

Transportation Committee JOINT FAVORABLE REPORT

Bill No.: HB-5366

Title: AN ACT CONCERNING REVISIONS TO THE MOTOR VEHICLE STATUTES.

Vote Date: 3/24/2022

Vote Action: Joint Favorable Substitute

PH Date: 3/9/2022

File No.:

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SPONSORS OF BILL:

Transportation Committee

REASONS FOR BILL:

To implement revisions to the motor vehicle statutes. Those revisions include abandoned vehicles associated with insurance claims, operation of vehicles that require emissions-related repairs and extensions granted to complete those repairs, licensing fees for active-duty military personnel and veterans, legal proceedings for those violating motor vehicle provisions, suspension of operator's licenses for failure to pay fines, operator's licenses for those who use bioptic lenses, reaffirmations of consent for organ donation, steering mechanisms for autocycles, and repairs to vehicles by motor vehicle repair shops. Substitute language consolidates Sections 12 and 13. This was done to separate definitions from other sections of the bill.

RESPONSE FROM ADMINISTRATION/AGENCY:

None Submitted

NATURE AND SOURCES OF SUPPORT:

Amendola, Robert - President - Auto Body Association of Connecticut:

- ABAC's testimony focuses on its support for Sections 12 through 14 of the bill, which focus on original equipment manufacturer repair procedures. They state the importance of adherence to these procedures in ensuring the safety of the motoring public. They support their claim regarding the importance of these procedures through describing the increasing technological expertise required to perform repairs on modern vehicles. ABAC states that the passage of this bill would ensure that decisions regarding auto body repairs are made by licensed and certified individuals.

Binder, Mark - Director of Government Affairs - Copart:

- Copart's testimony focuses on their support of Section 1 of the bill, which aims to create more efficient processes for removing unwanted vehicles from facilities. They state that the changes presented in this bill would simplify the application to obtain the title for a "total loss vehicle" when an insurance company has already made a full payout but the owner of said vehicle has not provided the necessary paperwork. Copart also states support for provisions in Section 1 which create a process for titling and removing abandoned vehicles from their facilities. They state that this is a rare occurrence, but that when it does happen, they have no method for gaining documents related to the vehicle in order to recover their investment.

Candelora, Vincent - State Representative - 86th Assembly District:

- Rep. Candelora's testimony is focused on his support for Section 15, which creates a Handicap Placard Advisory Council tasked with reviewing handicap placard policies and recommending best practices for granting and using placards. Rep. Candelora states that individuals illegally using placards, that have not been authorized to them, to park in designated parking spots has been a continued issue for the handicapped community. Rep. Candelora describes a scenario in which an individual, with a placard, uses a parking space meant to provide ease of access for handicapped individuals but does not have any discernible disabilities. Rep. Candelora finishes this point by stating that such actions can force individuals who rely on these spaces to park elsewhere, which may inhibit their ability to reach their destination.

Sena, Sal - President - Towing & Recovery Professionals of Connecticut:

- Mr. Sena's testimony focuses on the importance of Section 10 of the bill, which will increase safety for the towing industry and save an estimated \$3000 dollars for each wrecker in costs associated with conforming to the current statute, which they declare is out of date. Mr. Sena continues by asking for permission to mount a green colored strobe light to the back of their vehicles for safety purposes. Nationally, a tow truck driver dies every six days while performing their duties. This change would prevent unnecessary deaths in the industry.

Weikel, Wayne - Senior Director of State Affairs - Alliance for Automotive Innovation:

- AAI's testimony focuses on the importance of Sections 12-14. AAI states that these sections would grant consumers additional control over post-collision vehicular repairs, creating a safe path for sustainable industry growth. AAI reaffirms the importance of consumers being given the ability to determine what parts are used during repairs, stating that they do not have to choose OEM parts, but that they should have the right to say no to parts they do not support. Additionally, the bill would affirm that repairers are following proper procedures to ensure that complicated safety systems in modern vehicles continue to operate properly following a collision.

NATURE AND SOURCES OF OPPOSITION:

DeBacoo, William - President - CT Auto Recyclers Association:

- The Auto Recyclers Association testimony focuses on their opposition to Sections 12-14 of the bill. The association states that the passage of these sections would severely limit the resources available to repair facilities for the purpose of repairing vehicles.

They state that this would devastate a market which has coexisted with other sections of the industry for over 100 years. The passage of Section 13 would prevent the sale of recycled original manufacturer parts, which would prevent the businesses represented by the association from conducting business and remove 500 jobs from the state. The testimony also draws attention to the ongoing supply chain issues that prevent individuals from receiving parts necessary to repair their vehicles. The testimony claims that the passage of this bill would lead to a larger backorder of OEM parts needed to finish repairs, preventing individuals from using their vehicles. They finish by drawing attention to potential increases in car insurance costs, as repair costs may increase as a result of the bill.

Genovese, Joe - Vice President - Connecticut Auto Recyclers:

- Mr. Genovese's testimony focuses on his opposition to the bill, stating that it is anti-safety, anti-repair, and anti-consumer. The testimony begins by drawing attention to provisions in the bill that would allow companies to determine whether or not parts were safe to use on an individual basis. Mr. Genovese claims that this would allow companies to declare parts unsafe, solely based on their desire to not use them in favor of new OEM parts that would generate more revenue for the company. Mr. Genovese continues by stating that without the competition provided by auto recyclers, manufacturers will be able to charge what they please for replacement car parts, creating a monopoly. Mr. Genovese finishes his testimony by stating that cost of repairs would likely go up should this bill pass, negatively affecting all automobile owners in the state.

George, Eric - President - Insurance Association of Connecticut:

- IAC's testimony focuses on their opposition of the bill, stating that it is unnecessary for a number of reasons. Initially, they point out that coverage for auto repairs ensuring the safe operation of a vehicle are already provided, making this bill unnecessary in regards to safety. IAC follows this by stating that all consumers would be required to purchase insurance coverage for OEM parts, taking away choice from the consumer.

Tucker, Tom - Senior Director of State Affairs - Auto Care Association:

- ACA's testimony focuses on their opposition to the bill, specifically in changes that would allow vehicle manufacturers to change OEM repair procedures to promote the use of their own parts in repairs. ACA claims that this would change the balance of the repair industry, creating higher costs for consumers and threatening an industry which employs 4.6 million people nationally. They also point out that the industry employs 26,000 people in Connecticut, while providing consumers with affordable options to maintain their vehicles. ACA states that there is no research proving that aftermarket parts are inferior to OEM parts. ACA finishes their testimony by stating that the unintended consequences of this bill would do more harm than good.

Reported by: Trenton Kapij

Date: 4/1/2022