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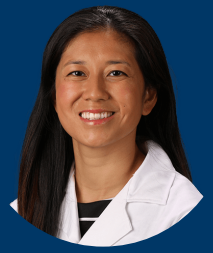
Saving Lives: Crash Notification, 911 & Emergency Response

February 4 - 5, 2026

911.gov

Why Crash Data is Important to Save Lives

Panelists



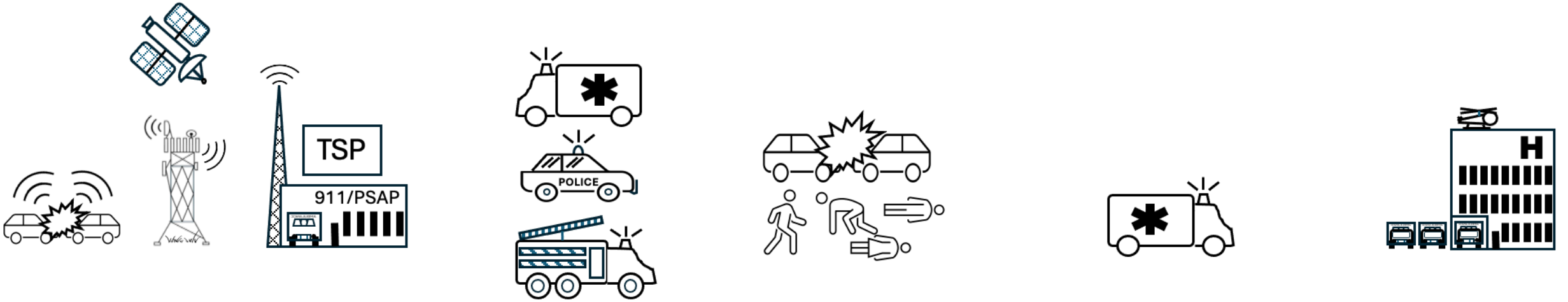
Dr. Theresa Chin
Associate Clinical Professor
American College of Surgeons Committee on Trauma/University of California Irvine

Dr. David S. Shapiro
Associate Professor of Surgery, UConn Health;
Chair, Connecticut ACS Committee on Trauma & Stop the Bleed

Brian Tegtmeyer
Coordinator
NHTSA National 911 Program

Facilitator

Gam Wijetunge
Director
NHTSA Office of EMS



CRASH

911 CALL

First Responder dispatched by PSAP

First Responder arrives to scene

Extrication & on-scene care

EMS LEAVES SCENE

Prehospital EMS care

HOSPITAL ARRIVAL

H

Benefits of ACN Activation

Call made earlier by TSP with Location, Number of Occupants verified

Appropriate resources deployed

Minimal wait time for resources; extrication equipment, additional ambulances for each occupant;

On-hand adjuncts administered including blood products

Improved readiness with earlier notification and telematic crash information and potential associated injuries

Recap: “A Safe System: Connecting 911 and Vehicle Crash Data” Meeting

Panelists

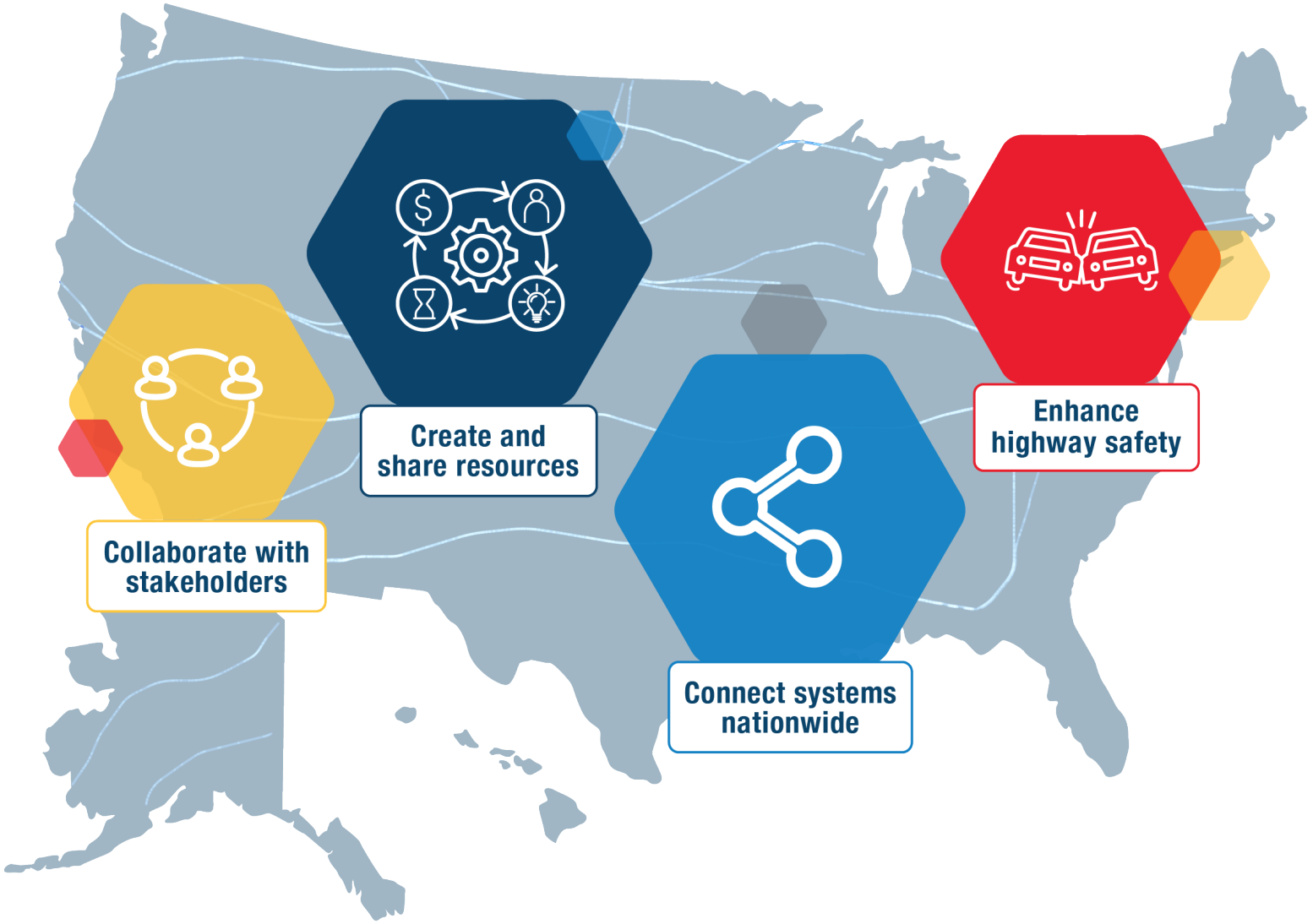
Brian Bautsch
Director of Safety Strategy
American Honda Motor Company, Inc.

