
NORTHWEST AUTO TRADES ASSOCIATION TESTIMONY ON HOUSE BILL 3372

House Energy and Environment Committee / March 22, 2021

By: Darrell W. Fuller / fuller_darrell@yahoo.com / 971-388-1786



Chair Marsh 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 applauds Speaker Kotek for bringing to the Legislature the ongoing saga of chronic “bad actors” in the motor vehicle dismantler industry. Reputable dismantlers, who follow the rules, who pay the fees to acquire and maintain all the appropriate licenses and certifications, and who work hard every day to protect their customers, their employees, their community, and our environment, are as frustrated as the Speaker by those who seemingly get away with flouting their obligations, often with few or no consequences.

In some cases, disreputable dismantlers can escape responsibility merely by closing one corporate entity and creating a new one at the same location. Ownership “changes” from one family member to another. They take advantage of every possible loophole to stay in business, giving an entire industry a black eye and a bad reputation when it is only a very small number of dismantlers who are chronic abusers.

With this background in mind, NATA is eager to work with Speaker Kotek and her staff, DEQ, and other stakeholders to craft consensus amendments to House Bill 3372. NATA will advocate for finding creative and defensible pathways to punish offenders, while ensuring the good guys are not unintentionally swept up in a dragnet of overly burdensome rules and regulations which will cost them time and money, all while the bad actors ignore them, just as they ignore their existing obligations.

Successfully regulating an industry, like motor vehicle dismantling, requires (1) statutes and rules which are unambiguous and defensible in court when chronic polluters use the judicial system to stymie regulatory and enforcement efforts; (2) a sufficient number of well trained staff who dispassionately apply the rules; and (3) experienced leadership with the wisdom to use discretion when appropriate.

While wholeheartedly supporting Speaker Kotek’s goal of pushing chronic lawbreakers out of the dismantling business, NATA regrettably cannot support HB3372 as written. We appreciate the work done by the Speaker on the -1 Amendments. We simply ask that all stakeholders – including NATA – be brought to the table to ensure the final amended bill benefits from the most robust vetting possible in this virtual legislative session. In this case, however, *NATA was not aware of the bill until we read about it in the media.* We are eager to roll up our sleeves alongside the Speaker and her staff to protect both our environment, and the hundreds of dismantlers who have dedicated their lives to ethically and responsibly recycling motor vehicles in a way that benefits us all. Thank you.