My name is Harry Lightsey, Executive Director, Global Connected Customer Experience for General Motors LLC (General Motors)Good afternoon Chair Mica, Chair Hurd, Ranking Member Duckworth and Ranking Member Kelly, and thank you for the opportunity to testify before your subcommittees.

In the roughly one hundred years of its existence, the automobile has impacted American life in ways unique to any other machine. It has impacted how we live and work, where we live and work, how our cities have grown and how our country has grown. Yet, the machine itself remains basically what it was at the time of its inception - a gasoline combustion engine connected by a drive train to wheels on the road, driven by a human being.

But we are now entering an era where all those basic tenets will change dramatically - cars will more and more have different modes of mobility than a gasoline engine, they will be connected to each other in ways that make the driving experience safer and more enjoyable and they will more and more relieve the human being of the driving task.

Because we know that humans are fallible and will have crashes in cars the automobile industry and the National Highway Transportation Safety Administration (NHTSA) have spent the last half century designing and building automobiles to be safer when they crash - with innovations like seat belts, airbags and crumple zones.

Today we are designing and building automobiles to avoid collisions entirely with technologies like forward and rear collision warning, back up cameras, lane keeping and blind spot warnings. Increasingly, these technologies allow the machine to assist in the driving task itself when the human driver does not react appropriately or quickly enough to prevent a crash.

Soon, technologies like Vehicle to Vehicle communications will be deployed with the promise to impact over 80% of the crashes on today's roads. The savings in terms of lives saved, property damage prevented, medical costs and congestion will be enormous.

At General Motors we are moving quickly to take advantage of these innovations - we are the first automobile manufacturer to build connectivity into our vehicles and GM OnStar has over 6 million customers in the United States and over 1 million customers connected on our 4G LTE broadband platform. We have deployed many advanced safety technologies into our vehicles including announcing the deployment of vehicles with advanced rear view mirrors and we are the only automaker that has announced a commitment to deploy vehicles with V2V technology with our Cadillac CTS model next year.

However, we must acknowledge that with change comes challenge. We must deploy these innovations in the safest manner possible. We must commit to our customers that we respect their privacy and will protect their information. Our automobiles contain software that may have vulnerabilities that bad actors could exploit to threaten our customers safety and privacy and we must do all we can to prevent automobile hacking. We must realize that we are competing with other technologies for the use of scarce resources like spectrum. We must be able to use these resources in an efficient manner so long as that use does not interfere with the safety critical mission of our systems. If we have the freedom to innovate within these parameters the promise of the future cannot be imagined today.

Thank you and I look forward to your questions.