

## **Opening Statement**

Good morning and welcome to the Boardroom of the National Transportation Safety Board.

I am Robert Sumwalt, and I'm honored to serve as the Chairman of the NTSB. Joining us today are my long-time colleagues on the Board, Member Earl Weener and Member Bella Dinh-Zarr. Also joining us are our newest additions, Vice Chairman Bruce Landsberg, and Member Jennifer Homendy. Bruce, you bring a wealth of knowledge about general aviation, and Jennifer, your expertise adds to this Board's knowledge of railroads and hazardous materials. I know that you're both longstanding champions of transportation safety, and you are both most welcome additions to this Board.

Today, we meet in open session, as required by the Government in the Sunshine Act, to consider a Safety Report, Select Risk Factors Associated with Causes of Motorcycle Crashes.

Mile for mile, motorcycle riders and passengers are much more likely to lose their lives in a crash than passenger vehicle occupants. In 2007, the NTSB made recommendations heavily focused on rider protection in the event of a crash, and our position on rider protection has not changed.

But this study is about preventing motorcycle crashes in the first place.

In brief, NTSB analyzed data from the Federal Highway Administration's Motorcycle Crash Causation Study, or MCCS, and reviewed the available scientific research on motorcycle crash causation and crash prevention.

**We found what many riders already know:**

Drivers need to be more aware of riders.

Riders need two things, time and control: more time to react, and motorcycles that perform better in a potential emergency.

Let's start with drivers being more aware of riders.

The NTSB is on record as wanting to see collision avoidance systems on all new vehicles. But as such technology rolls out in the passenger vehicle world, staff considered whether motorcyclists were being forgotten.

Today, we'll discuss whether these systems are being developed and tested with enough attention to **detecting motorcycles.**

On the motorcycle, we'll also discuss stability control systems and antilock braking systems. These augment a rider's

control—because when you do have time to react, your motorcycle’s performance should not limit you.

And, as we’ll discuss today, many crashes happen so fast that a rider **can’t** respond. So, we’ll also discuss connected vehicle technology, which can look beyond in-vehicle collision avoidance systems, and provide riders with earlier notice of potential hazards.

With today’s vehicle technology revolution, it’s especially critical to study how new systems can help motorcycle riders anticipate potential crash scenarios, before such a crash occurs.

Both meanings intended, it’s about time.

This report allowed us to review many other aspects of crash causation, and who is likely to crash under what circumstances. It also pointed us toward questions about drug and alcohol involvement in crashes, and various state licensing procedures.

Today, the NTSB staff will briefly present the most pertinent facts and analysis found in the draft report. The public docket for the report will be available at [www.nts.gov](http://www.nts.gov) following publication of the report.

Staff have pursued all avenues in order to propose findings and recommendations to the Board. We on the Board will then

question staff to ensure that the report, as adopted, truly provides the best opportunity to enhance safety.

Now Managing Director Dennis Jones, if you would kindly introduce the staff.

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