Sarah Puro
VP of Safety and Technology Policy
Alliance for Automotive Innovation

Facilitator

Brian Tegtmeyer
Coordinator
NHTSA National 911 Program

ADVANCING 911 ACROSS THE NATION



Anonymous and aggregated survey results from 10 of the participating automakers highlighted several clear themes:

- **Strong support for a common ISP approach:** Most participants either strongly support or support a voluntary, non-binding initiative to establish a common ISP, with very few respondents remaining neutral.

- **Preference for voluntary approaches:** Respondents overwhelmingly favor voluntary pathways for ISP standardization—particularly **voluntary commitments** and **voluntary standards**. Regulatory options are mentioned but receive limited support.

- **"2021 Occupant-based ISP" shows the broadest support:** The 2021 occupant-based ISP is the most widely endorsed algorithm, followed by URGENCY and internal OEM models. However, some respondents indicate a lack of sufficient data to individually validate any model.

- **Consensus on key performance metrics:** Regardless of the ISP algorithm selected, respondents support using **Positive Predictive Value (PPV)** and **Sensitivity & Specificity** as common performance benchmarks.

- **Recommendations:** Enhance stakeholder engagement, increase funding and resources, improve data collection. These responses indicate a strong desire for **collaboration, resources, and better data** to advance ISP validation and adoption.

Q&A

There are microphones located in each aisle.

Please begin your question with your name and organization.

International State of Affairs: Vehicle Crash Notification

Panelists

Danny Cabrera
Product + Partner Manager eCall
+ Stolen Vehicle Services
Bosch

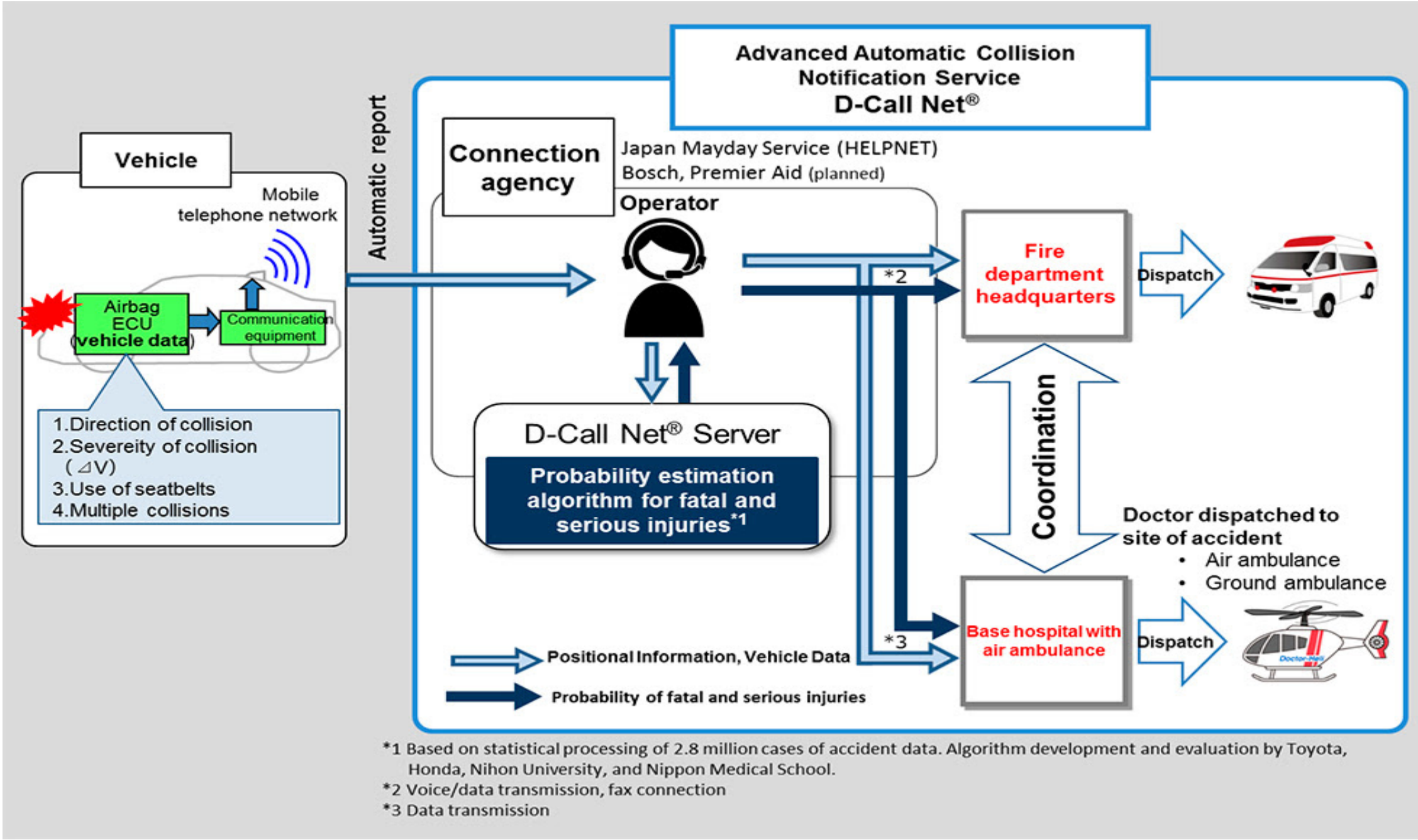
Jason Gainey
Sr. Manager - Vehicle Safety & Compliance
Volkswagen Group of America, Inc.

