

**WANADA Bulletin # 6-09**

**\*\* Special WAS Report\*\***

**February 9, 2009**

**THE 2009 WASHINGTON AUTO SHOW PUBLIC POLICY DAYS**

## Lawmakers, Industry Leaders, Media Attend WAS Public Policy Days to Address Critical Industry Issues, See Latest Green Technology

*Events Establish WAS as "The International Public Policy Auto Show"*

**B**eginning with the Green Car Summit (see page 2) on Capitol Hill on Monday, Feb. 2 and continuing with Public Policy Day *Onsite* at the Walter E. Washington Convention Center on Feb. 3, "The 2009 Washington Auto Show (WAS) has firmly established itself as the public policy show among international auto shows," said WAS Chairman John Ourisman.

"By bringing together major automotive stakeholders and manufacturers with the nation's policy makers and lawmakers and showcasing the latest automotive technology for Public Policy Day, we have provided a forum for productive dialogue on the pressing issues and major challenges facing our industry," he said. "We have truly lived up to this year's show theme: *Driven By The Environment*."

Read on for highlights of WAS Public Policy days.

### VW's Jacoby is Bullish on U.S. Market

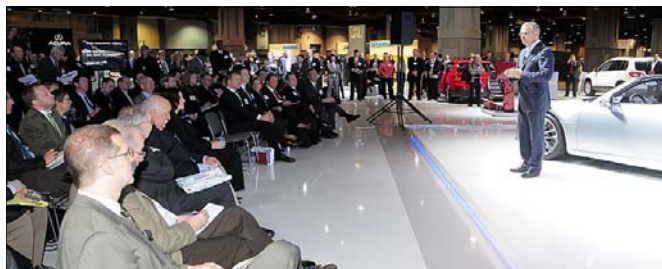


**Stefan Jacoby**

"Our industry has been part of the problem. Now we are determined to be part of the solution," said Stefan Jacoby, president and CEO of Volkswagen Group of America and the keynote speaker for Public Policy Day *Onsite*. "We have the knowledge, the technology and the desire to change direction."

As the chairman of the Alliance of Automobile Manufacturers, Jacoby said Volkswagen AG shares the global goals and commitment of Alliance members in supporting policies that meet the need for clean, safe, fuel-efficient, affordable vehicles. "We recognize that our industry is in transition. We are reinventing the automobile. We are moving as fast as we can toward the goal of sustainable mobility," he said.

"The industry-wide focus on sustainable mobility is one reason I am optimistic about our future," he added.



**Keynote speaker Stefan Jacoby, president and CEO of Volkswagen Group of America, speaks to the media on WAS Public Policy Day.**



**Touring the show on Public Policy Day were (from left) EPA Administrator Lisa Jackson, DOT Secretary Ray LaHood, California Air Resources Board Chairman Mary Nichols, and Dave McCurdy, president of the Alliance of Automobile Manufacturers. (See page 3)**



**Rep. John Dingell (D-MI) was awarded the Keith Crain/Automotive News Lifetime Achievement Award by Keith Crain himself. From left: Dingell, Crain, WANADA Chairman Tamara Darvish and WAS Chairman John Ourisman. (See Page 5)**

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## THE 2009 WASHINGTON AUTO SHOW PUBLIC POLICY DAYS

### 2009 Green Car Summit Takes Industry's Issues to Congress *Industry Leaders "Defining the Road Ahead" on Capitol Hill*



With the auto industry in the midst of unprecedented change, The 2009 Washington Auto Show kicked off on Monday with the second Green Car Summit, "Defining the Road Ahead," which drew industry, government and media representatives to a packed conference room at the Rayburn House Office Building on Capitol Hill. They came to hear a distinguished panel of industry leaders share their perspectives and explore the technologies, fuels, vehicles and public policies that will shape the future of transportation in America.

