

INFORMATION SUBMISSION FOR NAS

December 2010

Office of Rulemaking

National Highway Traffic Safety Administration

Rulemaking Organizational Structure

The Office of Rulemaking consists of 3 offices under the Associate Administrator for Rulemaking, each of which has three subordinate divisions:

- *Crashworthiness Standards*
 - *New Car Assessment Program (NCAP)*
 - *Light Duty Vehicle*
 - *Special Vehicles and Systems*
- *Crash Avoidance Standards*
 - *Visibility and Injury Prevention*
 - *Vehicle Dynamics*
 - *Vehicle Controls and Adapted Vehicles*
- *Office of International Policy, Fuel Economy and Consumer Programs*
 - *Consumer Standards*
 - *Fuel Economy*
 - *International Harmonization and Policy*

1.0 Office of the Associate Administrator for Rulemaking

MISSION. To administer the programs of the administration to develop and promulgate Federal Standards dealing with the crash protection, crash survivability, crash avoidance; fuel economy and theft protection of motor vehicles; direct programs relating to bumper standards, safety performance standards, and other regulations for new and used motor vehicles and equipment, including tires. The Associate Administrator's offices provide cost and lead time analysis of proposed motor vehicle and motor vehicle equipment safety performance standards in relation to consumers, industry, and to the general public. They develop consumer information and regulations dealing with crash protection and survivability characteristics, damageability, crash avoidance, and ease of diagnosis and repair of new and used motor vehicles and equipment, including their comparative characteristics; and they conduct economic analyses in support of these activities.

FUNCTIONS.

a. General.

- (1) Develops and recommends safety performance standards for vehicles and appurtenant equipment (including tires) manufactured or imported for introduction in interstate commerce, giving due consideration to lead time requirements, cost impacts, and implications to interrelated components.
- (2) Plans, coordinates, and integrates a comprehensive program for the development and issuance of average fuel economy standards, established by statute or administrative regulatory processes, for

passenger automobiles and light trucks, related procedural regulations, and adjustments to such standards.

(3) Plans, coordinates, and integrates a comprehensive program for the development and issuance of theft prevention standards and related procedural regulations.

(4) Investigates, compiles information on, and develops methods for determining for motor vehicles: their damage susceptibility, their crashworthiness and crash avoidance capabilities, and ease of diagnosis and repair for consumer information purposes.

(5) Determines the need for and participates in research and development, staffing development, and information collection and analysis activities as appropriate.

(6) Develops and administers NHTSA programs on repair of motor vehicles in use.

b. The Associate Administrator for Rulemaking. The Associate Administrator is the principal advisor to the Administrator on all matters as they relate to setting motor vehicle safety standards, establishing and modifying fuel economy regulations for passenger cars and light trucks, and establishing automotive and tire ratings for consumer information purposes. In this capacity, the Associate Administrator:

(1) Participates fully in NHTSA policy determination and program formulation.

(2) Directs programs for the development and promulgation of new or amended Federal Motor Vehicle Safety Standards for vehicle operating systems, crashworthiness, and crash avoidance, including operating costs, cost and lead time analysis, and engineering systems analysis. Directs programs for the development and promulgation of new or amended fuel economy standards for passenger cars and light trucks, adjustments to or exemptions from those standards, theft prevention standards for passenger cars and related procedural regulations for all standards.

(3) Provides the public and industry with information on the crashworthiness, damageability, and repairability of motor vehicles, and on tire performance.

(4) Provides direction for and development of NHTSA's programs on repair of vehicles in use, in cooperation with other Federal agencies such as the Environmental Protection Agency and the Federal Trade Commission where appropriate.

1.1 Office of Crashworthiness Standards

The primary goal of the Office of Crashworthiness Standards is to minimize injuries to vehicle occupants when a crash happens. The Office of Crashworthiness Standards has 14 employees working toward this important safety goal. Nine are mechanical engineers, one is a civil engineer, one is an electrical engineer, one is an economist, and two are program analysts.

MISSION. Provides national leadership in the planning and development of Federal Motor Vehicle Safety Standards related to the crashworthiness of light and heavy-duty vehicles, electric and alternative fuels vehicles, pedestrian protection, child crash protection, and motor vehicle fuel systems. In reference to the preceding, the office develops and promulgates Federal Motor Vehicle Safety Standards, regulations, and/or guidelines dealing with crash protection, and crash survivability of motor vehicles and appurtenant equipment, considering hazards, crash data, vehicle characteristics, human factors, biomechanics, and engineering to assure a systems approach in the development of motor vehicle safety performance standards. Provides technical support for NHTSA's international harmonization of motor vehicle crashworthiness requirements. In addition, the office contains the New Car Assessment Program, which provides comparative crashworthiness information on new vehicles to consumers. The

office provides national leadership in planning, designing and implementing new and innovative rating programs that primarily use market forces to encourage the production of improved automobiles, through the development of consumer information and programs designed to stimulate voluntary efforts in the areas of crash protection and crash survivability.

