



## MAINE AUTO RECYCLERS ASSOCIATION

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April 5, 2025

Senator Curry, Representative Gere, and Members of the Committee on Housing and Urban Development:

My name is William Bell, I reside in Saco and am Executive Director of the Maine Auto Recyclers Association. Our Association is a standard non-profit trade association representing Maine's auto recyclers—and Maine's largest truck recycling firm. We have approximately 50 members.

**I am about to depart on out-of-state travel and must therefore comment in advance of the April 10 hearing on the numerous Right to Repair bills sponsored by several former members of the IDEA Committee. As it is not possible to comment specifically on "concept drafts," the below statement is simply in support of the legislation recently submitted by the Working Group and in opposition to the LD's which seek to undermine the Working Group's consensus.**

Our organization strongly supported passage of the citizens' Right to Repair initiative. Maine's independent garages are very important customers for recycled auto parts. As an individual who has been involved with the Maine Legislature for decades, I am well aware that citizen-initiated ballot initiatives can be imperfect and I commend the Legislature for last year appointing a carefully balanced Working Group to consider possible revisions to the current Right to Repair law.

I attended all of the Working Group's meetings this past year. After a contentious start, the participants worked respectfully and diligently to arrive at unanimous recommendations. **The "independent entity" feared by some is not going to be a powerful bureaucracy issuing rules which could cripple auto manufacturing. The proposed Maine Right to Repair Commission will have no funds, no staff, and will essentially be letting the auto manufacturers work out together how they enable vehicle owners – or the owners' designated independent repair facilities-**



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**to access the telematic data which is becoming the basis of auto maintenance, repair, and safety.**

Cars used to be “steel on wheels”. Today’s cars –and I this weekend just leased a new one from the excellent Saco dealership who has always provided me with the option of taking my car to an independent garage—are “computers on wheels.” The Working Group legislation before you anticipates that American manufacturers – with the possible exception of Tesla—will meet the challenge of sharing telematic data. The Maine Right to Repair Commission will be the consumer’s recourse if this is not the case.

**Unfortunately, however, the legislation before you on April 10 focuses entirely on the occasional minority dissent voiced in the Working Group.** The Right to Repair Commission will be able to deal with imperfections. For instance, the Working Group had several public comment meetings at which truck manufacturers could have stated concerns. Heavy duty vehicles are a very different sector of the automotive industry, with very different sets of manufacturers, owners, and repair firms. The Working Group therefore specifically revised its recommendations to add two representatives from the trucking sector. However, what you have before you today is a bill to simply exclude heavy duty vehicles from Maine’s Right to Repair law, along with another bill to exclude electric vehicles.

Our Association asks that this Committee respect the hard work and careful considerations of the Working Group.