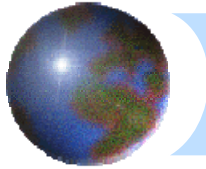


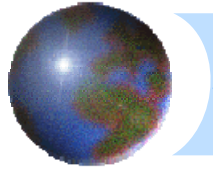
NHTSA Mission

Save lives, prevent injuries and reduce traffic-related healthcare and other economic costs.



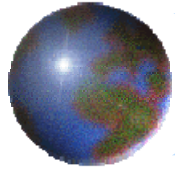
Status of Highway Safety in U.S.

- 6.3 million crashes
- 42,636 fatalities (2004 CY)
 - On average, 1 fatality every 12 minutes
 - Leading cause of death for persons between the ages of 2 and 33
- 2.8 million injuries (2004 CY)
- \$231 billion a year in societal cost (2004 CY)
- Success rate flattened



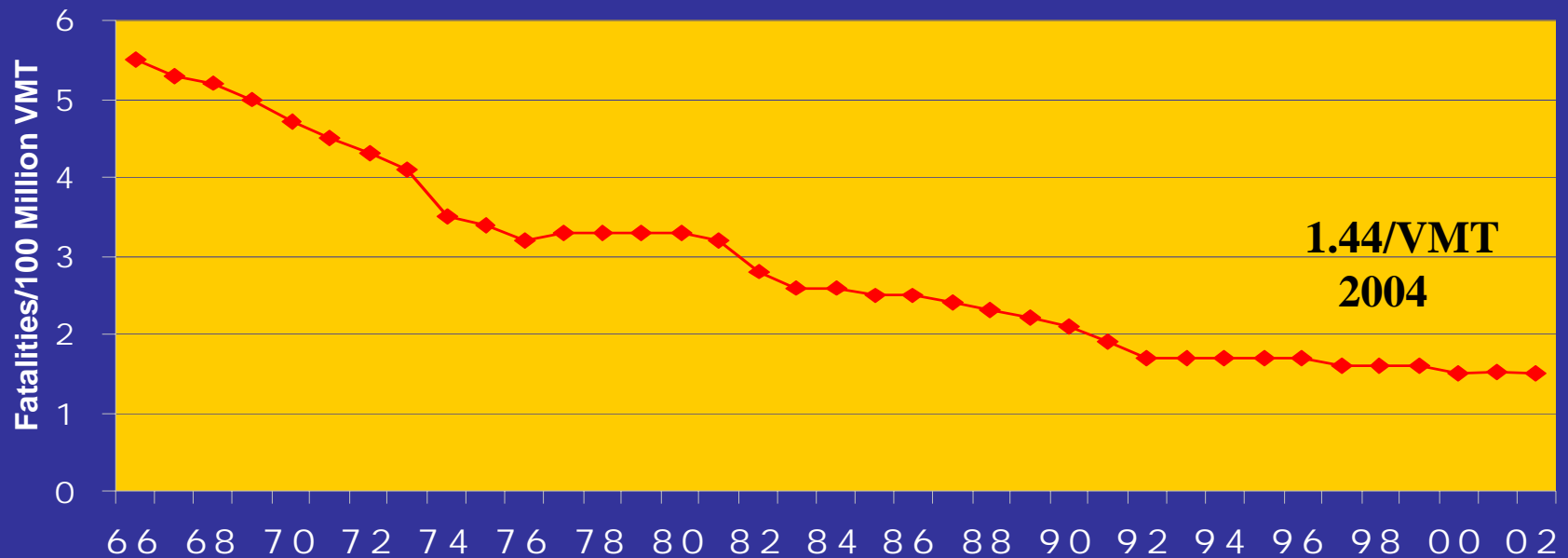
In the U.S., Traffic Safety

- Top transportation priority
- Public health priority
- NHTSA is the lead U.S. agency on crash-related injury prevention

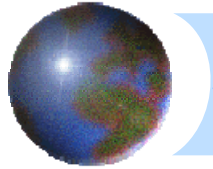


U.S. MOTOR VEHICLE FATALITY RATE (1950-2002)

U. S. Fatality Rate Trend (per 100 million VMT)

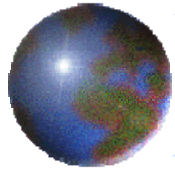


1.44/VMT
2004



NHTSA Strategy

- Comprehensive policy approach
 - *Environment, Vehicle, Human*
- Science-based, data driven approach
 - *Pre-crash, Crash, Post-crash*
- Partnerships



