
NORTHWEST AUTO TRADES ASSOCIATION OPPOSES HOUSE BILL 2025 / RESPONSIBLE, LAW-ABIDING FAMILY OWNED BUSINESSES WILL CLOSE

Before: Joint Committee on Transportation Reinvestment / June 12, 2025
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Co-Chairs Gorsek and McLain, and Members of the Joint Committee:

The Northwest Auto Trades Association (NATA) represents many facets of the vehicle industry, including mechanical repair shops, collision repair shops, tow truck operators, vehicle parts distributors and retailers, and dismantlers. We work closely with national businesses and associations advocating for this industry.

NATA STRONGLY OPPOSES MORE THAN DOUBLING THE CERTIFICATION COST OF DOING BUSINESS AS A DISMANTLER IN OREGON.

Currently, Certified Dismantlers in Oregon pay \$500 per year for a one-year license.

The Legislature passed, and the Governor signed, House Bill 2706-A which extends a Dismantler Certification from one-year to two-years.

House Bill 2025 changes the cost of a Dismantler Certification from \$500 to \$2,492. On an annualized basis, HB2025 will increase the cost of a Dismantler certification from \$500 per year to \$1,246 per year – more than double. But for a small Dismantler in a rural or disadvantaged part of Oregon, renewing their certification will actually change from \$500 to \$2,492 with the move from a one-year to a two year certification. That hurts.

As written, HB2025 **will absolutely** force some Certified Dismantlers to close their doors.

As written, HB2025 **will cause** some Certified Dismantlers to operate without certification just to stay in business.

As written, HB2025 **will narrow** the number of Certified Dismantlers in Oregon to primarily large national and international corporations.

As written, HB2025 **will create Certified Dismantler “deserts”**. Vehicle owners will have no local Certified Dismantlers, and the cost of transporting an end-of-life vehicle to an urban Certified Dismantler will be cost prohibitive. This will result in a significant increase in the number of abandoned vehicles on public and private property. These untreated vehicles will leak onto topsoil and into aquifers instead of being properly drained and treated by a Certified Dismantler. The unanticipated consequences of this draconian fee increase will be significant.

The Dismantler Certification fee has not changed in many years, and an increase is due. However, this fee increase is too steep with no onramp or payment options. If this dramatic increase is approved, NATA requests DMV be required to allow dismantlers to pay their certification fee in payments, much like property taxes. When DMV Business Regulation fines an uncertified dismantler, the uncertified dismantler is allowed to make payment arrangements to extinguish the penalty over time. But a new or currently Certified Dismantler is not offered this opportunity. This lacks common sense. Please don't force dismantlers to move from a certified business to an uncertified business just to stay in business.

**\$500 to \$2,492. This is not a typo. HB2025 increases the dismantler certification from \$500 to \$2,492.
Is this something you support?**

*Please oppose House Bill 2025 without SIGNIFICANT changes.
I am happy to answer any questions. Thank you.*