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# **NORTHWEST AUTO TRADES ASSOCIATION OPPOSES SENATE BILL 466**

**Joint Transportation Committee / March 9, 2021**

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Co-chairs Beyer and McLain and Members of the Committee:

The Northwest Automobile Trades Association (NATA) represents more than 450 business members across Oregon. NATA members include collision and mechanical repairs shops, dismantlers, and auto parts manufacturers and distributors.

This testimony is submitted on behalf of our association dismantler members.

The Northwest Auto Trades Association opposes Senate Bill 466. As written, it appears that SB466 only allows licensed dismantlers under ORS 822.110 to dismantle, recycle and dispose of abandoned recreational vehicles and receive reimbursement from the Abandoned Recreational Vehicle Disposal Revolving Account (see the definition of “person that disposes of a vehicle” in Section 2(b).

While we appreciate the prospect of being paid to dismantle, recycle, and dispose of abandoned recreational vehicles, few – if any – of Oregon’s dismantlers will accept abandoned recreational vehicles. They have little or no recycle value and frequently contain extremely dangerous materials ranging from human waste to illegal drug paraphernalia. They create biohazards for our employees, for our property and for our customers visiting us to sell or purchase motor vehicle parts.

The photos provided as testimony by Chelsie Kemp are excellent examples of an abandoned RV. The state should not assume that dismantlers will agree to accept these into their yards. They do not fit into the business plan of a traditional dismantling business.

Section 16(4) requires tow truck operators to deliver abandoned vehicles only to a certified dismantler. What options does a towing business have if no certified dismantlers are willing to accept an abandoned RV? What if the nearest certified dismantler is hundreds of miles away?

The bill may purport to provide in Section 2(1)(b)(E) that other entities besides a dismantler may dismantle, recycle, and dispose of abandoned RVs by administrative rule. However, we are uncertain that other existing dismantler statutes will, in fact, permit anyone other than a dismantler to process these vehicles at the end of their life. The conundrum may be that only dismantlers can legally take them, but we don’t want them. This could leave tow truck businesses stuck in the middle.

Should there be interest in moving SB466 forward, we respectfully suggest the bill be amended to include by statute other potential entities for processing. We believe it is likely that local government solid waste disposal sites might be a better place to process abandoned RVs.

Moreover, please note that in the next 3-4 years NATA projects the number of dismantlers in Oregon will be reduced by a third to a half. This is due to 2019’s Senate Bill 792 (Enrolled) which, among other things, increased the dismantler bond from \$10,000 to \$100,000 (that’s not a typo, a ten-fold increase). Early evidence

from DMV suggests that many dismantlers are leaving the industry rather than renewing their certificates under the onerous SB792 requirements.

This brings to light the likelihood that in some – if not many – smaller communities, towing businesses may not have a single dismantler to take possession of an abandoned RV. If a tow truck needs to drive a large distance to find a dismantler, their costs will increase, leaving less money for the dismantler to process the vehicle.

### **Conclusion**

While we acknowledge that abandoned RVs are a problem in some parts of Oregon, we do not believe SB466 is a solution that will work. We are happy to continue working with the many stakeholders – from houseless advocates to tow drivers, from dismantlers to law enforcement, from RV dealers to local governments, to search for an acceptable path forward.

NATA requests the Joint Transportation Committee *not* move Senate Bill 466 forward this session. I am happy to answer any questions. Thank you.