David Liu
Manager, Regulatory Safety Affairs
American Honda Motor Company, Inc.

Brian Tegtmeyer
Coordinator
NHTSA National 911 Program

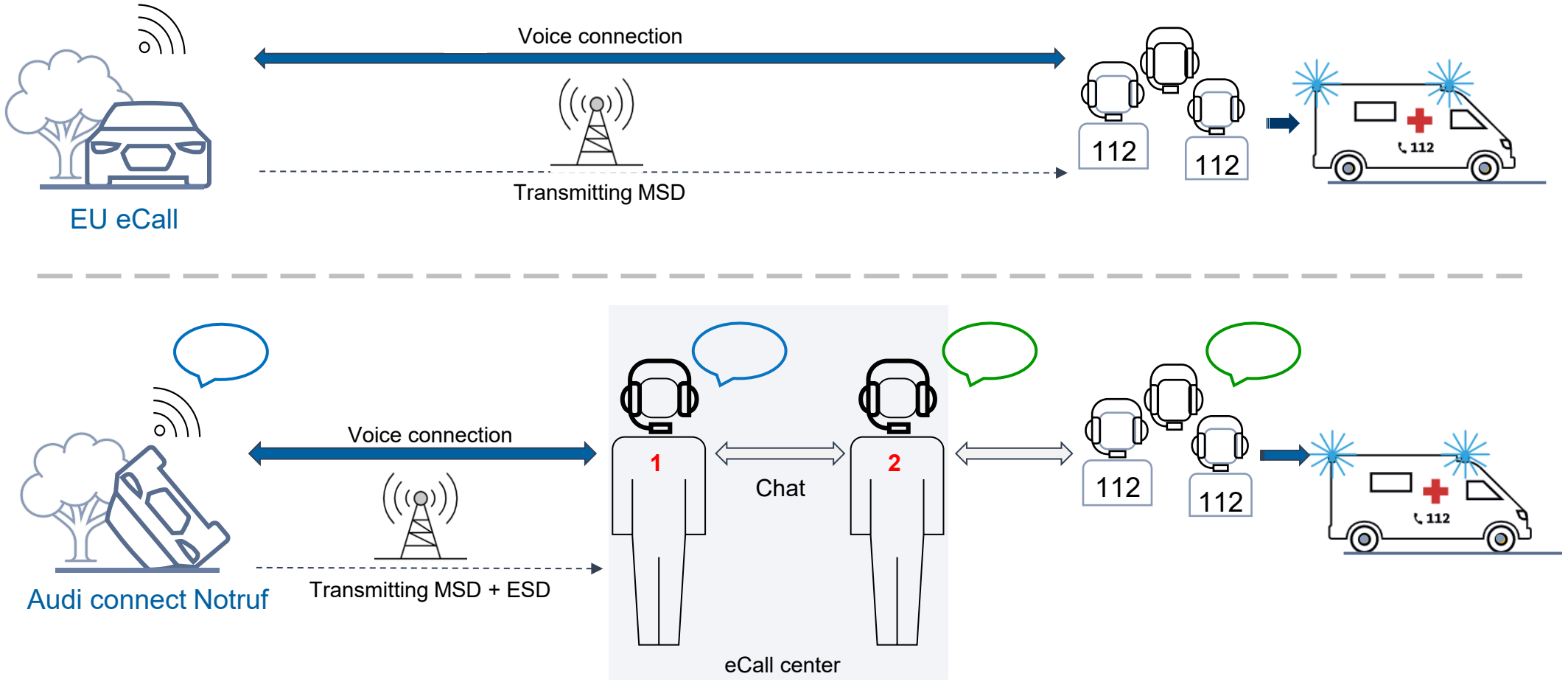
Facilitator

Josh Shaw
Engineer
NHTSA Vehicle Safety Research



*1 Based on statistical processing of 2.8 million cases of accident data. Algorithm development and evaluation by Toyota, Honda, Nihon University, and Nippon Medical School.
*2 Voice/data transmission, fax connection
*3 Data transmission

Differences between 112- and TPS eCall



Differences between 112 and TPS eCall

Legal EU eCall

- Complies with EU legal regulations 2015/758 and 2017/79
- Use of the 2G and 3G mobile communications standards
- Transfer of important vehicle data as a minimum set of data (MSD)
  - Trigger reason (automatic, manual)
  - Current vehicle position
  - Last 2 car positions
  - Direction of travel of the vehicle
  - Number of occupants
  - VIN
  - Time of the accident
  - Vehicle class

TPS eCall

- Use of the 2G, 3G, 4G and future 5G mobile communications standards
- Extension of the minimum set of data (MSD) with additional, possible vehicle data to the extended set of data (ESD)
- In the future, emergency call will be able to provide additional data on the vehicle and the crash event, such as the type of drive and the locations of the event
- Voice communication in customer language and control center language

