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RIGHT TO REPAIR: AN EMERGING RIGHT UNDER CONSUMER PROTECTION.

Ankit
Ph.D Research Scholar , Department of Law , Sharda School of Law, Sharda University, Greater Noida, Uttar Pradesh, India

Dr. Ruchi Lal
Associate Professor, Department of Law , Sharda School of Law, Sharda University, Greater Noida, Uttar Pradesh, India

Corresponding Author: Dr. Ruchi Lal, Associate Professor, Department of Law , Sharda School of Law, Sharda University, Greater Noida, Uttar Pradesh, India

ABSTRACT
A Right to Repair Portal has been established by the Ministry of Consumer Affairs. This service enables citizens to fix their electronics and automobiles without voiding their warranties. It enables users to repair and modify their own electronic gadgets, when makers of such devices would ordinarily require the consumer to use only their given services. The goal is to provide clients with a less expensive option to expensive replacements rather than purchasing new products entirely. The concept began in the United States of America, when the Motor Vehicle Owners' Right to Repair Act of 2012 compelled manufacturers to disclose the necessary documentation and information to allow anybody to repair their vehicles. Many governments around the world, including the United States, the United Kingdom, and the European Union, have accepted the right to repair. Further, in light of India's status, the Department of Consumer Affairs established a committee to develop a Right to Repair framework along the lines of the Life, or Lifestyle For Environment. Prime Minister Narendra Modi launched this initiative. The Right to Repair attempts to protect consumers from planned obsolescence, which is the design of a product with a limited life cycle, resulting in increased e-waste. The platform is presently operational and covers four industries: consumer durables, electronic devices, autos, and farm equipment. The portal compiles all public information about products, services, warranties, terms and conditions, and so on.
Keywords – Consumer, Right to Repair, Service, legislation, environment.

INTRODUCTION
Here is a question, once you buy something, do you own it like you really own it? Or can you do whatever you want to do with the thing which you have bought? It sounds like a simple question, but there are lots of limits to what you wish to do with you own something. For instance, you buy a car and get a title of ownership over a vehicle you own; now, you wish to drive it wherever you want, but you cannot drive over a specific speed limit within a particular place. So, that's the limit we understand, and we get it for safety reasons. However, certain speed limits do not allow you to

try, but actually, you cannot do that for a good cause, so there are certain limits that we have accepted for things that we own, and so one of those limits will be discussed a bit lately. The worth shining is in the light of the Right to Repair. Consider, if you own something and it breaks, should you be allowed to repair and fix it honestly? However, it is pretty easy to say yes, across the board, as there is no problem with it, and no one will stop you if you are trying to repair and fix it. There is no rigid law against it, so it is almost impossible. Right to Repair is a little confusing just because you are allowed to repair the things you own. As there is no rigid law against it, the companies make their product, and we often try to repair even stopping you from going so far. The main crux of the right to repair is when you buy a piece of tech, like a cell phone you own and use, then its part breaks; for instance, breaking the screen is very common.

There are two sides to this issue, depending on whether you are a user or a manufacturer. As a starting point, I will focus on the user side because it is the easiest to understand. The screen should simply be able to be removed, replaced, repaired, and used again once it has been replaced. There are a number of reasons why this course of action can be used to repair the items you own. For instance, if just a screen is broken and the rest of the phone is still functional, replacing the screen is much more economical than purchasing a new device. Therefore, we should avoid creating unnecessary e-waste by throwing away perfectly usable items just because one of them is damaged. Thus, many of us simply use the items as long as they function, and not everyone needs to replace their phones on a regular basis. Additionally, if someone wishes to upgrade to a new device, they will benefit from exchanging the used device for a new one with only a few parts requiring replacement; that's why exchanging the device is much better than disposing of it entirely. In other words, it is easier to replace and repair parts in gadgets for the benefit of users as well as the environment. The manufacturer's companies, however, are making the process more complex in order to complete their opposite side and control it in a more direct manner. As an example, Apple controls the accessory market through its MFi program[1], which provides services based on its ecosystem to make more money from consumers. Indirectly, they are creating a monopoly and leaving buyers with no choice other than selecting their certified service centre to repair and fix the damaged phone by providing access to Apple's training and official documentation and the opportunity to purchase official parts directly from Apple in order to complete the best repair possible. Nevertheless, Apple charges a fee for becoming a certified repair shop and imposes many restrictions, which is the wrong business decision. It is easy to understand Apple, so I am using them as an example. It should be noted that there are a number of other examples, such as the John Deere Manufacturing Company[2] (the Tractor Company), which has taken a very anti-repair position with respect to its tractors. While farmers purchased their tractors, John Deere owns and holds the copyright to the software that runs on them. To circumvent the company, framers have taken to hacking their tractors and digging into potentially pirated software when something breaks