Hosted by the Green Car Journal, the Summit was moderated by journal publisher Ron Cogan and Warren Brown of The Washington Post. The panel (*pictured above, from left*) included: Alan Niedzwiecki, CEO of Quantum Fuel Systems Technologies Worldwide; Bill Reinert, national manager/advanced technology group, Toyota Motor Sales, U.S.A.; Britta Gross, manager of hydrogen and electrical infrastructure development with General Motors; Dan Weiss, senior fellow and director of climate strategy, Center for American Progress; Johan de Nysschen, president, Audi America; Richard Kolodziej, president, Natural Gas Vehicles of America; and William Craven, general Manager, regulatory affairs, Daimler.

All agreed, "it's a different game today." And quoting former Redskins coach George Allen, Weiss said, "The future is now." But while the pros and cons of a number of potential technologies and alternative energies were discussed, the consensus was there is "no magic bullet or single solution," said Kolodziej.

On the issue of legislative and regulatory policies, most agreed with de Nysschen that "consumers will make decisions, not politicians," and what is needed is a "consistent energy policy blended with transportation." With the exception of Weiss, all called for coordinated federal clean air and fuel economy standards as opposed to states setting their own standards.

The price of gas would also be a big determinant in the success of alternative fuel strategies, and most panelists recommended an increase in the federal gas tax or

a carbon tax "cap and trade" system. "The government can encourage and discourage," said Kolodziej.

For now, at least, the jury is out.

**Johan de Nysschen, president,  
Audi of America**



### Industry Assn. Chiefs Unite on Single Emissions Standard

Hosted by Phil Brady, president of the National Automobile Dealers Association (NADA), a panel composed of leaders from the major industry associations came out concertedly for coordinated national standards for fuel economy and emissions as opposed to a "patchwork" of state standards.

"The national economy's recovery hinges upon the auto industry recovery, since one out of ten jobs is auto related," Brady pointed out. With auto sales at a 16 year low, the new administration and Congress will consider the "most auto issues ever," and what is needed is a single national standard for fuel economy.

Dave McCurdy of the Alliance of Automobile Manufacturers agreed, saying that automakers are committed to the president's goals for fuel economy. He said there are now 27 hybrids and over 80 alternative fuel vehicles available on the market. "We are witnessing the transformation of the auto industry, but certainty is needed." The Alliance would like to see a national standard of 35 mpg by 2020. "We are not in a zero sum game of the states against the feds. We need to convene a fuel economy summit, including OEMs, unions, and dealers," McCurdy said.

"Dealers need to be part of the plan to reduce energy use and greenhouse emissions, but we don't want to impose costly regulations on consumers," said

*(Continued on page 9)*



## THE 2009 WASHINGTON AUTO SHOW PUBLIC POLICY DAYS

### Public Policy Makers, Media Get A Full Report On Advanced Technology

With the auto industry at a critical juncture, the primary purpose of WAS Public Policy Day *Onsite* was to give lawmakers an up close and personal look at the industry's latest models and technological achievements and spur dialogue on legislative and regulatory strategies for the future. As you can see here, it worked! As Carol Browner, the President's coordinator of energy and climate-related issues, noted in The White House's "Briefing Room" blog after touring the show, "It was a great opportunity to have the people who craft these vehicles from start to finish on hand explaining their design features in person...and I was struck by the accessibility of these cars -- they are on the cutting edge of technology and so much of that technology is here today and affordable." And with all the critical issues facing the industry and the country, the media responded in record numbers.



Clockwise (from above, left): Presidential Advisor Carol Browner gets a high tech. education from Jake Jones of Mercedes; Rep. Ed Markey (D-MA.), chairman of the Select Committee on Energy Independence and Global Warming, has an animated conversation with WANADA Chairman Tamara Darvish; Gen. Colin Powell, former Secretary of State (second from left) visits with (from left) WANADA Vice Chairman George Doetsch, WANADA Chairman Tamara Darvish, NADA President Phil Brady and WANADA President Gerard Murphy; Dan Tangherlini, city administrator for Washington, D.C. and his wife, Theresa, also toured the show.



