Remarks prepared for

David Strickland, Administrator

National Highway Traffic Safety Administration

Intelligent Transportation Systems

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Thank you, Greg (Winfree). It is a pleasure and an honor for me to be on this panel with my colleagues and to fully support the Department of Transportation's leadership in the area of intelligent transport systems. We all share in this opportunity to keep our nation's transportation systems the best in the world.

At the National Highway Traffic Safety Administration, everything we do revolves around protecting life on our nation's

roadways – we are laser-focused on safety.

Traffic crashes impose a huge burden on the American people. In 2010, we estimate that the number killed will drop to 32,788, the smallest number of fatalities since 1949.
As encouraging as the trend is, we believe that this number of fatalities is still unacceptable.

NHTSA is an agency driven by data and we believe in sound science. We use the data and science to make informed

decisions about what programs to support or what actions to take to reduce the high toll that traffic crashes have on the American public.

Data leads us to believe that we have the opportunity to apply technology in ways that could significantly reduce the number of crashes, injuries and fatalities on our roadways.

We are extremely encouraged by the research, analysis of the safety data, and the ongoing human factors work that all

point to Connected Vehicle Technology as the next major safety breakthrough. In fact, vehicle-to-vehicle safety applications could potentially address up to 80 percent of vehicle crash scenarios involving non-impaired drivers.

NHTSA has entered into a cooperative agreement with an industry partnership including, Ford, General Motors, Honda, Hyundai-Kia, Mercedes-Benz, Nissan Toyota and Volkswagen that will develop and evaluate the effectiveness of safety systems that use vehicle-to-vehicle

communications. We're currently in the second year of a 3-year effort with this group.

This project will ensure that vehicle communications are interoperable across all vehicles regardless of make or model. The effort will also help us to determine the minimum performance levels and safety impact of safety applications enabled by V2V. We believe this technology has the potential to save thousands of lives each year while at the same time offering the opportunity to reduce

congestion and provide other services to vehicles owners.

We recently announced a safety pilot in Ann Arbor, Michigan, intended to provide real world data on the effectiveness and practicality of vehicle communications technology. The Safety Pilot is an essential mechanism to providing the necessary quality and quantity of scientific data that NHTSA's technical staff needs to properly assess the feasibility of this technology.

Cybersecurity and electronics reliability are also critical components to ensure the safe and effective operation of Connected Vehicle Technology, and NHTSA has incorporated these elements into our program from the very beginning.

Let me give you a quick overview. In November 2009, NHTSA published the Final Vehicle Safety Rulemaking and Research Priority Plan for 2009-2011. In this document we stated that by 2013, we would make an Agency Decision for Vehicle

Safety Communications. The agency agreed to assess the research data, technologies and potential countermeasures and decide on next steps.

In conjunction, with the Department's ITS Program, we have implemented a comprehensive research program that addresses both the technical and policy issues.

Based on the results of this research, we will decide whether to pursue a regulation for light vehicles, inclusion in our consumer information program,

or that further research is needed. We expect a decision for Heavy Vehicles will follow in 2014.

Which brings me back to the Safety Pilot. For starters, I would say that the Safety Pilot is a great example of the important collaboration and partnership that is essential for the Department.

The pilot consists of two parts. The first part is driver clinics, which will provide us with data on driver acceptance of these crash warning applications.

The driver clinics will allow us to assess driver acceptance of V2V Safety Applications. We will hold six (6) Driver Clinics around the country.

More than 100 drivers will experience crash-imminent scenarios in a safe and controlled environment so that they can experience the performance of crash warning systems based on Connected Vehicle Technology.

This information will help us understand if a demographically diverse population of drivers

finds this technology useful at helping them avoid crashes.

The second part was awarded to a team led by the University of Michigan Transportation Research Institute (UMTRI) in Ann Arbor. This is the model deployment part of the Safety Pilot. It is a real-world implementation of all aspects of the Connected Vehicle Systems.

It will feature light and heavy vehicles equipped with integrated crash warning applications, aftermarket safety devices, and, a

large fleet of vehicles equipped with Vehicle Awareness Devices.

This will provide us with objective data as to whether the Connected Vehicle System is effective, practical, reliable and secure.

As I said earlier: the Safety Pilot is an essential mechanism to providing the necessary quality and quantity of scientific data that NHTSA's technical staff needs to properly assess the feasibility of this technology. So it is critical to our 2013 Agency decision on Light Vehicles as well

as the 2014 Agency decision for Heavy Trucks.

AT NHTSA, we are excited about the work we and the Department are doing in the Connected Vehicle Technologies arena, and we are hopeful that it will be the next major safety breakthrough.

Thank you.