A 911 Telecommunicator's Perspective: Crash Notification Today

Panelists

Jessica Colebank Yaskoweak
Telecommunicator
DC Office of Unified Communications

Heather McGaffin
Director
DC Office of Unified Communications

Daryl Branson
Past President
NASNA

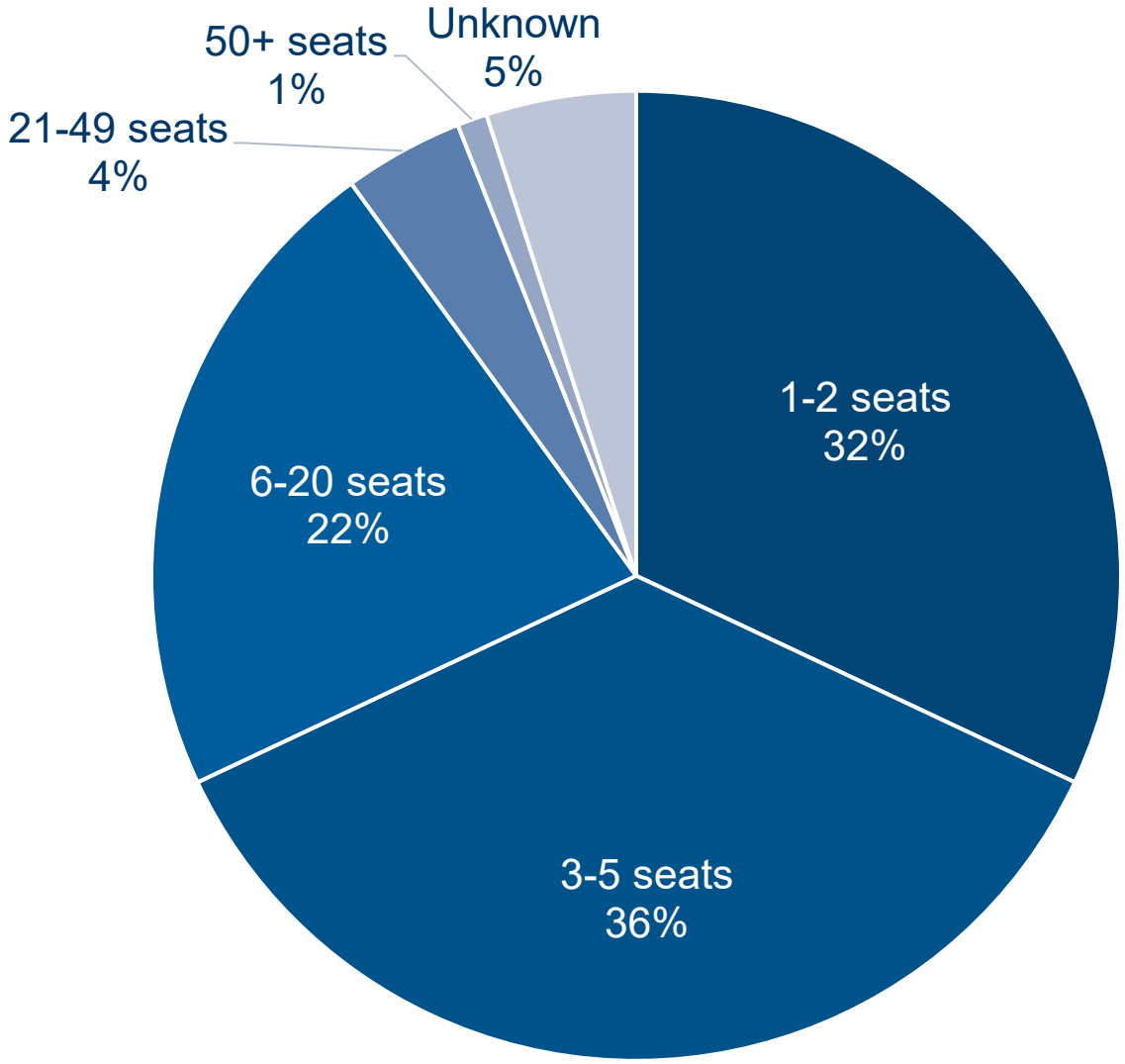
Megan Bixler
Sr Technology Strategist
APCO

April Heinze
VP of 911 Operations & Standards
NENA

Facilitator

Joni Harvey
Deputy Coordinator
NHTSA National 911 Program

911 CENTERS ACROSS THE NATION



Q&A

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LUNCH BREAK

Event will resume at 1:35pm

Injury Severity Prediction: Creating Consistency

Panelists

George Bahouth
Principal Scientist
Impact Research

Kristen Cunningham
Director
International Center for Automotive Medicine, University of Michigan

