

**Remarks prepared for
David Friedman, Deputy Administrator
National Highway Traffic Safety Administration
For
Truck and Engine Manufacturers Association
Wednesday, November 13, 2013
“Collaboration Will Improve Truck Safety and Efficiency”**

Good morning. It's a pleasure to be with you today.

I would like to start by thanking all of you at EMA and your member companies for your commitment to making trucks and buses safer and more efficient. Today is the continuation of a dialogue I began with some of you when you visited NHTSA earlier this year, a dialogue you have been part of for quite some time with Administrator Strickland and our vehicle team.

I use the word “dialogue” deliberately. Charting a course forward to save lives and save fuel requires us to listen to one another and to share as much information as we can. And while it is natural and expected that a regulator and the regulated industry will find places where we disagree, we can and must always strive to find common ground. We must agree to some basic facts about the challenges we face, attempt to set broad goals to address those challenges, and then keep an open mind when it comes to the details along the way. Your contributions will be an essential part of any progress we make going forward.

The public's attention to NHTSA's work largely focuses on cars and light trucks. After all, those are the vehicles they drive to work, to school and on family vacations. And we are proud of all we've done to advance the safety and efficiency of this part of the U.S. fleet.

We've reduced fatalities and injuries greatly in the past four decades. We've also set historic new fuel economy standards for new cars and light trucks.

But these accomplishments don't mean that heavy vehicle issues are any less important to our nation—and neither does the fact that most people outside this room don't get into deep conversations about heavy vehicle sine and dwell tests or aerodynamic compatibility between tractors and trailers.

The reality is that the products you put on the road and the ways they are used each day play both an outsized role in supporting our economy and in presenting challenges that we must face when it comes to public health and safety, our nation's oil use, and the very real threat created by climate change.

In 2010, heavy trucks represented just four percent of registered vehicles on the road in the United States and yet they accounted for approximately 20 percent of on-road fuel use and greenhouse gas emissions.

In 2011, those same four percent of vehicles were involved in over 10 percent of highway fatalities.

And sadly, the number of heavy truck-related fatalities has now increased for the third year in a row, while the share of emissions and fuel use from trucks is expected to rise to about 30 percent by 2030.

On all fronts, however, there is cause for hope and potential for great progress. By working collaboratively, and with the support of promising technology, we can make the entire heavy duty fleet safer and more efficient. We can save lives, cut cost for both businesses and consumers, and deliver on President Obama's Climate Action Plan.

When it comes to safety, we can do a great deal to reduce deaths and injuries involving heavy duty vehicles.

We've seen how effective simple solutions like lap and shoulder belts save lives in passenger vehicles. Now we are working to see how those solutions can be effectively applied in the case of motorcoaches.

We're also working to address an issue that light and heavy vehicles have in common. Driver error—while not necessarily the truck driver's error—was a critical reason that precipitated about 90 percent of crashes on our roadways for both heavy and light vehicles.

This data tell us that, while we must continue to help make all vehicles safer in the event of a crash, we must also find ways to stop crashes from happening in the first place.

The good news is that technological advances offer solutions that can turn this vision into reality.

For example, we see significant potential in electronic stability control. As our May 2012 proposed rulemaking indicates, requiring ESC systems on truck tractors and large buses would prevent more than 1,800 crashes and more than 600 injuries.

Crash-imminent braking also offers great potential to address the challenge of human error. A recently released DOT study conducted by the University of Michigan showed that this technology "may prevent almost 300 fatalities per year and yield \$3.1 billion in economic benefits." We are actively working towards a decision on our path forward for CIB for both light and heavy-duty vehicles.

As we look further out, another real difference maker might be vehicle-to-vehicle technology (V2V) and vehicle-to-infrastructure (V2I) applications.

By warning drivers in time to avoid dangerous situations, V2V safety applications could help address approximately 80 percent of light vehicle crash scenarios involving non-impaired drivers and over 70 percent of those involving heavy-trucks.

