



February 25, 2021

The Honorable Dereck Davis  
Chair, Economic Matters Committee  
Room 231  
House Office Building  
Annapolis, Maryland 21401

**RE: HB1304: State Airports - Commercial Activity - Rental Vehicles and Peer-to-Peer Car Sharing - Unfavorable**

Dear Chair Davis and Members of the Committee,

Thank you for the opportunity to provide our perspective on HB 1304 and to express our opposition to this legislation.

Getaround is a connected and contactless car sharing marketplace. We use technology – a device called the Getaround Connect® installed in the car and a smartphone app – to connect safe, convenient, and affordable cars with people who need them to live and work, without ever having to coordinate schedules to meet in person and hand over keys. Though we currently do not operate in Maryland, we certainly would like to in the future.

On average, cars sit unused 22 hours a day – and that was before the pandemic. Car sharing, including through Getaround's car sharing platform, helps people earn extra money by allowing them to share their idle cars with members of their community. The extra money means a lot, especially in times like these.

Community members who choose to not own a car, cannot afford one, or need access to a different type of car than the one they own also benefit by getting on-demand access, by the hour or day, to convenient and affordable on-demand vehicles for trips where a car is the best option.

Car sharing also has environmental benefits. Studies show that sharing one car can take up to ten other cars off the road, which means fewer accidents, reduced traffic, and less space needed for roads and garages. The availability of shared vehicles can motivate car owners to use a wider range of mobility options rather than simply using their personal car for every trip. Car sharing enables some owners to give up their cars altogether. Car sharing can reduce household emissions by up to 40%.

We oppose HB 1304 because Maryland Senate Bill 743 (Chapter 852 Acts of 2018), which established a regulatory framework for peer-to-peer car sharing, already stipulates that peer-to-peer car sharing companies operating at the airport are subjected to airport contracts and airport fees.

Further, HB 1304 endeavors to treat car sharing the same as traditional car rental, when current law already and appropriately defines them separately.

Finally, the mere mention in a peer-to-peer car sharing listing of the airport, without more, e.g., as a point of interest or reference among other landmarks, should not require the car sharing platform to obtain a concessions agreement.

The growth of car sharing nationwide shows consumers want to add car sharing to their transportation options. But it is still a young and emerging industry and regulation that is unbalanced, inflexible, or misaligned may do far more harm than good. We appreciate the Legislature's interest in this issue and urge the Committee to issue an unfavorable report for HB 1304.

Best regards,

A handwritten signature in black ink, appearing to read "Gaston Kelly". The signature is fluid and cursive, with the first name "Gaston" and last name "Kelly" clearly distinguishable.

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