[1] *https://mfi.apple.com/en/how-it-works*
[2] *https://www.deere.co.in/en/our-company/*

and the software locks the equipment. Even Tesla[3] has made it notoriously difficult to obtain parts for their vehicles, and they do not like people tampering with their interiors. As a result of their software update, certain Vehicle Identification Numbers are blocked from accessing the supercharged network, preventing users from getting into their cars. They lock attempts to salvage cars from the network constantly and, based on an argument regarding safety reasons, refuse to allow users to enter and modify their cars (the complex technology and messing with the batteries are dangerous).

Let's say Mr A purchased an expensive cell phone a year ago, but the battery is now only capable of providing him with an hour of standby time and 30 minutes of talk time. When a cell phone's battery life is limited, it loses its convenience and mobility. Apart from the battery, your old cell phone is still functional, but you cannot find a replacement battery and must spend an additional $800 on a new model. We all experience this on a daily basis, whether we are using a computer, a mobile device, or a vehicle. Over the past few decades, many companies have attempted to make their products increasingly complex, so that they are impossible to repair. This is a significant problem for consumers because if a broken part of their phone prevents it from working, they may have to buy a new phone instead. Consequently, the right to repair is an emerging global movement that seeks to protect consumers' independence by allowing them to service and repair their products when necessary. A user has the option of repairing his or her own device by taking it to a manufacturer's service center or by taking it to a third party. People worldwide are debating whether they should be permitted to repair broken items despite widespread alarm over the exponential increase in solid waste trash. As a result of the Fair Repair Act 2022, the United States has passed legislation[4] related to the right to repair. The United Kingdom and the European Union have also enacted legislation regarding the right to repair regulations[5] and the right to repair legislation[6] for rights, respectively. In spite of this, the Department of Consumer Affairs in India recently announced that Nidhi Khare, the Department's Additional Secretary, will lead a committee to create a comprehensive framework[7] for rights of repair. We will discuss the meaning of the right to repair, what it includes, why it is important, as well as its pros and cons in this article.

RIGHT TO REPAIR

Generally, the right to repair refers to a law that permits people to repair and maintain their own goods, including electronic equipment and vehicles such as cars, buses, and tractors. The manufacturers of these products will usually make it difficult for customers to access tools and parts or will erect software barriers to prevent independent repair or modification. Most of the time, these problems increase the buyer's cost or force people to replace their equipment rather than repair it. We spend a great deal of money on gadgets that are obsolete within a few years. Thus, consumers are often forced to discard their broken gadgets for brand new one; since

[3] *https://www.tesla.com/about*
[4] *https://www.nysenate.gov/legislation/bills/2021/S4104*
[5] *https://researchbriefings.files.parliament.uk/documents/CBP-9302/CBP-9302.pdf*
[6] *https://www.europarl.europa.eu/RegData/etudes/BRIE/2022/698869/EPRS_BRI(2022)698869_EN.pdf*
[7] *https://pib.gov.in/PressReleasePage.aspx?PRID=1841403*

repairing them would be too costly or unlikely to be successful. If a business is unable to provide replacement parts commercially, customers have a legal right to repair their devices for as long as they are useful, and companies are not permitted to require customers to return their products to them for service. For example, the battery life of a smartphone and its effectiveness will inevitably diminish over time. If the manufacturer ceases to manufacture batteries for earlier models, consumers may be forced to purchase a new phone, which may cost thousands of rupees. Therefore, consumers should have the right to repair their products and have the ability to perform any necessary repairs or modifications independently, quickly, and affordably. The right to repair has several salient aspects, including the following:

i. **Distribute information -** manuals, schematics, and software updates should be readily available to all users. A software license should clarify what should be included in the purchase and not restrict the support options available.
ii. **Access to parts and equipment -** individuals and third parties should be able to obtain components and tools for servicing devices, including diagnostic equipment.
iii. **Permit access** – The government should legalize access to devices so the owner can install their software by unlocking, adapting, or modding.
iv. **Builds that are repairable** – All electronic devices should be designed with repairability in mind. It is important that companies provide adequate information for independent or third-party repairs in order to enable consumers to avoid complete dependence on the original manufacturers so that additional employment opportunities may be created. By automating business interactions between Original Equipment Manufacturers and buyers, it streamlines the buying process.