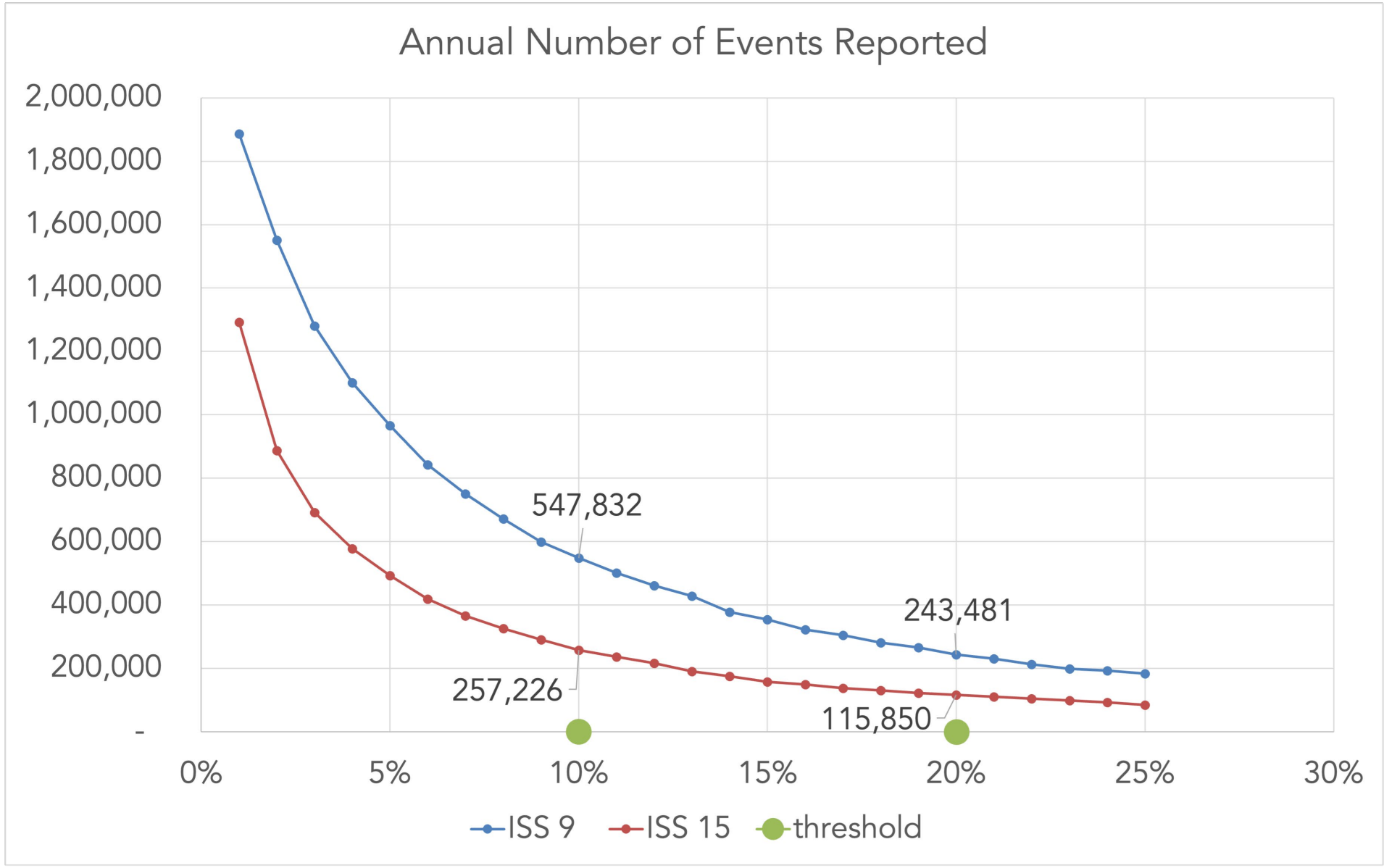
Susan Owen
Technical Manager of Safety Data Analytics and Field Research
General Motors

Jennifer Morrison
Director of Vehicle Safety Strategy
Mazda North American Operations

