

**Testimony of Patrick Woodcock**  
**Before the Joint Standing Committees on Housing and Economic Development**  
**Neither for nor Against of L.D. 292, An Act to Implement the Automotive Right to Repair**  
**Working Group Recommendations**  
**April 11, 2025**

Senator Curry, Representative Gere, and members of Joint Standing Committee on Housing and Economic Development, my name is Patrick Woodcock. I am here on behalf of the Maine State Chamber of Commerce, representing a network of 5,000+ small to large businesses. Thank you for the opportunity to provide testimony on L.D. 292, An Act to Implement the Automotive Right to Repair Working Group Recommendations. I am here today to testify neither for nor against this legislation.

I recognize that there are a range of perspectives on this bill, and I appreciate the opportunity to hear directly from the many stakeholders—both in support and in opposition—who will provide testimony before this Committee. This is an issue that is relatively new to me, and I welcome the chance to better understand its implications and potential impacts.

The underlying principle of the “Right to Repair” is one that supports a competitive marketplace—an objective that is fundamental to my organization's membership, which spans a wide array of sectors and industries. We support policies that promote fair competition and prevent any entity from leveraging dominance in one area to stifle competition in another.

This principle is clearly reflected in federal law. The Federal Trade Commission (FTC), under the Federal Trade Commission Act, plays a central role in prohibiting unfair or deceptive practices that limit consumer choice and harm market competition. Additional federal safeguards are provided through the Sherman Antitrust Act and the Clayton Act, which together seek to prevent monopolistic behavior and ensure open markets.

Importantly, the FTC has taken a specific interest in the Right to Repair issue. In its 2021 *Nixing the Fix* report, the Commission detailed how certain restrictions on repair access can negatively impact consumers and independent businesses. The report supports the idea that enabling broader access to diagnostic tools, parts, and data fosters competition, reduces costs, and promotes innovation.

Maine law, through its consumer protection and antitrust provisions, also supports these competitive values. L.D. 292 provides the Legislature with an opportunity to further align with those principles by considering how best to implement fair repair access while addressing the technical and operational realities of modern automotive systems.

As I reviewed the Right to Repair Working Group's report, there are several specific areas I would respectfully recommend the Committee consider:

- **Definitions:** The existing statute could benefit from clearer definitions of key terms to ensure effective implementation. This could be done legislatively or through regulatory rulemaking by a designated state agency.
- **29-A M.R.S. § 1810(6):** This section may warrant review to determine whether additional or emerging technologies could be utilized to help independent repair shops access necessary telematics data and perform vehicle repairs successfully. Ensuring the statute is forward-looking and adaptable to technological change will be critical for maintaining fairness in the repair marketplace.

Thank you for considering these comments.