

Submitter: JAKE HANSON  
On Behalf Of: B AND K AUTO SALVAGE AND  
RECYCLING.COM  
Committee: Joint Committee On Transportation Reinvestment  
Measure, Appointment or Topic: HB2025

**B & K AUTO SALVAGE INC. 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.