

ONE HUNDRED FOURTEENTH CONGRESS  
**Congress of the United States**

**House of Representatives**

COMMITTEE ON ENERGY AND COMMERCE

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November 6, 2015

Mr. John Bozzella  
President and CEO  
Global Automakers  
1050 K Street, N.W., Suite 650  
Washington, DC 20001

Dear Mr. Bozzella,

Thank you for appearing before the Subcommittee on Commerce, Manufacturing, and Trade on Wednesday, October 21, 2015, to testify at the hearing entitled "Examining Ways to Improve Vehicle and Roadway Safety."

Pursuant to the Rules of the Committee on Energy and Commerce, the hearing record remains open for ten business days to permit Members to submit additional questions for the record, which are attached. The format of your responses to these questions should be as follows: (1) the name of the Member whose question you are addressing, (2) the complete text of the question you are addressing in bold, and (3) your answer to that question in plain text.

To facilitate the printing of the hearing record, please respond to these questions by the close of business on Friday, November 20, 2015. Your responses should be e-mailed to the Legislative Clerk in Word format at [Dylan.Vorbach@mail.house.gov](mailto:Dylan.Vorbach@mail.house.gov) and mailed to Dylan Vorbach, Legislative Clerk, Committee on Energy and Commerce, 2125 Rayburn House Office Building, Washington, DC 20515.

Thank you again for your time and effort preparing and delivering testimony before the Subcommittee.

Sincerely,



Michael C. Burgess, M.D.  
Chairman  
Subcommittee on Commerce,  
Manufacturing, and Trade

cc: Jan Schakowsky, Ranking Member, Subcommittee on Commerce, Manufacturing, and Trade

Attachment

## Additional Questions for the Record

### **The Honorable Michael C. Burgess, M.D.**

1. Mr. Bozzella, you testified that automakers are working to educate consumers on the cybersecurity and safety implications of after-market or third-party devices being plugged into the vehicle through the OBDII port. Are your members in discussions with any developers of those after-market or third-party devices to address cybersecurity implications of those products?
2. Are any of your members currently working with State DMVs to help notify vehicle owners of open recalls?
3. What are ways the Subcommittee should consider to encourage the fastest deployment of vehicle-to-vehicle communications technology and other crash avoidance technologies?
4. How would a requirement on vehicle manufacturers to submit specific part numbers, names, and descriptions of all parts affected by a safety recall impact the manufacturer's ability to identify all affected VINs in a timely manner? What additional costs would this type of requirement impose on manufacturers?
5. How often do regional recalls occur? What impact would the elimination of regional recalls have on the manufacturer's ability to prioritize repair parts to populations or geographic areas that are more vulnerable to a safety defect than others?
6. Within your membership, do you know how many automakers have one senior official responsible for safety within their corporate organization structure? If so, how does that individual currently interact with the rest of the organization and work to ensure that information submitted to NHTSA on safety issues is accurate?
7. How do auto manufacturers currently coordinate with NHTSA on publicizing vehicle safety recall notices? How typical is it for NHTSA to publicize a recall notice before the manufacturer has identified all affected VINs?
8. Are there certain regulatory barriers in place right now that are preventing car companies from fully investing in crash avoidance technologies and other next-generation safety features?
  - A. How should we expect consumers to embrace advanced automotive technologies? Do consumers face any obstacles to adoption, such as cost?
  - B. What types of education should be provided to consumers to increase their awareness, understanding, and trust in crash avoidance technologies?
9. Security researchers can play a valuable role in the discovery and mitigation of cybersecurity vulnerabilities in vehicles. What is the auto industry doing to work with the security research community to help identify and remediate cybersecurity threats in vehicles?

### **The Honorable Jan Schakowsky**

1. On July 24, 2015, General Motors announced that Chevrolet, Buick, GMC and Cadillac will offer 22 different crash avoidance technologies across their 2016 model year U.S. lineups. Under Section 502 of the discussion draft, GM could receive three or more grams per mile in

greenhouse gas (GHG) emissions credits for each of those technologies. That would mean that a GM vehicle that carries all 22 active safety technologies could receive at a minimum 66 grams per mile in GHG credits.

Similarly, Section 503 of the draft would grant manufacturers Corporate Average Fuel Economy (CAFE) credits in exchange for installing certain safety technology onto their vehicles. It seems to me that the combined environmental impact of 66 grams per mile in GHG emissions credits and equivalent credits toward meeting CAFE standards for every one of those vehicles could be significant.

- A. For each of your member companies, how many crash avoidance technologies per vehicle model are planned to be offered each model year from 2016 through 2021?
- B. Should the number of GHG and CAFE credits that manufacturers can receive under Title V of the bill be capped at a particular number of credits? If so, what should the cap be for GHG credits and for CAFE credits?
- C. In your testimony, you state that Title V of the discussion draft would “incentivize the adoption of these advanced technologies.” GM, however, has already elected to offer 22 different crash-avoidance technologies on thousands of its vehicles without the possibility of GHG or CAFE credits as an incentive. Please explain why GHG and CAFE credits are necessary to incentivize safety when vehicle manufacturers are already including advanced technologies in their vehicles?

**The Honorable Adam Kinzinger**

1. Previously your trade association informed me that it is willing to “explore ways to facilitate the removal of defective parts taken from recalled vehicles from the stream of commerce.” Can you update the committee on where this exploration exercise stands?
2. Earlier this year, Sec. Foxx recommended that automotive manufacturers should provide part number information in an efficient and easy-to-use format directly to recyclers and others who need the information to support auto safety. Do you support this approach? What barriers are there to implementing this recommendation?