From the WAS Press Room (upper most, above) to media interviews with WAS officials, the media was out in force covering Public Policy Day *Onsite*: There was a full press room at the Convention Center as journalists turned out in number for WAS *Public Policy Days*. Some of the many radio, TV and newspaper interviews given by show officials include John Ourisman (top right), Tamara Darvish (above right) and Gerard Murphy and Tamara Darvish doing the "On Wheels" Radio program hosted by Warren Brown and Brian Armstead.

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### Jacoby (Continued from page 1)

Jacoby noted that the Volkswagen Group of America moved its corporate headquarters to the Washington area last year as part of a much larger strategic redirection in the U.S. market. "We didn't just change our office location. We changed our way of thinking. We changed the way we do business. We developed an atmosphere within the company that encourages innovation, creativity and collaboration," he said.

He pointed out VW is investing \$1 billion in a new production facility in Chattanooga, Tennessee that will build about 150,000 mid-size sedans and create at least 2,000 jobs at the plant, plus nearly 10,000 more jobs at suppliers and related businesses made by American workers in Tennessee. "That's how confident we are in the American economy. That's how confident we are in Volkswagen's future in this country," said Jacoby.

"How can I be so confident, especially now?" he asked. "Because the car industry has been through hard times before. We always have ups and downs. We feel the impact of economic fluctuations. And we feel the impact of fluctuations in customers' tastes. In these challenging times, the economy and customers are sending the same message. Consumer tastes are in line with economic reality. To survive, we have to respond."

Jacoby pointed to an array of new VW and Audi models and cutting edge technology advances that have improved fuel economy and fun-to-drive performance, as well as development of alternative fuel vehicles, such as the Volkswagen BlueSport concept on display, a "sexy" mid-engine, two seat roadster that averages 55 miles per gallon and goes from zero to 60 in 6.2 seconds.

In addition to clean diesel, VW is refining its hybrid vehicles, working on second generation biofuels, developing a zero-emission hydrogen fuel cell car, and getting into electric cars.

Jacoby acknowledged that government and industry must work together, but he stressed, "Our Alliance supports a nationwide program on fuel economy and carbon dioxide standards that bridges state and federal concerns. Uniformity would move all stakeholders forward. A patchwork approach makes a difficult job even more complicated."

"We are in a period of profound change now, and we will emerge better for it," Jacoby concluded. "The economy will rebound, and when it does, the winners will be the companies that stay focused on the basics—creativity and listening to customers. That's why I'm so confident in Volkswagen's future here."

### Mineta Calls for Fuel Economy Summit



Norman Mineta

At a breakfast sponsored by Mazda North America, Norman Y. Mineta, former secretary of the Department of Transportation and current vice chairman, Hill & Knowlton, Inc., said that what is needed "in an era of heightened uncertainty is more introspection on regulatory matters."

He said there are currently three voices on fuel economy and emission control—NHTSA, EPA, and the states—all with different compliance standards. "We need a single national standard set by the federal government. Anything else will result in failure," said Mineta.

"President Obama has a lot coming at his windshield, but if he lets California set its own standards it must be married to federal rules," he added.

Mineta saw this as a "unique opportunity" to convene a "fuel economy summit" involving all stakeholders to sort out the conflicting interests once and for all.



Ron Cogan (left) presents award to Ed Peper.

### Chevrolet Volt Recognized with Green Car Vision Award

Ed Peper, head of Chevrolet operations for GM North America, enthusiastically pointed out that Chevrolet outsold Toyota last year, and the number one reason was fuel economy – with eight Chevrolet models capable of 30 mpg or better and more models coming – the 2010 Chevy Cruise (40 mpg) the 2011 Equinox (30 mpg), Orlando and Spark (40 mpg), to mention a few.

But the star of the WAS Chevrolet lineup was the *Chevy Volt Electric*, which received this year's Green Car Vision Award from Ron Cogan, publisher of the Green Car Journal. Last year's Vision Award went to the Chevrolet hydrogen-powered Equinox.