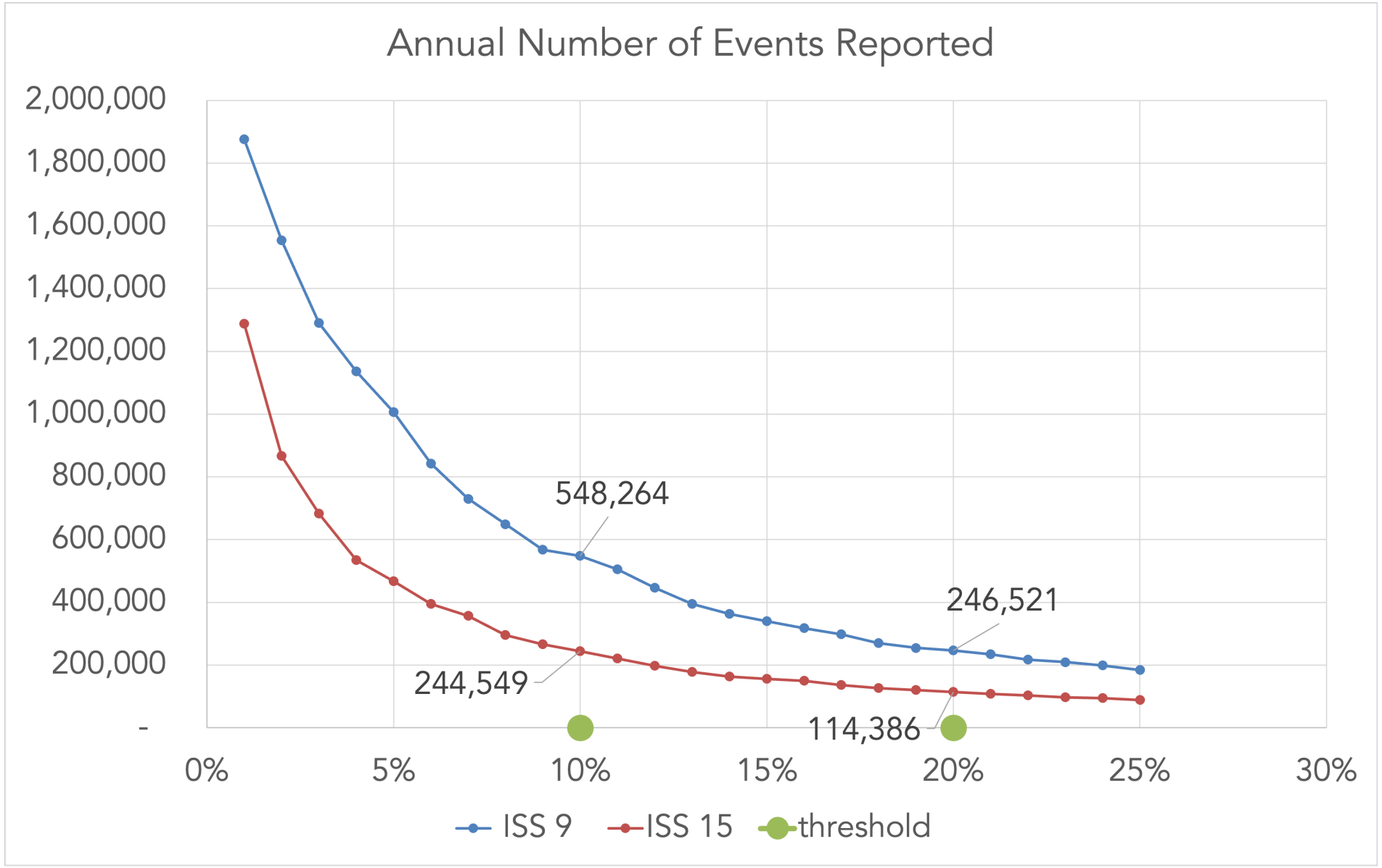
Facilitator

Josh Shaw
Engineer
NHTSA Vehicle Safety Research

V-2 ISS & Percentage Thresholds – Nass (2013)



V-2 ISS & Percentage Thresholds – CISS (2016-2022)



MICHIGAN MEDICINE
UNIVERSITY OF MICHIGAN

Mazda ISP Evaluation

GM OnStar

		Prediction	
		Severe Injury (P≧20%)	Non-severe Injury (P< 20%)
Actual	Severe Injury (ISS≧15)	TP 2	FN 2
	Non-severe Injury	FP 22	TN 114

Sensitivity (感度)	50%
Specificity (特異度)	83.8%

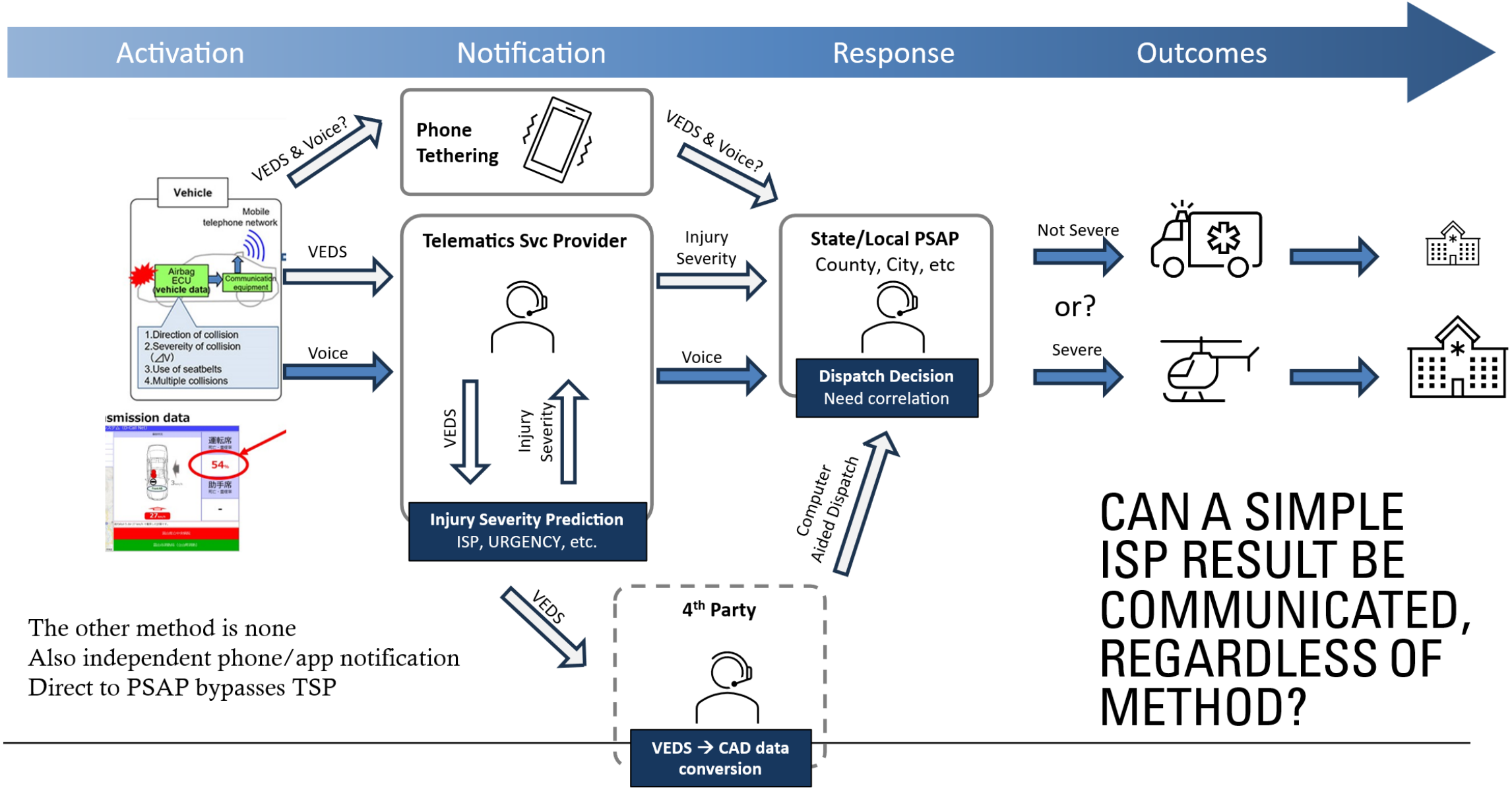
URGENCY (Type D)

		Prediction	
		Severe Injury (P≧20%)	Non-severe Injury (P< 20%)
Actual	Severe Injury (ISS≧15)	TP 2	FN 2
	Non-severe Injury	FP 32	TN 104

Sensitivity (感度)	50%
Specificity (特異度)	76.5%

- Mazda involved crashes from CISS (2019-2023)
- Cases with listed ISS and MAIS were selected (N=90 cases, 140 occupants)

METHODS FOR COMMUNICATING TO A PSAP



- The other method is none
- Also independent phone/app notification
- Direct to PSAP bypasses TSP

CAN A SIMPLE ISP RESULT BE COMMUNICATED, REGARDLESS OF METHOD?

