



400 Putnam Pike, Suite J 503, Smithfield RI 02917

Subject: Opposition to HB 2011 – Alternative Parts Restriction

January 15, 2024

The Honorable Amy Walen
Washington State Legislature
House Consumer Protection & Business Committee, Chair
437B Legislative Building
Olympia, WA 98504

Dear Committee Chair Whalen and Members of the Committee,

Re: HB 2011– Alternative Parts Restriction

I hope this letter finds you well. I am writing on behalf of the Automotive Body Parts Association (ABPA) to express our respectful opposition to the current language within HB 2011. This bill, scheduled for a hearing before your Committee on Tuesday, January 16th at 1:30 pm PST, proposes a restriction against the use of alternative parts, including aftermarket, recycled, remanufactured, and refurbished parts, when OEM repair processes are mandated in insurance-covered auto repairs.

Allow me to provide some background on who we are. The ABPA, comprised of over 135 member companies with a presence in Washington, operates across more than 400 distinctive locations, including collision parts distribution centers, manufacturing facilities, and parts recycling plants. Our members play a crucial role in distributing over 80 percent of independently produced aftermarket crash replacement parts to the collision repair trade.

Our opposition to HB 2011 stems from concerns about the potential consequences it may have on consumers and the automotive industry in Washington. We believe that any bill language restricting the use of alternative parts, in favor of self-serving repair processes that primarily benefit OEM manufacturers, could lead to a monopolistic environment detrimental to consumers.

HB 2011, as currently written, would not achieve its intended goal. By limiting consumers to car company branded parts as dictated in OEM repair processes, it could result in higher costs for consumers. The absence of aftermarket parts reduces competition, allowing car companies to set pricing without incentive for affordability. Studies have shown that the availability of aftermarket parts in the marketplace can lead to a significant reduction in car companies' list pricing, benefiting consumers with lower costs.

Furthermore, aftermarket parts are typically priced between 25-60% less than car company branded parts, providing consumers with more affordable options. In light of rising inflation, especially in motor vehicle parts costs, this becomes particularly crucial for Washington state drivers. According to the Bureau of Labor Statistics, motor vehicle parts costs have increased over 23% year-over-year in January, outpacing other key metrics of inflation.



400 Putnam Pike, Suite J 503, Smithfield RI 02917

Safety concerns often raised by car companies and proponents of self-serving repair processes are not supported by evidence. Both the National Highway Traffic Safety Administration (NHTSA) and the Insurance Institute of Highway Safety (IIHS) have concluded that aftermarket parts are cosmetic in nature and do not compromise vehicle safety. The only significant difference highlighted is the considerable price variance between aftermarket and car company parts.

In light of the aforementioned reasons, we respectfully urge you to reject HB 2011. A vote against this proposal would protect consumer choice, preserve the alternative parts industry, and prevent legislation that solely benefits car companies, their franchised dealers, and repair networks.

Best Regards,

Edward Salamy

Edward Salamy
Executive Director
Automotive Body Parts Association
800-323-5832