Peper also outlined a comprehensive action plan to help communities get ready for plug-in electric vehicles such as the upcoming Chevrolet Volt, which will debut in Washington, D.C. and San Francisco in late 2010.



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### Rep. John Dingell Honored at WAS Preview and Special Showing



"Don't give up on this 82-year-old Polish lawyer," said Rep. John Dingell (D-MI), as he

accepted the inaugural Keith Crain/Automotive News Lifetime Achievement Award, from Keith Crain himself at the WAS Preview and Special Showing last Tues., Feb. 3. Dingell, who becomes the longest serving U.S. lawmaker on Feb. 11, 2009, said he's ready to fight for industry interests in critical legislation likely to be undertaken in this session of Congress. "Our automakers will survive and thrive," Dingell said.

When presenting the award to Dingell, Crain said the honor recognized a public servant who had done extraordinary good for the auto industry. "I've known John Dingell for many years and I have nothing but the greatest respect and admiration for his conscientious concern over the domestic auto industry," said Crain. "I can think of nothing more significant than giving him the first Keith Crain/Automotive News (Lifetime Achievement) Award."

"Congressman Dingell has always been a true champion of the automobile industry," added WAS Chairman John M. Ourisman. "This award is particularly meaningful to us because it was established in honor of Keith Crain and the leadership he's provided to our industry." Ourisman credited Crain with inspiring WAS organizers to make the Washington Show a forum for U.S. public policy impacting the industry.

**Pictured (right, above) is Keith Crain with John Ourisman and his father Mandell Ourisman.**

**At right, the awardee becomes an awardee, as WANADA Chairman Tamara Darvish and Auto Show Chairman John Ourisman present Crain with a token of WANADA's appreciation.**

**Rep. Dingell (left) drew a full Convention Center auditorium (above) with friends and associates who came to honor him on his AN Lifetime Achievement Award. Below, Rep Dingell with 2009 SAE President Jim Smith.**





## THE 2009 WASHINGTON AUTO SHOW PUBLIC POLICY DAYS

## Sneak Peek & Special Showing For Washingtonians

This year's WAS Preview and Special Showing hosted by WANADA's Membership turned out members of Congress, senior congressional staff, Obama administration operatives, diplomats and numerous "inside the beltway" professionals. "It was a completely civilized and relaxed way to tour the Auto Show," said Robert Fogarty of Sport Automotive who helped organize the evening along with Kevin Reilly of Alexandria Hyundai, and Nick Champeau of Easterns Automotive. "The crowd was *right-sized* and appeared to enjoy the refreshments, fellowship and state-of-the-art vehicles," he said.

The Preview and Special Showing was sponsored by the Alliance of Automobile Manufacturers, the Association of International Automobile Manufacturers, National Automobile Dealers Association, The Bosch Group, Comcast, Motor & Equipment Manufacturers Association, Hargrove and The Washington Post.



Among the distinguished guests at the Preview were Rep. Sander Levin (D-MI) being interviewed by CNN; Rep. John Lewis (D-GA) with constituent Barbara Pomerance, getting a first hand look at the Lincoln S concept car; and (at right, from left) Vic Doolan and Henrick Fisker (Fisker Automotive), Gen. Colin Powell and son Michael Powell. Below is a photo collage of WANADA dealer members and other Washingtonian notables attending the Preview and Special Showing.





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## Ford Announces Battery Supplier for Plug-In Hybrid

Sue Cischke, senior vice president of sustainability, environment, and safety at Ford announced that her company has partnered with Johnson Controls-Saft, a joint venture between U.S. and French companies, to provide lithium-ion batteries for Ford's plug-in hybrid due out in 2012. The agreement will provide 5,000 battery packs per year with the option to increase volume to meet market demand. Ford is working with eight electric companies across the country testing the infrastructure, said Cischke. "This was not a test program but part of Ford's vital plans for the future," she said.



