



INTERNATIONAL ASSOCIATION OF FIRE CHIEFS

Providing leadership for the fire and emergency services since 1873
DEPARTMENT OF TRANSPORTATION

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DOCKET OPERATIONS

March 13, 2017

Docket Management Facility
M-30, USDOT, West Building
Ground Floor, Room W12-140
1200 New Jersey Ave, SE
Washington, DC 20590

Subject: Support for Prospective V2V Rulemaking, Docket Number NHTSA-2016-0126

Dear Sir or Madam:

On behalf of the approximately 12,000 members of the International Association of Fire Chiefs (IAFC), I am writing to encourage your support of the Prospective V2V Rulemaking, Docket Number NHTSA-2016-0126. This document proposes to establish a new Federal Motor Vehicle Safety Standard (FMVSS), No. 150, to mandate vehicle-to-vehicle (V2V) communications for new light vehicles and to standardize the message and format of V2V transmissions.

The IAFC represents the leadership of firefighters and emergency responders worldwide. Our members are the world's leading experts in firefighting; emergency medical services; terrorism response; hazardous materials spills; natural disasters; specialized rescue, including vehicle rescue; and public safety policy. Our goal is to provide our leaders with vision, information, education, services and representation to enhance their professionalism, capabilities and safety.

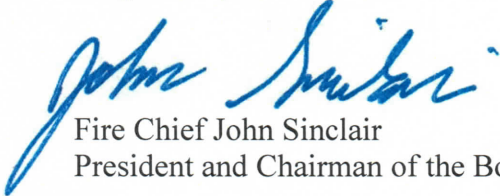
Vehicle accidents are a significant cause of firefighter deaths and injuries. Per the National Highway Traffic Safety Administration (NHTSA), the vehicle-to-vehicle (V2V) rulemaking could address 89% of light vehicle crash types and 85% of associated economic costs. This technology will save the lives of the citizens that we protect and our firefighters who respond to these crashes.

This technology, utilizing Dedicated Short Range Communications (DSRC) with its 360 degrees of coverage for V2V communications, will reduce the number and severity of incidents and will include "event notification messages" on drivers' dashboards, will open the door for aftermarket devices and significantly increase safety at intersections. In addition, this rulemaking will expand to different classes of vehicles including emergency vehicles. This rulemaking will allow the broadcasting of warnings to other vehicles and enhance our abilities during traffic incident management. This firefighter safety technology will likely not occur without the adoption of this rulemaking.

Those asking for delay seek to reconfigure the 5.9 GHz band in a way that would impair safety-critical applications and jeopardize their public benefits. This would sweep away more than a decade of research and development, as well as delay DSRC's life saving benefits for perhaps another decade. One of the most – if not the most – significant advances in vehicle safety is now coming into existence.

The IAFC, along with the other emergency responders, hope we can achieve zero deaths and injuries for the public and emergency responders. Adoption of the proposed rule will go a long way to making this goal a reality. Thank you in advance for your consideration and support.

Respectfully Submitted,



Fire Chief John Sinclair
President and Chairman of the Board

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