Q&A

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Please begin your question with your name and organization.

Receiving Crash Notifications & Data Delivery: Today & Tomorrow

Panelists

John Chiaramonte
President, Consulting Services
Mission Critical Partners

Jim Lanier
Global Public Safety Engagement Manager
OnStar

Amy Marion
Director PSG & B2B Solutions
RapidSOS

John Snapp
VP of Technology
Intrado

Facilitator

Brian Tegtmeyer
Coordinator
NHTSA National 911 Program

Full NG911 (i3-compliant) AACN delivery (aka NG-AACN)

Flow

Vehicle crash occurs

Call (voice, text, or multimedia) arrives via ESInet

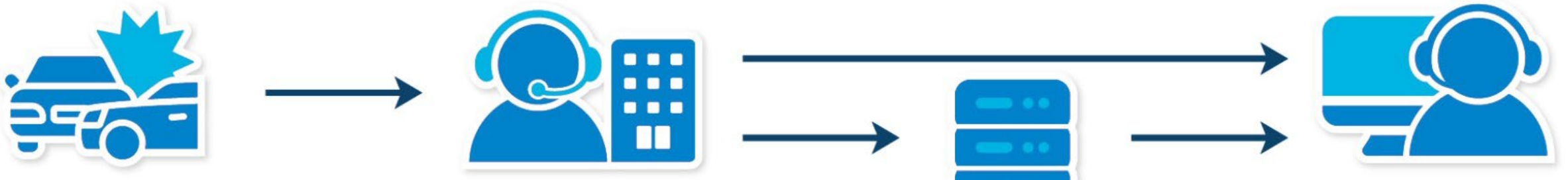
- **Call routed as an NG911 call**
- **Location info and VEDs data provided with call**

Call taker:

- **Receives AACN data with the call**
- **Displays crash details to TC**

Over the top application (OTT)

Flow



Vehicle crash occurs

Telematics providers:

- Places a voice call, AND
- AACN data is sent to appropriate 3rd party database via secure APIs

Database

Call taker:

- Answers voice call
- Retrieves structured AACN data via 3rd party interface

Sensor Triggers Wireless 911 Call

Flow

Vehicle crash occurs

Wireless 911 call is generated based on sensor alert

Normal 911 routing is applied

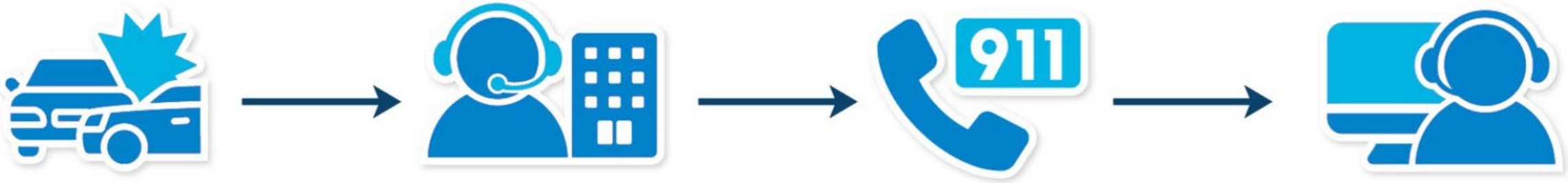
Call is delivered to the PSAP with a pre-recorded message identifying that a crash has occurred

In most cases after the recording the line opens for 2-way voice

Call is delivered with cellphone number and location

Legacy 9-1-1 (Most Common Today)

Flow



Vehicle crash occurs

Telematics service providers are receiving a voice call and AACN data

Voice call placed to 911

Call taker receives:

- Voice Only
- Verbal relay of crash data
- Location info delivered to ALI screen

Q&A

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Listening Sessions:

What Should Stakeholders Tackle Next to Make an Impact?

- 911 Experience & Data Needs
- Crash Data Internationally
- Injury Severity Prediction
- Crash Notification Delivery
- Using Data in Public Safety
- Apps and Wearables
- Privacy and Liability

INSTRUCTIONS

There are 7 topics available across the tables in the back.

A notification will occur every 15 minutes for optional rotation.

Public Safety: Using Injury Severity Prediction Data

Panelists

Jason Barbour
Vice President of Client Operations
Priority Dispatch, IAED

Dia Gainor
Executive Director
NASEMSO

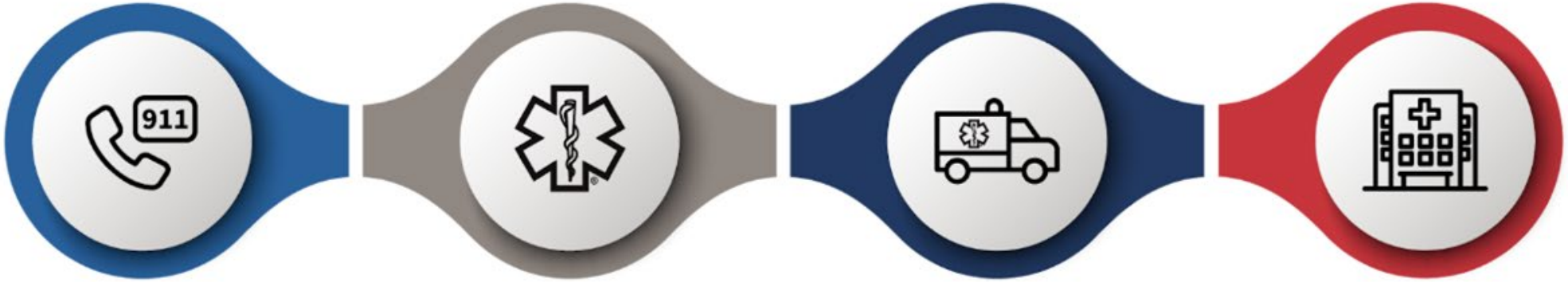
Michael N. Geraci
Chief (ret.), Traffic Safety Outreach Liaison
New York State Association of Chiefs of Police

Eddie Herzig
Government Relations Manager
International Association of Fire Chiefs

Facilitator

Gam Wijetunge
Director
NHTSA Office of EMS

SEAMLESS CARE IMPROVES SURVIVAL



1. FIND THE CRASH
2. CARE FOR THE VICTIM
3. GET TO THE RIGHT HOSPITAL
4. IMPROVE POST-CRASH CARE

Q&A

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Please begin your question with your name and organization.