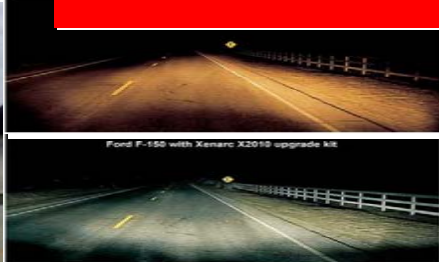
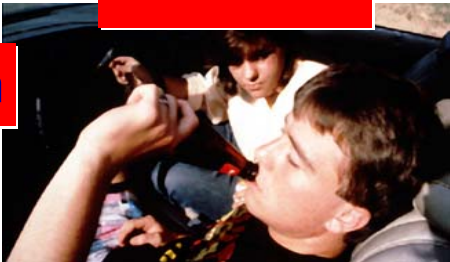
Haddon Matrix

Human

Vehicle

Environment

Pre-Crash



Crash



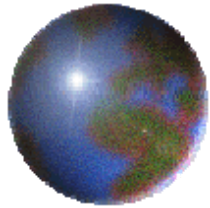
Post-Crash



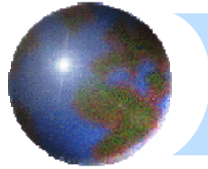
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Establishing Vehicle Safety Regulations in the US



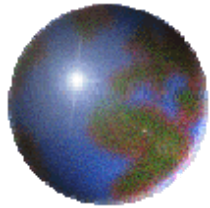
U.S. Vehicle Safety Regulations Overview

- NHTSA's Authority to Regulate and the Criteria for Establishing Safety and Emission Standards
- The Rulemaking Process
- Enforcing Vehicle Standards
- Influence of Global Harmonization

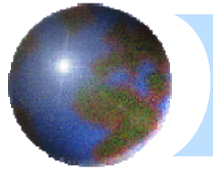
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*Authority to Regulate and
the Criteria for Establishing
Vehicle Safety Standards*



Congressional Authorizations



Executive Branch



DOT

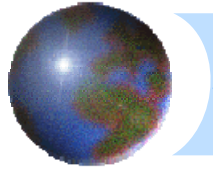


NHTSA



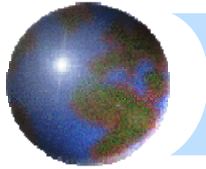
Congress

Congress authorizes,
approves funding and
provides oversight



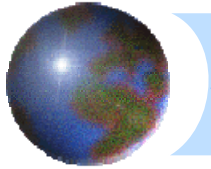
Vehicle Safety Act

- “The Secretary shall establish by order appropriate Federal motor vehicle safety standards. Each such Federal motor vehicle safety standard shall be ...”



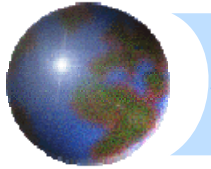
*shall meet the need for motor vehicle
safety,...*”

- Is there a safety problem? – consider frequency and severity
- Will the rule reduce the problem?
 - How and to what extent?
 - How convincing is the research?
- How were the required levels of performance chosen?



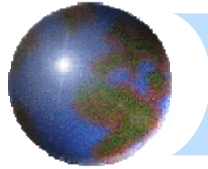
practicable,...”

- Technology – feasible and available by contemplated effective date?
- Economics – would manufacturers incur a substantial economic hardship?
- Public acceptability- would the public use the technology?
- Repeatability of test results



and shall be stated in objective terms.”

- Requirements must be quantified so that compliance is measurable with scientific instruments
 - ❑ Unacceptable – “Object x shall not move or deflect when pushed.”
 - ❑ Acceptable – “No portion of object x shall move more than y inches when subjected to a force of c pounds applied in the d direction to the spot e on the object.”

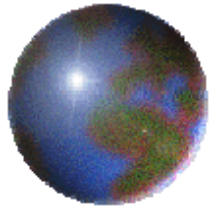


Other requirements for standards

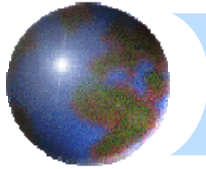
- Performance oriented
 - Permit the maximum flexibility in design consistent with safety
 - Permit not only current designs but future designs
- Appropriate for each vehicle type

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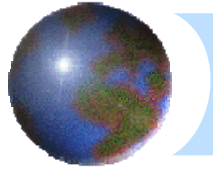


