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**Statement by the Honorable Bobby L. Rush, Chairman**

Energy and Commerce Committee Subcommittee on  
Commerce, Trade and Consumer Protection

**Hearing: The Motor Vehicle Safety Act of 2010**

May 6, 2010

WASHINGTON — “Good morning. The Subcommittee on Commerce, Trade and Consumer Protection will now come to order. The focus of today’s hearing is the Motor Vehicle Safety Act of 2010 draft legislation.

“Two month ago, we assessed the National Highway Traffic Safety Administration’s functionality and effectiveness. The unfortunate accidents resulting from unintended acceleration revealed to us the need to modernize NHTSA.

“The laws were written in the 1960s and 70s and do not reflect today’s global market place. I commend Chairman Waxman for his leadership in drafting this important piece of legislation.

“These are the five objectives this legislation will address.

“First, as I said earlier, it energizes the agency and equips it with the expertise and technology that is needed to achieve its primary goal, while responding to today’s rapidly advancing electronics technology that is at the heart of new vehicles.

“Second, it promotes safety and innovation by establishing tougher, baseline standards that better protect consumers.

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“Third, it enhances enforcement mechanisms by increasing the agency authority to remove vehicles from the road if it poses a serious, imminent hazard and if its manufacturers did not take action.

“Fourth, it increases transparency and accountability. The concepts of transparency and accountability are a prerequisite for any effective policy regulation.

“And last but, certainly, not least as we reform the safety standards for consumers with this legislation, we are also protecting our industries by helping to save jobs, by allowing them to continue to regain consumer confidence in their brands as they continue to build and sell cars and to, generally, help America’s auto industry stay competitive in the global economy.

“This is what the proposed The Motor Vehicle Safety Act of 2010 will do.

“Some in the public will question the need for new legislation to improve the safety and quality of vehicles. I strongly disagree with them.

“Despite the fact that I am sure auto makers are attempting to win back consumers and improve the safety standards and equipment in their vehicles, I think it’s more than reasonable to say that perhaps the horrific, unintended acceleration incidents that have been well documented before this subcommittee and others might not have happened if these regulations were already on the books.

“It is my firm belief that this legislation and the reforms it mandates are long overdue. Simply put, it is time to act.

“Before I yield back my time, I want to thank the witnesses for taking time out of their schedule to advise members of this subcommittee. The draft legislation we are going to examine today is the result of a series of consultations with both consumer groups and manufacturers. We all have the same objectives: saving lives, preventing injuries and reducing risks through technology, education, safety standards and enforcement. It has been a collective and constructive effort. I am looking forward to hearing from you.

“Thank you again. And with that, I yield the balance of my time.”

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