REPAIR IS NECESSARY, BUT WHY?

Manufacturers may intentionally or unintentionally adopt methods that hinder repairs, such as using patentable screws, concealing repair instructions, or gluing together components. There have been an increasing number of websites offering 'teardowns' of products and documentation for user repair over the years, such as iFixit[8]. In spite of this, the wide variety of products available today cannot be covered by articles or YouTube training videos alone. Almost every day, a new product is discovered that cannot be repaired. In general, wireless earphones are notorious for being difficult to open without causing damage, and third-party parts may not be available. Similar litigation has been brought against Nintendo[9] over a "Joy-Con drift" (a problem with the switch controllers that needs to be resolved by sending the controls to the manufacturer). If the company ceases to support the product, it may forbid users from adding upgrades or patches to keep the product running. The manufacturers are increasingly incorporating computer chips into previously repairable appliances, which may make future repairs more challenging. Take Apple as an illustration of how this kind of situation usually develops. A repair service offered by Apple is known as the "Genius Bar[10]". Residents of more remote locations may have to travel for hours

[8] *https://www.ifixit.com/about-us*
[9] *https://www.theverge.com/21504741/nintendo-switch-joy-con-drift-problem-explained*
[10] *https://www.apple.com/in/retail/geniusbar/*

before they can reach an Apple Official Store. Not all towns in the city or country host an Apple Official Store. In recent years, Apple has allowed third-party repair shops to access their products, such as iPhones, Macbooks, iPads, etc. Despite this, the company still produces products that customers cannot easily upgrade or repair after purchase. In order to comply with the right-to-repair laws, Apple must provide at the very least the bare minimum of repair parts, tools, and documentation.

ADVANTAGES OF THE RIGHT TO REPAIR

i. Help in the reduction of electrical waste
ii. Save the money of the consumers
iii. Promote growth in the local which help in small repair shops
iv. It will help reach goals for the circular economy by making appliances last longer and making it easier to maintain, reuse, upgrade, recycle, and deal with e-waste and plastic waste.

RIGHT TO REPAIR IN INDIA

As repair rights spread across the globe, mobile phones, other electronic devices, automobiles, and heavy machinery are becoming more common. The Government of India is on the verge of becoming the most recent nation to grant its citizens this privilege. Thus, the Department of Consumer Affairs has taken a significant step towards constructing an overall framework for the right to repair in order to promote the Lifestyle for the Environment movement in India. This framework has the following objectives: –

i. To empower local consumers and product buyers
ii. To standardize trade between Original Equipment Manufactures and third-party buyers and sellers
iii. To promote sustainable product consumption
iv. To decrease the electronic waste

By implementing this law in India, the longevity of products will be improved and Aatmanirbhar Bharat will create jobs. As part of this case, a committee led by Nidhi Khade, Additional Secretary at the Department of Consumer Affairs has been established. Shri Anupam Mishra as Joint Secretary in the Department of Consumer Affairs, Justice Paramjeet Singh Dhaliwal, a former Judge of the Punjab and Haryana High Court and former President of the Punjab State Consumer Disputes Redressal Commission, Prof. G.S. Bajpai, the Vice-Chancellor of the Rajiv Gandhi National University of Law, Patiala, Prof. Shri Ashok Patil the Chair of Consumer Law and Practice and representatives from various stakeholders such as India Cellular and Electronics Association (ICEA), Society of Indian Automobile Manufacturers (SIAM), consumer activists and consumer organizations as members. During its first meeting on July 13, 2022, the committee identified priority areas for the right to repair. This gathering recognized several industries, including those producing and manufacturing farming tools, mobile phones, tablets, and automobiles. In the first meeting, it was also discussed that companies shouldn't publish guides that make it easy for users to fix problems. One of the main points brought up during the discussion was that spare parts are a company's sole responsibility, including how screws and other parts are

