Autocat Theft Lobbying Update Akerman, LLP

Autocat Theft Lobbying Update

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WINTER MEETINGS 2023 PROCEEDINGS

Preventing Auto Recycling Thefts (PART) Act

Last Congress

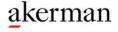
- H.R. 6394 introduced by Representative Jim Baird (R-IN)
 - \circ Introduced after discussion with a local sheriff
 - o Subsequently a catalytic converter was stolen off his vehicle
- Introduced on January 13, 2022
 - \circ Referred to three House committees
 - o 57 cosponsors
- S. 5024 introduced by Senator Amy Klobuchar
 - o Introduced on September 29, 2022
 - o One original co-sponsor
 - o Referred to the Senate Commerce, Science, and Transportation Committee



The PART Act

- Directs the National Highway Traffic Safety Administration (NHTSA) to require catalytic converters be inscribed with VIN numbers
- Creates a grant program to promote VIN stamping for existing converters and authorizes \$7 million to carry it out
- Requires recordkeeping
- Prohibits the sale of partial converters
- Strengthens criminal penalties





Start of this Congress

- Senator Klobuchar and Representative Baird reintroduced the PART Act
- One change the \$7 million to pay for the VIN stamping program now comes from unused COVID relief funds
- Senate bill now has 3 original cosponsors Senators Mike Braun (R-IN), Ron Wyden (D-OR) and J.D. Vance (R-OH)
- House bill has 4 original cosponsors Representatives Betty McCollum (D-MN), Angie Craig (D-MN), Randy Feenstra (R-IA), and Michael Guest (R-MS)

Conversations with ISRI

- Would like to have as large a coalition of industry as possible to push for amendments
- ISRI arranged a meeting with the staff of Senator Klobuchar, IPMI invited to attend
- Senator Klobuchar's office indicated a willingness to work with industry stakeholders, asked for suggestions
- ISRI submitted its own bill to Senator Klobuchar
- As of February 23, Klobuchar had not gotten back to ISRI with a response
- Decision point in the near future can we agree on one bill/set of amendments with ISRI

Congressional Conversations IPMI Hill Meetings

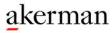
- All members of the House and Senate that have cosponsored the bills are willing to work with us
- All agree however that there is a serious problem that needs to be addressed
- Staff members did not know about the complexities of the industry
- There has been no major effort to get support/cosponsors for the PART Act
- Senator Cruz has concerns about a federal licensing protocol in principle and the cost
- Other groups (auto manufacturers) are weighing in against parts of the bill

6

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Bottom Lines

- The PART Act is not going to pass in the near future.
- There is time to make our case.
- However, we will not get everything we want either with ISRI or on our own.
- We need a process for approvals and compromises.



7

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