**Sue Cischke**

Cischke also pointed out that Ford's Eco-Boost engines in the Lincoln MKX and Ford Flex this year offer 20% better fuel economy, and Ford expects the Eco-Boost engines to be in 750,000 vehicles annually. She said Ford was the largest domestic producer of hybrids with the Escape and now the Fusion, which gets 41 mpg in city driving.

## Chrysler to Produce 100 Electrics in 2009

Lou Rhodes, president of Chrysler's ENVI group, said it will produce 100 all-electric vehicles by year's end and plans to have four electric models on the road in 2013. The company says it expects to have 500,000 electric vehicles on the road by 2012.



**Lou Rhodes**

"Chrysler's internal ENVI organization is focused on electric-drive as a mass-market, clean-vehicle technology," said Rhodes. "We are committing our resources and funding on electrifying existing models, such as Chrysler's Town & Country minivan, to achieve speed to market, in addition to exploring all new vehicle concepts, such as the Chrysler 200CEV.

With 40 miles of all-electric range, Range-extended Electric Vehicles (ReEV), such as the Chrysler 200C EV concept, can be capable of a 400-mile total driving range. The interior is free of switches and levers. All vehicle functions, settings and features are managed *via* a panoramic multimedia touch screen, a passenger-dedicated "techno-leaf" and a stowable tablet PC. As a pure electric model, the Dodge Circuit EV boasts a range of 150-200 miles with zero gasoline consumption and zero tailpipe emissions.

## Toyota Steps Up the Pace



Irv Miller, Toyota group vice president for environment and public policy, welcomed the media to 2009, which he said "will mark the historic beginning of a new era of change and hope for our country, for our global economy and for the automobile industry."



**Irv Miller**

Toyota is accelerating the pace and scope of its roll-out of advanced technology vehicles.

"Beginning in December of this year, we will begin delivery of 500 next-generation PHV Prius plug-in hybrids powered by lithium-ion batteries, and 150 of these initial vehicles will be placed with U.S. lease-fleet customers," said Miller. "This Prius PHV fleet program is a key first step in confirming how and when we might bring large numbers of plug-in hybrids to global markets."

Toyota recently unveiled the all-new third-generation, 50 mpg Prius and the all-new Lexus HS250 dedicated gas-electric hybrids.

The first-to-market with gas-electric hybrids and by far the world's leader in hybrid sales, Miller said that early in the next decade Toyota will sell a million hybrids per year globally. "To accomplish this, we will launch *no-less-than* 10 new gas-electric hybrid models in that time frame," he said. "They will be all-new dedicated hybrid vehicles, like the new Lexus HS250 or all-new hybrid versions of existing gas-engine models."

Toyota will bring a lithium-ion battery-electric vehicle to market in various regions of the world by 2012, "And it just might look something like the Toyota FT-EV concept we have on display here today," said Miller.

## THE 2009 WASHINGTON AUTO SHOW PUBLIC POLICY DAYS

### BMW Innovations Migrate to Mass Market In U.S.

Tom Baloga, vice president of engineering for BMW of North America, spoke of the company's "footprint" in the U.S., which includes its New Jersey headquarters, three design and technology centers in California and a manufacturing plant in South Carolina, as well as the \$1 billion it is investing to "further our commitment to the U.S."



**Tom Baloga**

Premium car makers like BMW "can independently innovate and first bring technologies into production that quickly migrate to the entire mass market," he said. The near term focus will be to gain greater efficiencies from internal combustion engines through integrated technologies called Efficient Dynamics and the development of a new generation four cylinder engine. Hybrids will follow in the 7-Series and X6 as well as an electric MINI E, which is due to be released to customers in Los Angeles and New York City this spring. Hydrogen engines are still under development but will depend on the infrastructure to support it.

