



March 3, 2021

The Honorable Delores Kelley
Chair, Senate Finance Committee
3 East
Miller Senate Office Building
Annapolis, Maryland 21401

RE: SB 705: State Airports - Commercial Activity - Rental Vehicles and Peer-to-Peer Car Sharing - Unfavorable

Dear Chair Kelley and Members of the Committee,

Thank you for the opportunity to provide our perspective on SB 705 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 SB 705 because Chapter 852 of 2018, which established a regulatory framework for peer-to-peer car sharing in Maryland, already stipulates that peer-to-peer car sharing companies operating at the airport are subjected to airport contracts and airport fees.

Further, SB 705 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 SB 705.

Best regards,

A handwritten signature in cursive script, appearing to read "Gaston Kelly".

Gaston Kelly
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