

January 13, 2026

The Honorable Gus Bilirakis
Chair
Subcommittee on Commerce, Manufacturing,
and Trade
U.S. House of Representatives
Washington, DC 20515

The Honorable Jan Schakowsky
Ranking Member
Subcommittee on Commerce, Manufacturing,
and Trade
U.S. House of Representatives
Washington, DC 20515

Dear Chair Bilirakis and Ranking Member Schakowsky:

We, the undersigned organizations representing a cross-section of industry and interested stakeholders are writing in strong support of H.R. 5221, the “Preventing Auto Recycling Theft” (PART) Act, a bill to combat the national problem of catalytic converter theft. Law enforcement has called for federal legislation to help trace stolen catalytic converters and make the market more transparent to deter their theft. We respectfully urge the House Energy and Commerce Committee to protect consumers and small businesses from catalytic converter theft and include the PART Act in the upcoming surface transportation reauthorization legislation.

As you may be aware, catalytic converters contain valuable metals, such as rhodium, platinum and palladium. Thieves can easily and quickly steal catalytic converters from vehicles, and since they are not readily traceable, there is a lucrative market for these stolen parts. These thefts are costing millions of dollars to businesses and vehicle owners alike. In addition, replacing a catalytic converter is costly and often difficult due to the part’s skyrocketing demand and supply chain shortages.

The lack of traceable identifying marks on a catalytic converter allows criminals to launder the parts by selling to local middlemen, often referred to as “core buyers,” who buy stolen parts to then sell to scrap yards or smelters. Stolen catalytic converters can command up to \$350 each on the black market, while the replacement cost to vehicle owners can be as high as \$2,500. Repair costs are often higher because thieves regularly damage other parts of the vehicle when removing the catalytic converter.

While reported theft has dropped since the high of the pandemic-era rates, catalytic converter theft is significantly higher than pre-2019 levels and continues to affect communities nationwide. Data on catalytic converter theft is generated mostly from insurance claims, but many thefts simply go unreported as not all insurance policies cover the replacement of a stolen converter. Unreported theft is particularly prevalent among older, less valuable vehicles, where deductibles and premium increases may exceed the value of the claim. This leads to expensive catalytic converter replacements, potential secondary damage, and significant vehicle downtime - burdens that disproportionately affect car owners who can least afford them.

H.R. 5221 provides a national framework to help law enforcement combat rising catalytic converter theft. Because this crime frequently involves trafficking stolen parts across state lines, a federal law is needed to aid the efforts of local law enforcement.¹ The bill also provides that catalytic converter transactions are recorded and made readily accessible to law enforcement officials to ensure bad actors are caught within the chain of commerce.

¹“Justice Department Announces Takedown of Nationwide Catalytic Converter Theft Ring,” *U.S. Department of Justice*, Nov. 2, 2022, <https://www.justice.gov/opa/pr/justice-department-announces-takedown-nationwide-catalytic-converter-theft-ring>

Additionally, the legislation requires new vehicles to have unique, traceable identifying numbers stamped on catalytic converters at the time of assembly. Currently, unless a thief is caught in the act of stealing a catalytic converter, there is no way to tie the stolen part to a specific vehicle.

According to law enforcement, marking catalytic converters would preserve their resources and give local law enforcement the tools they need to prosecute thieves while also acting as a theft deterrent. The bill also establishes a federal criminal penalty for the theft, sale, trafficking or known purchase of stolen catalytic converters of up to five years in jail. H.R. 5221 includes non-controversial [revisions](#) in this Congress to improve clarity and enhance enforcement.

We urge Congress to include the bipartisan PART Act in the surface transportation reauthorization to help local law enforcement trace stolen catalytic converters, deter theft, protect consumers, and conserve valuable law enforcement resources nationwide. Thank you for your consideration.

Sincerely,

National Automobile Dealers Association
American Car Rental Association
American Property and Casualty Insurance Association
American Rental Association
American Truck Dealers
American Trucking Associations
Automotive Recyclers Association
Carvana
Elite Catering and Event Professionals
FBI Agents Association
Federal Law Enforcement Officers Association
Major Cities Chiefs Association
Major County Sheriffs of America
NAFA Fleet Management Association
National Association of Mutual Insurance Companies
National Auto Auction Association
National Automatic Merchandising Association
National Consumers League
National District Attorneys Association
National Independent Automobile Dealers Association
National Insurance Crime Bureau
National Private Truck Council
National RV Dealers Association
National Salvage Vehicle Reporting Program
National Sheriffs' Association
National Tank Truck Carriers
NTEA The Association for the Work Truck Industry
Truck Renting and Leasing Association
UPS

Cc: The Honorable Brett Guthrie, Chairman, House Energy and Commerce Committee
The Honorable Frank Pallone, Ranking Member, House Energy and Commerce Committee
The Honorable Jim Jordan, Chairman, House Judiciary Committee
The Honorable Jamie Raskin, Ranking Member, House Judiciary Committee
The Honorable Sam Graves, Chairman, House Transportation and Infrastructure Committee
The Honorable Rick Larsen, Ranking Member, House Transportation and Infrastructure Committee