Beyond the Vehicle: Crash Notification from Apps and Wearables

Panelists

Steven Fellows
Senior Product Manager
Agero

Ryan McMahon
Senior Vice President of Strategy
Cambridge Mobile Telematics

Matthew Sampson
Senior Program Manager
AARP Driver Safety

Facilitator

Katie Ballard
Chief, Capacity Building Division
NHTSA Office of Research & Program Development

Global Telematics Deployments

120 programs

6 continents

45M total users

18 Languages

450 employees

83% of US vehicles insured by our customers

Smartphone Telematics

Accelerometer

Identifies phone position with axis-based motion sensing.

Gyroscope

Works with accelerometer to determine position of phone.

Magnetometer

Measures magnetic fields.

GPS

Identifies phone location with multiple satellites.

Barometer

Measures air pressure.

Proximity sensor

Determines the proximity of the phone to nearby objects.

Ambient Light

Measures the amount of light near the phone.

Crash Storyline

No Response

OVERVIEW | TIMELINE

Print to PD

Account ID: [redacted]

Crash Info

Accident Time: [redacted] 11:56 AM

Accident Location: 1499-1495 Calhoun Rd, Greenwood, SC 29649, USA

Potential Hospital Trip

Hospital Info: [redacted]

Trip Time:

Accident Description

The driver was traveling northwest along Calhoun Road at 52 mph on [redacted] At 11:56 a.m. a severe collision occurred while the vehicle was traveling at 9 mph. The airbag deployed.

Impact Severity: Severe

Hit Location

Airbag: Deployed

Contextual Information

Speed Limit: 35 mph

Speed of Impact: 52 mph

Road Type: Major Road

Traffic Condition: N/A

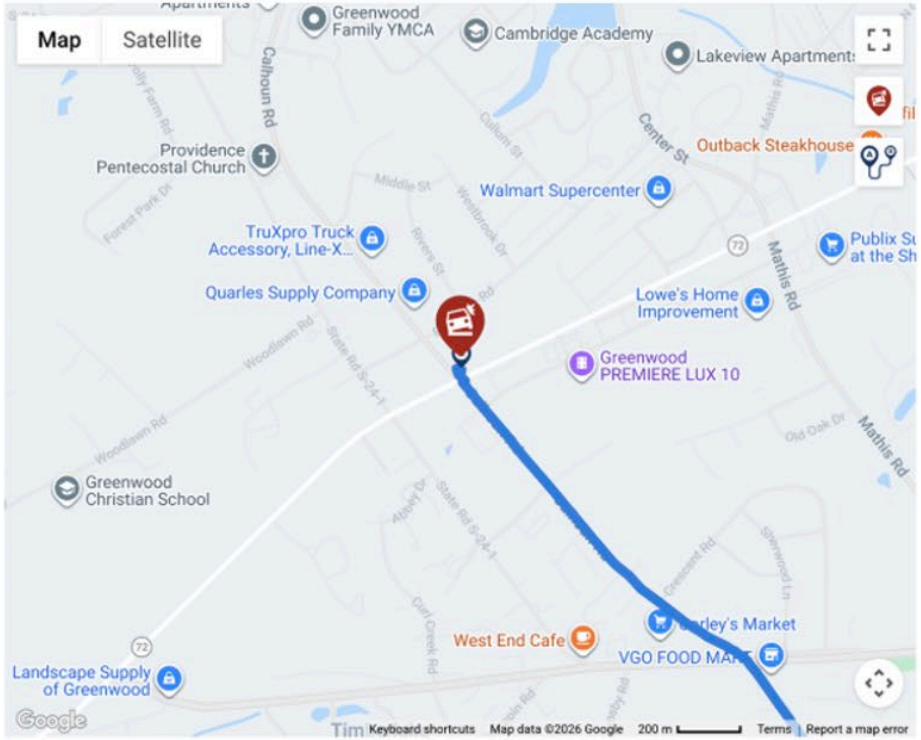
Weather Condition: Sunny 43 °F

Visibility: 37mile

Travel Direction: Northwest

Incident Location

Traffic Signs | Point of Interest | Street View | Map View



Trip Starts | Trip Ends | Accident Location

Beyond the Vehicle: Crash Notification from Apps and Wearables

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AARP Driver Safety

Facilitator

Katie Ballard
Chief, Capacity Building Division
NHTSA Office of Research & Program Development

Q&A

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Privacy and Legal Frameworks: Protecting Data and People

Panelists

Nancy Bell
Senior Director
Rivian Automotive, LLC

Steve Coker
Senior Vice President,
Connected Vehicle
SiriusXM

John Kelly
Attorney
Ottosen Law

Facilitator

Brian Tegtmeyer
Coordinator
NHTSA National 911 Program

Q&A

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Event Q&A

Panelists

Joni Harvey
Deputy Coordinator
NHTSA National 911 Program

Josh Shaw
Engineer
NHTSA Vehicle Safety Research

Jane Terry
Acting Associate Administrator
NHTSA Office of Research and
Program Development

Gam Wijetunge
Director
NHTSA Office of EMS

Facilitator

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