made. It is a violation of the customer's "freedom to choose" to monopolize repair methods. If a customer purchases a product from a retailer that is not "recognized," they cannot make a warranty claim with a digital warranty card. The controversy surrounding the use of Digital Rights Management and technological protection measures has brought a sense of relief to copy owners. Manufacturers are actively promoting a culture of planned obsolescence. In this model, any given device is constructed so that it is only useful for a certain period before being replaced. When contracts do not successfully transfer the buyer's complete authority to the seller, the owner's legal rights may be affected. It was also agreed during the discussions that technology companies should provide complete information as well as access to schematics and manuals. The software license should also not obscure the product's marketability. Third parties should be able to repair devices; diagnostic tools, for example, should be available for repairing minor problems with products. In our country, the repair industry is flourishing due to a growing repair service sector and third-party repair services, such as those who disassemble products to obtain spare parts for the circular economy. Despite several judicial pronouncements implicitly acknowledging the right to repair, Indian law has not explicitly acknowledged it. In the case of Shamsher Kataria vs Honda Siel Cars India Ltd. & Ors.[11] Case No. 03/2011. As part of its investigation, the Competition Commission of India examined the concept of vertical agreements, which include exclusive supply and distribution agreements.

Fact – In the case, the informant (Shri Shamsher Kataria) claims that the opposition parties (Honda Siel Cars India Ltd., Volkswagen India Pvt. Ltd., and Fiat India Automobiles Ltd.) are in violation of the law in a number of ways, such as requiring authorized dealers to purchase spare parts only from original equipment suppliers and their official vendors, as well as not making genuine spare parts from automobiles manufactured by the opposing parties freely available on the open market.

Issue – Whether these contracts are anticompetitive because they limit the right to repair of consumers.

Decision of the Commission – The Commission determined that the challenged agreements violated Section 3 of the Act as a result of Original Equipment Suppliers' monopoly in the aftermarket for their models of cars, setting up barriers to entry and shutting out independent service providers. As a result, the Commission also determined that OEMs could increase their profit margins from auto parts sales compared to automobiles, which could have long-term anticompetitive effects. As a result of the above discussion, the Competition Commission of India's decision partially recognizes the right to repair as a result of the Consumer Protection Act of 2019. In addition, the Consumer Protection Act of 2019 protects your 'right to choose' when it comes to repair options.

LEGAL PROTECTION FOR THE RIGHT TO REPAIR IN OTHER COUNTRIES

Several nations have acknowledged the right to repair, including the United States, the United Kingdom, and the European Union. In 2012, the Motor Vehicle Owner's Right to Repair Act was passed, providing a regulatory framework for vehicle repairs. In order to comply with this Act, car

[11] *(2019) PL (Comp. L) June 77*

manufacturers must provide customers with documentation and information about how to maintain and repair their vehicles.

United States	United Kingdom	European Union	Australia
In June 2022, the Fair Repair Act was passed into law. Manufacturers must make available patented repair tools to customers and remove software restrictions that prevent them from performing repairs. Customer repairs can be performed with the help of tools and by eliminating software restrictions.	In July 2021, the Right to Repair Regulations were introduced, requiring producers to make available replacement parts for independent repair shops so that consumers would have access to them. In accordance with European Union Repair Laws, professional maintenance experts are required to have access to spare parts after a product has been manufactured for at least ten years.	With the introduction of right-to-repair rules for digital products in 2019, the EU has established a circular economy for digital products, which give consumers access to tools for repairing consumer appliances. Unlike the United States, the European Union continues to expand its product repair program, and there is a plan to pass legislation in the near future. Under the new French Anti-Waste Law, 2020, enacted by the French government, consumers are required to check the repairability of products before they purchase them, as well as to learn how to do so.	In Australia, there is no law that grants the right to repair things, but Repair cafes are staffed by skilled volunteers who offer free repairs for the general public.

