ATTACHMENT 3: EXCERPT FROM HOUSE REPORT 111-564

National automotive sampling system.—The Committee notes that NHTSA's vehicle collision database has notably contracted over time. The national automotive sampling system (NASS) was established in 1979 to further NHTSA's mission of reducing motor vehicle crashes, injuries, and deaths on U.S. highways by collecting motor vehicle crash and injury causation data. NASS consists of the crashworthiness data system (CDS) and the general estimates system (GES). When implemented, the CDS was designed to collect detailed data on 15,000 to 20,000 collisions annually in the United States.

The Committee is concerned that, at present, NASS/CDS collects collision data for approximately 5,000 collisions annually and garners a limited set of data from each crash. The Committee believes that NASS/CDS is a fundamental underpinning of the agency's activities relative to the identification of emerging safety risks, the setting of priorities for rulemaking, the evaluation of ways to improve vehicle crashworthiness, and the assessment of the success and potential benefit of advanced safety technologies. The Committee supports the restoration and enhancement of NASS/CDS in order to ensure that the agency has a robust database upon which to base its efforts.

The Committee, therefore, recommends $14,406,000 for NASS/CDS in fiscal year 2011, $1,500,000 above the request and $1,876,000 above the fiscal year 2010 enacted level, to allow the agency to investigate additional motor vehicle crashes and to expand the scope of data collection so that additional crash causation data elements can be captured.

In addition, the Committee directs NHTSA to submit a report to the House and Senate Committees on Appropriations, by not later than August 1, 2011, that evaluates the deficiencies of the NASS/CDS data collection program based on current levels of case investigations and analyzes the improvements in the program that could be achieved through increased levels of case investigation and data collection. The report should make recommendations regarding the types of data collection that are needed to improve NHTSA's ability to develop safety countermeasures, the level of NASS/CDS case investigations that are needed to obtain a sufficiently robust database to identify emerging crash and occupant injury trends, as well as the types of crashes that should be analyzed and methods that can be used to enhance NASS/CDS data collection.