1.1.1 New Car Assessment Program Division

MISSION. To improve occupant safety by providing market incentives for vehicle manufacturers to voluntarily design their vehicles to better protect occupants in a crash and be less susceptible to rollover, rather than by using regulatory directives. The New Car Assessment Program (NCAP) provides the focal point for the development, planning, and implementation of new crashworthiness programs designed to stimulate voluntary improvements in the area of occupant crash protection and occupant survivability.

1.1.2 Light Duty Vehicle Division

MISSION. Provides a focal point for the development of motor vehicle safety performance improvements and promulgation of any resulting Federal Motor Vehicle Safety Standards, regulations and/or guidelines dealing predominately with light duty vehicles in the areas of frontal, side, rear, and rollover crash protection, and crash survivability characteristics.

1.1.3 Special Vehicles and Systems Division

MISSION. Provides a focal point for the development of motor vehicle safety performance improvements and promulgation of any resulting Federal Motor Vehicle Safety Standards, regulations and/or guidelines dealing with the crash protection for pedestrian, heavy truck under ride, fuel system integrity, electric and alternative fuel vehicles, and child crash survivability.

1.2 Office of Crash Avoidance Standards

The primary goal of the Office of Crash Avoidance Standards is to reduce the number of crashes occurring on the Nation's highways. The Office of Crash Avoidance Standards has 11 employees. Ten are mechanical engineers, and one is a civil engineer.

MISSION. Provides national leadership in planning and implementing crash avoidance motor vehicle safety performance improvements for light and heavy-duty vehicles. Develops and promulgates Federal motor vehicle safety standards (FMVSS), regulations, and guidelines, as well as programs leading to voluntary industry actions. These improvements concern the crash avoidance characteristics of motor vehicle systems and equipment, and driver/vehicle systems, including vehicle dynamics, direct and indirect visibility, vehicle conspicuity, avoidance of rollover crashes, and vehicle modifications to accommodate people with disabilities. Special consideration is given to the effects of new technologies on the human/vehicle interaction. The program supports NHTSA's international harmonization of crash avoidance safety initiatives. In addition, the office identifies and develops crash avoidance programs, such as rollover and braking, for potential inclusion in the New Car Assessment Program.

1.2.1 Visibility and Injury Prevention Division

MISSION. Provides a focal point for developing motor vehicle safety performance improvements in the areas of visibility and non-crash injury prevention, and promulgating resulting Federal motor vehicle safety standards, regulations, and guidelines for light- and heavy-duty vehicles, as well as programs leading to voluntary industry actions.

1.2.2 Vehicle Dynamics Division

MISSION. Provides a focal point for developing motor vehicle safety performance improvements in the area of vehicle dynamics and for promulgating resulting Federal motor vehicle safety standards, regulations, and guidelines for light- and heavy-duty vehicles, as well as programs leading to voluntary industry actions.

1.2.3 Vehicle Controls and Adapted Vehicles Division

MISSION. Provides a focal point for developing motor vehicle safety performance improvements in the areas of vehicle controls, light vehicle rollover prevention, and vehicles adapted for use by people with disabilities, and promulgating resulting Federal motor vehicle safety standards, regulations, and guidelines for light- and heavy-duty vehicles, as well as programs leading to voluntary industry actions.

1.3 Office of International Policy, Fuel Economy, and Consumer Programs

The Office of International Policy, Fuel Economy, and Consumer programs works to achieve several different goals.

- ❖ **Goal 1** – Work with the international community to set Global Technical Regulations and handle all other International efforts related to motor vehicle safety
- ❖ **Goal 2** – Establishment of light duty vehicle fuel economy standards and development of a Fuel Efficiency Program for medium duty, heavy duty and work trucks
- ❖ **Goal 3** – Educate consumers on their behaviors affecting Fuel Economy and GHG performance along with the benefits and accessibility of Alternative Fuels. In addition, educate consumers regarding Theft Prevention Rules/Parts Marking.

To accomplish these goals, the office has 16 employees. Nine of these employees are engineers, including one electrical engineer. The other seven employees are analysts, statisticians and support staff.

MISSION. Provides leadership in planning, designing and implementing new and innovative programs that use market forces to encourage the production of improved automobiles and child restraints. Develops and implements programs and regulations pertaining to automotive safety, child restraints, fuel economy, theft protection, damageability, and tire quality. Develops all regulations and consumer information under 49 U.S.C 323, 325, 329, 331 and 30123(e). Coordinates and maintains close liaison

with the automotive industry and other Federal agencies involved in vehicle safety and fuel conservation. Assures that the agency's regulations remain current and do not impede technological innovation. Provides advice on and coordinates the planning activities of the Rulemaking Office. Provides advice on innovative approaches to rulemaking.