And if the communication technology is put in place, other V2V and V2I applications would be enabled to help reduce congestion, save fuel, and deliver many other potential benefits.

We will be making a decision on whether to focus on V2V research, rulemaking, or some combination of the two for passenger vehicles in the next couple of months and for heavy vehicles in the next year.

All of these solutions have the potential to deliver greater safety in heavy duty trucks, and depending on how we move forward, they all can have a real impact on your businesses. Again, this is an area where we appreciate the partnerships we have with EMA and others. We need your input and ideas if we are to reduce the disproportionate share of deaths and injuries involving heavy duty trucks.

We need much the same collaboration when it comes to addressing the outsized role heavy vehicles play on energy use and the environment.

During his first term, President Obama placed a high priority on reducing our nation's oil use and greenhouse gas emissions, and that commitment remains firm in his second term. We simply don't have the luxury of ignoring the high costs of our oil use and the impacts of climate change, which are already being felt in terms of superstorms, heat waves and other climate influenced sources of destruction to public infrastructure and private property. That is why increasing heavy vehicle efficiency is a key component in the President's Plan for Climate Action, which was released this summer.

NHTSA has been doing its part to achieve the President's climate and energy security goals. We've already helped the Administration achieve the toughest fuel economy standards for cars and light trucks in history.

These standards require a near doubling in new vehicle fuel economy by 2025, which will save the average driver more than \$8,000 in fuel costs over the lifetime of the vehicle and eliminate six billion metric tons of carbon pollution – more than the United States emits in an entire year.

We also set, for the first time in the world, fuel consumption standards for heavy duty trucks that will deliver a quick payback for vehicle owners and savings that top \$50 billion in fuel costs, 530 million barrels of oil, and 270 million metric tons of carbon pollution over the lifetime of vehicles built for model years 2014-2018.

We now have standards for medium and heavy-duty vehicles that are harmonized between our authority and that of EPA. We have standards that are flexible, that recognize the diversity in the heavy vehicle fleet, and that represent a foundation from which we can achieve even more fuel and emissions savings as we move forward to a second round of rulemaking.

This is a foundation built on the hard work of staff at NHTSA and EPA and on the information we received from stakeholders like you. Your input was essential and we are in need of it again.

The President has asked us to set new, post-2018 standards for medium and heavy-duty trucks. He has asked us to further reduce fuel consumption and continue efforts to improve the efficiency of moving goods across our nation.

And he has asked that we deliver these new standards during his second term.

The process of putting together these new standards will raise new questions that must be addressed:

- We achieved significant savings in the first round but what areas will deliver even greater results as we push our standards higher?
- We made engines more efficient but how can we get improvements from other components of the vehicle, such as the trailer?
- What are the different fuel-saving opportunities that could be achieved if we look at the entire vehicle versus its component parts?

These and many other questions need to be explored as we move toward the post-2018 standard. We will work closely with our partners at EPA to answer them. We will also continue our partnership with the California Air Resources Board to ensure that we deliver one national standard. And we will continue our commitment to EMA, alongside other key stakeholders, being part of that conversation and the discovery of solutions.

In my six months at NHTSA so far, I've learned a lot. One of those is that we've got one of the smartest and most dedicated teams of experts in all of government. I rely on them every day and will be leaning on them as we move forward to deliver greater safety and fuel efficiency in heavy vehicles over the coming weeks, months, and years.

I am sure you feel much the same way about the engineers, production workers and others who make up your companies. You are tackling many of the same challenges every day as you seek to provide world-class vehicles to your customers. I think we have a lot to learn from one another and it is our pledge at NHTSA that you will always be part of the dialogue.

In return for that pledge, I will be looking to you to help us set a high bar when it comes to heavy vehicle safety and fuel efficiency so we can deliver standards that will benefit all concerned: you, your customers and everyone who shares the road with them, our economy, and our planet.

I look forward to continuing our work together. Thank you.

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