The Rulemaking Process

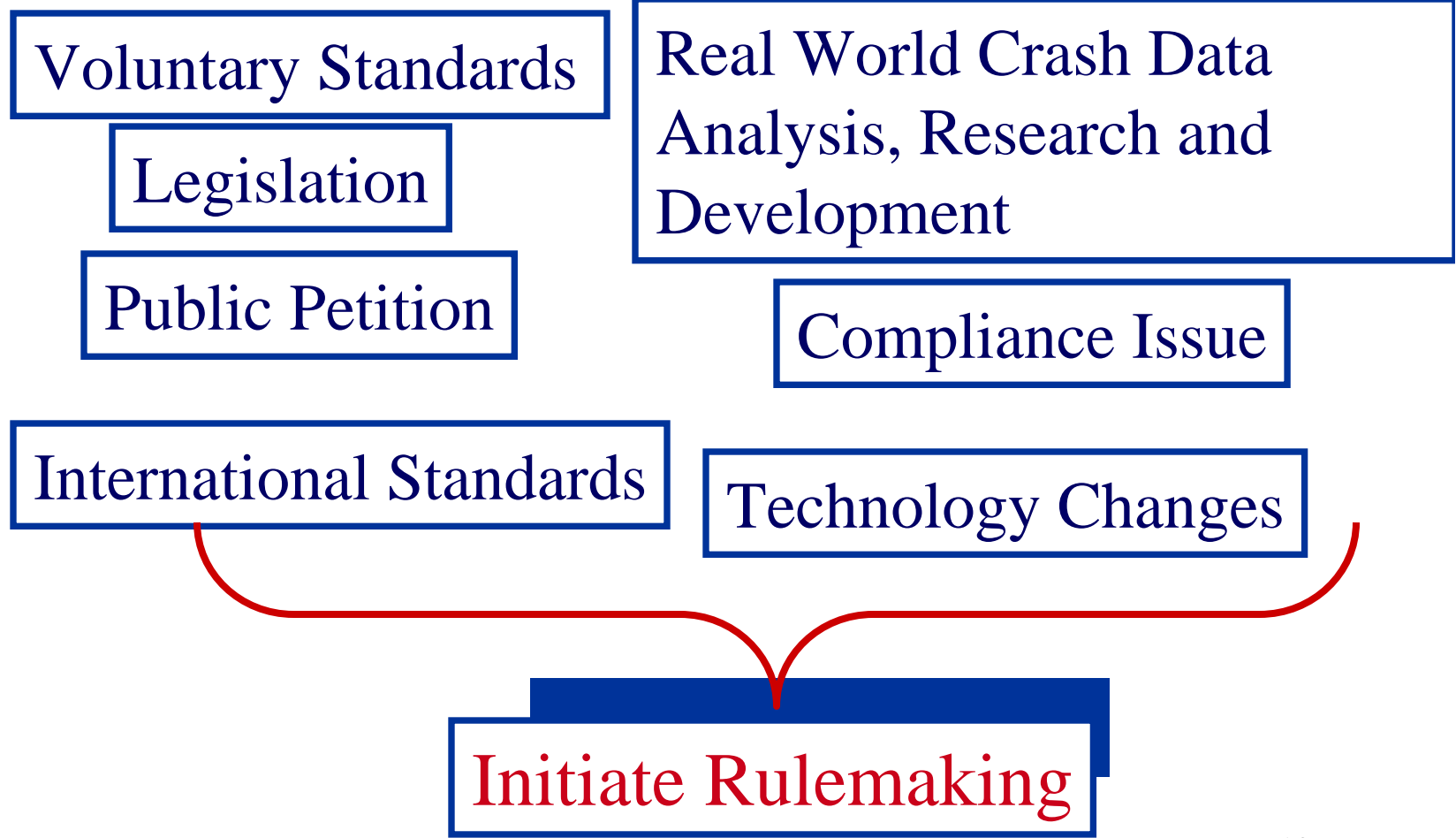


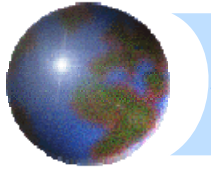
Rulemaking Process Requirements

- Administrative Procedure Act
 - *Transparency and openness*
 - Notice and opportunity for comment
 - Timely public availability of information
 - Written reasoned response to public comments
 - *Reasoned and fair decision making*
 - *Provides for judicial review*
- *Other Statutes and Executive Orders*



Sources of Rulemaking Action





Rulemaking Process Overview

Research & Development



Initiate Rulemaking
(Preliminary Notice)



