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RANKING MEMBER

ONE HUNDRED NINETEENTH CONGRESS
Congress of the United States
House of Representatives
COMMITTEE ON ENERGY AND COMMERCE
2125 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-6115
Majority (202) 225-3641
Minority (202) 225-2927

July 25, 2025

Dr. David Harkey
President
Insurance Institute for Highway Safety
4121 Wilson Boulevard, 6th Floor
Arlington, VA 22203

Dear Dr. Harkey,

Thank you for appearing before the Subcommittee on Commerce, Manufacturing, and Trade hearing on Thursday, June 26, 2025, to testify at the hearing entitled, "Looking Under the Hood: The State of NHTSA and Motor Vehicle 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.

To facilitate the printing of the hearing record, please respond to these questions with a transmittal letter by the close of business on Friday, August 8, 2025. Your responses should be mailed to Alex Khlopin, Policy Analyst, Committee on Energy and Commerce, 2125 Rayburn House Office Building, Washington, DC 20515 and e-mailed in Word format to alex.khlopin@mail.house.gov.

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

Sincerely,



Gus M. Bilirakis
Chairman
Subcommittee on Commerce, Manufacturing, and Trade

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

Attachment —Additional Questions for the Record

The Honorable Debbie Dingell (D-MI)

1. In 2021, I led efforts to pass the Honoring Abbas Family Legacy to Terminate Drunk Driving Act, also known as the HALT Act, which was part of the Infrastructure Investment and Jobs Act. The law is named in honor of the Abbas family, Rima, Issam and their three young children, AJ, Isabella and Giselle — a family of 5 from my district who were killed by a wrong-way drunk driver. The Abbas family should still be here. We can prevent these crashes from happening. The crime of drunk driving is 100 percent preventable. HALT is a bipartisan, historic law requiring all new motor vehicles to be equipped with anti-drunk driving technology that will save more than 10,000 lives a year when fully implemented. To characterize this landmark law as a game-changer is an understatement. Unfortunately, NHTSA has failed to meet its 2024 statutory deadline to complete HALT's rulemaking. This regulatory delay is not a new phenomenon: NHTSA has an unfortunate history of not meeting statutory deadlines.

Mr. Harkey, your organization estimates that the technology required by HALT will save more than 10,000 lives a year when installed in the entire vehicle fleet. That is a staggering number -more than 10,000 lives saved annually. What do you think the auto industry, NHTSA, IIHS, and others can do to make the HALT Act a reality as soon as possible?



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Highway Loss Data Institute

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August 8, 2025

Alex Khlopin
Policy Analyst
Committee on Energy and Commerce
2125 Rayburn House Office Building
Washington, DC 20515

Dear Mr. Khlopin:

Thank you for the opportunity to participate in the hearing entitled, "Looking Under the Hood: The State of NHTSA and Motor Vehicle Safety," which took place on June 26, 2025, before the Subcommittee on Commerce, Manufacturing, and Trade. After the hearing, we received an additional question for the record from the Honorable Debbie Dingel (D-MI). Representative Dingel's question was the following:

What do you think the auto industry, NHTSA, IIHS, and others can do to make the Honoring Abbas Family Legacy to Terminate Drunk Driving (HALT) Act a reality as soon as possible?

The following is the response of the Insurance Institute for Highway Safety (IIHS):

Advanced impaired driving prevention technology could save nearly 11,000 lives a year when it is equipped on all vehicles¹. Regulation from NHTSA requiring this technology to meet the obligations of the HALT Act would provide the push needed to hasten its development. In the absence of action from NHTSA, IIHS is prepared to fill the gap. We will begin incorporating technologies to promote safe driving into our Top Safety Pick award in 2030. Historically, our *TOP SAFETY PICK* awards require automakers to perform well in our crashworthiness and crash avoidance tests. In 2030, our *TOP SAFETY PICK+* award will require automakers to include technology to address risky behaviors such as speeding, belt use, distraction, and impairment. We will phase in the requirements over several years to incentivize automakers. We are not a regulator and can only encourage automakers to add these capabilities, whereas a mandate from NHTSA will ensure that this lifesaving technology is deployed more rapidly within all passenger vehicles.

Please let me know if there are any other questions for IIHS on this topic, and we look forward to the opportunity to participate in future hearings related to highway safety.

Sincerely,

A handwritten signature in black ink, appearing to read 'David Harkey'.

David Harkey, Ph.D., P.E.
President

1. Farmer, C. M. (2023, April). *Update of the 2021 study "Potential lives saved by in-vehicle alcohol detection systems" published in Traffic Injury Prevention, 22(1), 7–12* [Unpublished analyses]. Insurance Institute for Highway Safety.