

## Autocat Theft Lobbying Update

**Akerman, LLP**

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# Preventing Auto Recycling Thefts (PART) Act

## Last Congress

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

# 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.



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