1.3.1 Consumer Standards Division

MISSION. Provides national leadership in planning, designing and implementing new and innovative programs that use market forces to encourage the production of improved automobiles, through the development of consumer information and programs designed to stimulate voluntary efforts in the areas of automotive safety, motor vehicle theft prevention, bumper damageability performance, and tire quality. Develops all regulations and consumer information under 49 U.S.C. 323, 325, 331 and 30123(e). Coordinates and maintain close liaison with the automotive industry and other Federal agencies involved in vehicle and consumer safety. Assures that the agency's regulations do not impede technological innovation.

1.3.2 Fuel Economy Division

MISSION. Serves as the focal point responsible for the planning, coordination, and development of fuel economy regulations. Provides leadership and direction in studies and projects of fuel economy related issues. Develops strategies for engaging the participation of key public and private sector organizations in fuel economy activities.

1.3.3 International Policy and Harmonization Division

MISSION. Seeks to maintain and enhance vehicle safety in the United States by identifying, adapting and recommending for adoption best safety practices from around the world.

FUNCTIONS.

- a. Consistent with its mission, minimizes divergences in scientific approaches and vehicle safety standards (i.e., seeks harmonization) in the global marketplace by promoting the coordination of research and regulatory activity around the world and promoting the assessing of alternative scientific and regulatory approaches used in other countries in order to identify best practices.
- b. Develops, recommends and coordinates agency policy on international issues affecting the agency's authority and programs, such as those issues arising out of U.S. bilateral and multilateral regulatory and trade relationships (e.g., North American Free Trade Agreement (NAFTA) and Transatlantic Economic Partnership) and membership in international organizations (e.g., World Trade Organization (WTO)). Advises senior NHTSA and DOT officials on these issues.
- c. Represents the agency in international bodies (e.g., the World Forum for Harmonization of Vehicle Regulations of the United Nations, the NAFTA Automotive Standards Council, and the Asia-Pacific Economic Cooperation.).

- d. Manages and coordinates the participation of agency officials in bilateral and multilateral meetings, ensuring the consistency of that participation with agency, departmental and USG policy.
- e. Leads the agency's efforts to implement the 1998 Global Agreement, and negotiates, on behalf of the agency, both the priorities of the World Forum in developing globally harmonized vehicle safety regulations as well as the substance of individual regulations.
- f. Works closely with other NHTSA offices to conduct engineering assessments and testing to support proposals made by the NHTSA and to assess the merits of proposals made by other contracting parties under the 1998 Global Agreement and the International Harmonized Research Activities.
- g. Holds public meetings and workshops on issues related to the harmonization of vehicle safety standards and the development and adoption of global technical regulations, and otherwise works closely with domestic and foreign industry, consumer groups, and other organizations on international issues relating to vehicle and traffic safety.
- h. To implement agency policy on international issues involving vehicle safety, participates in rulemaking teams, and reviews and comments on rulemaking support papers, research and testing reports, notices of proposed rulemaking and final rules.
- i. To preserve the agency's authority and promote its programs, represents the agency in interagency international trade policy committees whose members include the U.S. Trade Representative's Office, State Department, Department of Commerce, Food and Drug Administration, and Environmental Protection Agency.
- j. Helps the U.S. Trade Representative's Office and State Department resolve international trade disputes or prevent trade interruptions associated with regulatory issues involving vehicle safety.
- k. To achieve the departmental goal of facilitating economic growth, promotes the U.S. regulatory system, self-certification system and the Federal Motor Vehicle Safety Standards worldwide.
- l. Leads the development and implementation of cooperative agreements and arrangements to work with counterpart foreign governmental entities on regulatory, research and certification issues.
- n. Manages and coordinates the agency's international travel and visitors programs.

2.0 Resources for Office of Rulemaking

2.1 Rulemaking currently has 51 employees on board

- 31 of these employees are engineers, including two electrical engineers
- The other 20 employees are analysts, statisticians, economists and support staff in the three program offices as well as in the Office of the Associate Administrator
- Rulemaking engineers specialize in the engineering and technical aspects of developing and promulgating rules and collaborate with their Research and Enforcement counterparts for specific areas of expertise

2.2 Budget Allocations and Discretionary Funds

- Rulemaking allots its budget based on the way congress appropriates funds
- Rulemaking has some limited ability to reprogram funds within certain limits to address emerging issues
- The NHTSA Administrator has some unilateral authority, but outside of that he needs congressional approval
- Rulemaking does not maintain reserves and therefore is unable to identify any specific amount of discretionary funding

❖ 2010 Contract Budget is \$21.6M

Safety Standards Support	\$2.3M
New Car Assessment Program	\$10.4M
Fuel Economy	\$8.9M

❖ 2011 Contract Budget Request is \$ 22.2M

Safety Standards Support	\$2.3M
New Car Assessment Program	\$12.0M
Fuel Economy	\$7.9M