### Mercedes-Benz Gets First Hybrid

With the backdrop of Mercedes-Benz hydrogen fuel cell-powered A-Class roadster, Jake Jones, executive director for external affairs, said that Mercedes Benz, like most other auto-makers, must



**Jake Jones**

"reinvent the car" to meet today's challenges and that no "one-size-fits-all" alternative fuel strategy is likely to work. He pointed to Mercedes research and development of vehicles fueled by natural gas and fuel cells, but said clean diesel technology and hybrid electric systems were the most efficient and viable at this time.

New models this year include the four-cylinder, diesel-powered C 250 CDI BlueEFFICIENCY Prime Edition and the company's first hybrid-electric S 400 BlueHYBRID, which Mercedes calls "the world's most economical luxury sedan with a petrol engine."

However, Jones added that it was hard for manufacturers to plan ahead with falling U.S. gas prices, when the price of fuel ultimately determines the success of fuel efficient models.

## DOE, EPA Back American Le Mans Series, Green X Challenge

The U.S. Environmental Protection Agency and U.S. Department of Energy held a joint press conference at The Washington Auto Show in support of the Green X Challenge award at each 2009 American Le Mans Series race. The award recognizes the GT and prototype teams showing best performance and fuel efficiency with the least environmental impact.

At a panel discussion at the "Technology Theater" hosted by John Davis of MotorWeek, American Le Mans Series president and CEO Scott Atherton said green racing could educate consumers to the benefits of green technology. "Because our racing series is an incubator of relevant innovation, it has been recognized by the EPA and DOE as the only green racing series," said Atherton. "We have created a platform that has resulted in many of the world's top manufacturers working tirelessly in the most technically innovative environment possible, world-class auto racing."

David E. Rogers, DOE's deputy secretary for energy efficiency emphasized the natural partnership with the EPA and DOE, which last year under the auspices of SAE International, declared the American Le Mans Series the only race series to meet the protocols for green



**DOE's David E. Rogers (left) and EPA's Margo T. Oge.**

racing. He said the Green X Challenge would help create the "next generation of engineers and consumers interested in green technology."

"The American Le Mans Series showcases how advanced technology can be sustained under racing conditions and help to explain to consumers how these technical advances can be successful under extreme driving conditions, and how they can be equally successful for the morning commute," said Margo T. Oge, director of transportation and air quality for EPA.

Oge did not respond to the question of the waiver to let California set its own emission standards.



## THE 2009 WASHINGTON AUTO SHOW PUBLIC POLICY DAYS

## EcoCAR: Student Innovators Driven by the Environment

This year's WAS also provided a platform to highlight educational aspects of the automotive industry and demonstrate how students are also being driven by the environment through *EcoCAR: The NeXt Challenge*.



**EcoCAR on display at WAS.**

EcoCAR is a three-year collegiate advanced vehicle technology engineering competition that challenges 17 universities across North America to explore solutions to achieve improved fuel economy and reduce greenhouse gas emissions, while retaining the performance and consumer appeal of a 2009 Saturn Vue.

Sponsored by the U.S. Department of Energy, General Motors and more than two dozen other government and industry leaders, the EcoCAR consortium has joined together to demonstrate the progress toward common goals: sustainable mobility and helping to develop the next generation of scientists and engineers.

EcoCAR students are designing advanced propulsion solutions that are based on the vehicle categories from the California Air Resources Board (CARB) zero emissions vehicle (ZEV) regulations. Teams explore a variety of cutting-edge clean vehicle solutions, including full-function electric, range extended electric, hybrid, plug-in hybrid and fuel cell technologies. In addition, they will incorporate lightweight materials into the vehicles, improve aerodynamics and utilize alternative fuels such as ethanol, biodiesel and hydrogen.

Now half way through the first year of the program, EcoCAR teams have just completed the modeling and simulation stage of vehicle development and have selected their vehicle architectures. These 17 unique advanced powertrain architectures were announced for the first time at the WAS Public Policy Day on Feb. 3. The EcoCAR display was part of the DOE exhibit. For more information about the competition go to: [www.ecocarchallenge.org](http://www.ecocarchallenge.org).