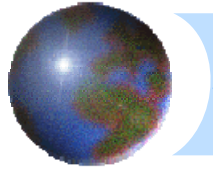
Proposed Rule



Public Comments

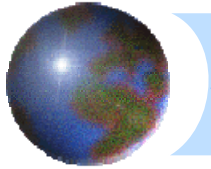


Final Rule



Post-Final Rule

- Petitions for Reconsideration
- Judicial Review
- Congressional Review
- Enforcement
- Evaluation and Review

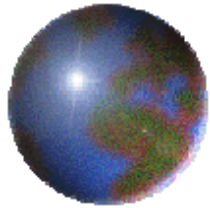


Benefits of Requirements for Standards and Rulemaking Process

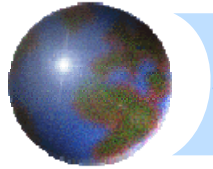
- Better understanding of the available solutions;
- Better regulations;
- Greater public understanding;
- Greater public confidence; and
- Greater public acceptance.

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Enforcing Vehicle Safety Standards



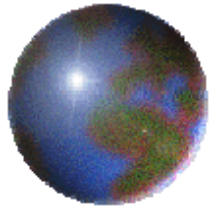
Certification/Compliance

- Manufacturers must “self-certify,” federal government does not approve vehicles or equipment.
- NHTSA determination that a vehicle or equipment does not comply **must** be based on testing as specified in the FMVSS.
- “Trust, but Verify”

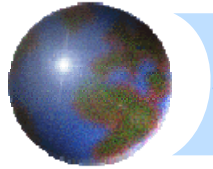
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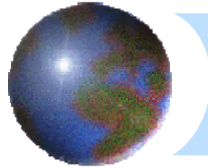


Influence of Global Harmonization



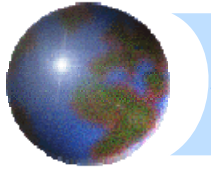
Implementation of GTRs

- 1998 Requirement: Once GTR is established, NHTSA will issue a Notice of Proposed Rulemaking and follow the process described to either adopt a new regulation or amend an existing one by changing, rescinding or adding requirements
- Possible outcomes:
 - No significant comments and rulemaking process validates the merit and provisions of the GTR
 - Additional comments, data and research results are submitted by commenters and NHTSA upon evaluation is convinced to depart from GTR
 - In this case, NHTSA will bring back the data and seek to amend the GTR accordingly



Implementation of GTRs

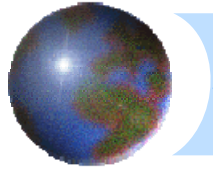
- ❑ To minimize the possibility of departing from GTR based on input from Rulemaking Process,
 - NHTSA developed an agency policy that seeks input throughout the GTR development process
 - Annual Notice for public comment
 - describing the program of work and seeking comments on U.S. proposals or proposals of other countries to develop GTRs
 - Providing the latest draft GTR and describing the status of work
 - Alerting the public that a GTR has been forwarded to WP.29/AC.3 for adoption and seeking comments that guide agency position
 - a proposal to develop a GTR is approved
 - Regular meetings with stakeholders
 - NHTSA will work with international partners to explain its requirements and needs



Lessons Learned – Gov./Ind. Collaboration

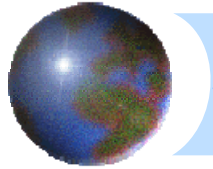
Resources can be leveraged to achieve a better regulation

- ❑ *Collaborative problem solving*
- ❑ *Sharing research and testing*
 - *Motorcycle Brakes*
 - *Controls and Displays*

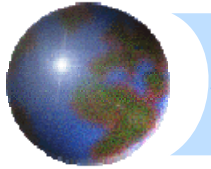


Lessons Learned – GTR Adoption Issues

- A better understanding of the CPs respective rulemaking systems and their compliance and enforcement methods
- The importance of reducing to writing the record of a GTRs science rationale and economic impact to help persuade CPs to adopt them



Thank You



Sources of More Information

- NHTSA Website –
<http://nhtsa.gov>
- NHTSA Docket – contains rulemaking notices, supporting documents and comments:
<http://dms.dot.gov>
- Code of Federal Regulations (CFR) -
<http://www.gpoaccess.gov/cfr/index.html>
- Federal Register –
<http://www.gpoaccess.gov/fr/index.html>
- United States Code –
<http://www.gpoaccess.gov/uscode/index.html>