, to protect our future.**

**Thank you.**