## Industry Association Heads *(Continued from page 2)*

NADA Chairman John McEleney. "It's also a Main Street issue, with nearly 1,000 dealerships folding last year and 50,000 employees out of work," he said. Passage of Sen. Barbara Mikulski's bill to provide car finance interest write-offs on income taxes for purchases of new vehicles is imperative, McEleney concluded.



**Panelists (from left) included Robert McKenna, MEMA; Cody Lusk, AIADA; Damon Lester, NAMAD; NADA Chairman John McEleney; Michael Stanton, AIAM; Dave McCurdy, the Alliance; and NADA President Phil Brady.**

Damon Lester of the National Association of Minority Dealers (NAMAD), said that the credit freeze had been particularly rough on minority dealers who represent less than five percent of the dealer network. He called on President Obama to issue an executive order similar to that made by the Carter Administration to make loans available to small minority businesses.

"It's an industry-wide problem not a Detroit problem," said Cody Lusk of the American International Automobile Dealers Association (AIADA.) Like the other industry groups, AIADA would like to see one emissions law.

Robert McKenna, Motor & Equipment Manufacturers Association (MEMA) said that automotive suppliers are the largest employer in the country, making 70% of new vehicle parts worth \$500 billion. "But we are in crisis," he added. MEMA is asking Congress for direct relief as part of TARP. "We believe that The Washington Auto Show provides a true picture of the future of the auto industry and its importance to our nation," said McKenna.

## THE 2009 WASHINGTON AUTO SHOW PUBLIC POLICY DAYS



### SAE Government/Industry Meeting Brings Engineers to The WAS *Reinventing the Automobile – a Global Challenge*

Last May, it was announced that the 2009 SAE Government/Industry Meeting would co-locate with the 2009 Washington Auto Show. David L. Schutt, Ph.D; SAE International's executive vice president and chief operating officer, explained at the time that, "These two world-class events clearly complement each other and naturally belong together. The topics of safety, energy and environment discussed at SAE's Government/Industry Meeting will be amplified and the impact of these scientific discussions will be broadened not only for mobility professionals, but also for the general public wrestling with increased fuel prices and heightened concern for the natural world we live in."

After two days of ongoing, high-level discussions at the 2009 WAS on future automotive technology, energy, and government/industry cooperation, Dr. Schutt could not have been more right. SAE opened its meeting with a plenary session on WAS Public Policy Day that was themed "Roadmap for the 44<sup>th</sup> President and the 111<sup>th</sup> Congress."

Panelists assembled for the session included such diverse voices as (from the left): Greg Cohen, president, Highway Users Federation; John M. DiCicco, Ph.D; senior fellow for Automotive Strategies, Environmental Defense Fund; Adrian K. Lund, president of the Insurance Institute for Highway Safety; Robert E. McKenna of the Motor & Equipment Manufacturers Association (MEMA); John McEleney chairman of NADA; Michael J. Stanton, president and CEO, of the Association of International Automobile Manufacturers (AIAM); and moderator Allen Schaeffer, executive director, Diesel Technology Forum.

This distinguished panel offered their technical expertise, in-depth knowledge and perspective on needed technologies, vehicle and highway safety, government relations and public policies affecting manufacturers, dealers and suppliers. Highly technical sessions on these areas were held during the four-day meeting.

"We are delighted to share the Washington stage with SAE and its state-of-the-art technology forum," said WAS Producer Gerard Murphy. "It's not enough for an auto show in Washington to showcase the latest vehicle innovations, but also the extensive array of advanced automotive technology which is impacted by the U.S. public policy process."

#### Thought for the Week...

*The people who sell cars practically invented the art of eternal sunshine. It's in their DNA.*

**Hank Stuever**, Washington Post staff writer reporting on The Washington Auto Show in his front page article, "Riding Into the Sunset," Feb. 6, 2009