



Automotive Service Association®

# LEGISLATIVE NEWS



*A bimonthly news update from ASA's legislative activities.*

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**Recent activities of ASA's Washington, D.C., office ...**

**Senate Committee Discusses Auto-Innovation Policies**

The U.S. Senate Committee on Commerce, Science and Transportation recently held a field hearing on "Driving Automotive Innovation and Federal Policies" during the Washington, D.C. Auto Show. The field hearing examined self-driving and other auto technologies, as well as issues on the horizon for lawmakers and regulators.

ASA submitted comments for the hearing as part of the Ad-Hoc Highly Autonomous Vehicle (HAV) Data Access Coalition. The Coalition has been active in efforts to ensure that federal regulators understand the importance of automotive repairers having access to information for these new vehicle technologies.

In the statement, ASA and Coalition members highlighted the following key points:

"We urge that Section 15 – a bipartisan amendment originally authored by Sen. Jim Inhofe, R-Okla., and incorporated into S. 1885 at the Senate Commerce Committee's markup of S. 1885 by unanimous consent – be included in any [HAV] legislation agreed to by the House and Senate through a formal or informal conference.

"The HAV Data Access Advisory Committee, created by Section 15, is an important HAV policy initiative that must be addressed now. The need to create a forum to discuss issues such as access, use, privacy and ownership of data generated by HAVs is too important to leave to future legislation. Section 15 would guarantee that the discussion starts now, rather than years from now. The Section 15 Advisory Committee is comprised of a wide cross section of HAV policy stakeholders to ensure all interests are considered with respect to these important policy discussions. Recommendations from the Section 15 Advisory Committee would be communicated to Congress within 30 months of enactment and would inform future efforts by Congress to address these important issues."

**ASA Participates in DOT AV Policy Summit**

The U.S. Department of Transportation's (DOT) recent listening summit addressed "Automated Vehicles 3.0." The DOT released "Automated Driving Systems 2.0: A Vision for Safety" in September 2017. This listening summit was designed to receive input on this latest AV proposal from DOT that provides a framework for addressing automation in the surface transportation system, and it describes the DOT's multimodal approach to the safe rollout of AVs.

ASA, as a member of the HAV Coalition, submitted comments encouraging DOT to consider the importance of vehicle data access. According to formal comments, "Automated Vehicles 2.0 already addresses data access indirectly through the cybersecurity and data-recording segments of the 2.0 framework. The Coalition urges DOT to expand this analysis of data access in its 3.0 document through input provided by a diverse cross section of data access stakeholders – perhaps modeled on the data access advisory committee that would be created under the bi-partisan amendment to the Senate HAV bill, sponsored by senators Inhofe and Tammy Baldwin, D-Wis.

The Inhofe-Baldwin Amendment was adopted by the Senate Commerce Committee unanimously, and its inclusion of all legitimate stakeholders with an interest in HAV data access should form the foundation for all future discussions of data access and control of vehicle and personal data by vehicle owners."

**ASA Continues Efforts to Protect FIO**

The U.S. Senate Banking Committee advanced the bipartisan "Economic Growth, Regulatory Relief and Consumer Protection Act," S. 2155, with 16 committee members supporting the measure.

According to the Committee, the bill would modernize regulations in a way that makes sense for small financial institutions, benefitting consumers and encouraging economic growth. S. 2155 primarily benefits credit unions, community banks, midsize banks, smaller regional banks and custody banks. It also includes important, significant consumer protections for veterans, senior citizens, victims of fraud and people who fall on tough financial times.

Important to collision repairers is that the bill, unlike the Dodd-Frank Reform package passed in the House of Representatives, does not eliminate the Federal Insurance Office, which is supported by ASA.

The bill has not been scheduled for Senate floor action but will need to be conferenced with the House once Senate work is complete.

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