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**Congress of the United States
House of Representatives**

February 6, 2002

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FEDERAL COMMUNICATIONS COMMISSION
OFFICE OF THE SECRETARY

The Honorable Donald L. Evans
Secretary
United States Department of Commerce
14th Street and Constitution Avenue, N.W.
Washington, D. C. 20230

*Re: Pending FCC Rulemaking (ET Docket 98-153) /
Regarding Ultra-Wideband Transmission Systems*

Dear Secretary Evans:

The U.S. Commerce Department is currently working with the Federal Communications Commission (FCC) to develop rules for the operation of ultra-wideband (UWB) devices. In this regard, several companies, including a number of automobile manufacturers and equipment suppliers, plan to use UWB radar technology in the 24 GHz frequency range to develop inexpensive automobile-based short range radar systems that could significantly increase the safety of America's roadways.

The potential safety benefits of 24 GHz automotive radars are significant. In 1999, more than 6 million crashes occurred on U.S. roadways, killing over 41,000 people and injuring nearly 4.3 million others. With UWB, injuries and damages associated with many accidents can be mitigated or avoided. The radars will be able to detect persons and objects in front, behind, and in the "blind spot" of automobiles, in effect avoiding automobile collisions. They will be capable of operating day or night and independent of weather conditions.

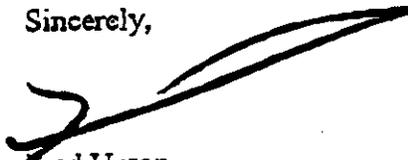
In its role as coordinator of federal spectrum use, the Commerce Department's National Telecommunications and Information Administration (NTIA) is playing an important role in the FCC's UWB proceeding. I am appreciative of the efforts that NTIA is making in this regard. As you know, NTIA has filed comments in the proceeding, but in all its public comments in the UWB proceeding, NTIA has never indicated that any harmful interference would be caused to any government system by the operation of UWB at 24 GHz. In fact, none of the more than 850 comments filed in the voluminous proceeding have indicated that UWB operations in the 24 GHz band would cause harmful interference. While, to date, there is a lack of public comment alleging harmful interference in this regard, I would hope that if, during the waning days of these

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proceedings, there are any allegations of harmful interference, or other objections, which are made by the government outside the scope of the public comments, that the companies which plan to use UWB radar technology in the 24 GHz frequency range would be given an opportunity to see the data and analysis upon which such allegations would be based and given an opportunity to respond.

In conclusion, as the final stages of the FCC's UWB proceeding draw near, I urge you to consider the significant public safety benefits of UWB automotive radars and assure that no steps are taken which would prevent the development of this promising and life-saving technology. If this technology is allowed to develop, the public will gain access to an important tool for reducing the tragedies that occur daily on our nation's highways without disturbing the operation of any federal government system.

Sincerely,



Fred Upton
Chairman
House Energy and Commerce
Subcommittee on Telecommunications and the Internet

CC: FCC Chairman Michael Powell
Commissioner Kathleen Abernathy
Commissioner Michael Copps
Commissioner Kevin Martin
Mr. William Caton, Secretary, FCC

*All the best —
Great job yesterday!*