CONCEPT OF PLANNED OBSOLESCENCE

The term 'Planned Obsolescence' was coined by Brook Stevens, an industrial designer from the United States. The concept of designing gadgets so that they are only able to be used for a short period of time before they have to be replaced is known as the limited use marketing strategy. This can be achieved by manipulating sellers to unduly influence consumers' decisions in a manner that

increases sales and maximizes profits as a result. It is the concept of creating gadgets that will only last a short time, such as software that has low performance and devices with structural defects. This kind of strategy is known as planned obsolescence. There are many examples of planned obsolescence, such as non-refillable printer cartridges, non-replaceable oximeter batteries, and non-replaceable light bulbs. Technology lasts only a limited amount of time before being replaced, causing significant resource waste and straining the environment. Multinational corporations like Apple and Samsung use deliberate obsolescence to market their products. Therefore, planned obsolescence violates the right to repair of consumers and creates e-waste since it results in the consumption of electronic items more rapidly because of problems with product design. As the world's third largest producer of e-waste, India is experiencing severe environmental problems due to an increase in e-waste. Since there are no laws yet prohibiting planned and strategic obsolescence, the right-to-repair law could contribute to the reduction of environmental stress through empowering people to reuse things, reducing planned obsolescence, and fostering a circular economy in the process.

RESPONSE AND REASONS OF TECH COMPANIES TO THE RIGHT TO REPAIR MOVEMENT

Response – Several companies, including Amazon, Apple, Microsoft, and Tesla, are opposed to the movement, claiming it threatens to breach intellectual property rights and trade secrets. In addition, Google and Microsoft have both spoken out against the right to repair movement, claiming that it entitles anyone to access sensitive diagnostic data and software. Additionally, Tesla, owned by Elon Musk, has stated that doing something along with the right to repair would compromise the security of the system and make it more vulnerable to attacks.

Reasons – The right to repair is essential for a variety of reasons. However, there are six valid counterarguments to the right to repair. They are listed below.

i. **Safety of Users** – The potential risk to users is one of the strongest counterarguments to the right to repair. The smartphone nowadays requires specialized knowledge or equipment to fix, which isn't as precise as fixing a grandmother's cassette player. It is still dangerous to dig into technology because of sharp metal parts and chemicals that can ignite. Any negligence may lead to severe injury and require immediate medical attention.

ii. **Miniaturized technology** – As technology shrinks, repairing intricate hardware becomes less apparent to the average person. While older technology could be repaired with standard hardware tools, modern technology is smaller and more nuanced. In some cases, it is impossible for people to fix their products intentionally because they require specialized tools that are not widely available and may even require licensing. For instance, Apple uses penta-lobe screws on iPhones that other repair shops cannot use because they need Apple-certified tools.

iii. **Efficiency** – Modulation and repairability would make a modern technological product more repairable by increasing its efficiency within its form factor. OEMs cannot afford to sacrifice in an environment where they are constantly compared to competitors. Consumers also often use benchmark scores to evaluate a device's performance and immediately reject it if the score falls below a certain threshold. Manufacturers seldom compromise efficiency for repairability.

iv. **Competition with other OEMs** – When it comes to a competitive market, where everyone wants the best value for money, increasing the repairability and durability of a product is not feasible for a long-term business strategy. Using the products on a yearly basis would result in a flush out of OEMs, making it difficult for them to survive. In spite of this, the manufacturer does not have any control over the hardware after it has been sold, but OEMs are able to change the software, which is what makes OEMs money.

v. **Supply and Demand** – Repairing products negatively impacts their overall usefulness, one of the more obscure arguments against repair rights is rooted in elementary economics. OEMs can't expect their customers to stay silent if they allow competitors to release new versions of their products. In this case, people want to buy the products, but their prices drop when the quality declines. There are fewer companies that can compete in the market without a balance between sellers and buyers when profits are low.

vi. **Innovation disincentive** – In the long run, technology becomes cheaper and better as a result of economies of scale and innovation. OEMs have an advantage in pursuing new cutting-edge technology because they are able to take on the risk and expense of research and development. However, in a world where people repair their devices rather than upgrade them, innovation will be secondary.

WHY RIGHT TO REPAIR LAW IS NEEDED?

The following are the factors which determined why the right-to-repair law needs to be enacted –

i. **Pricing** – In a situation where there are no service centres, manufacturers can charge unreasonable fees because they control the repair shops.

ii. **Planned Obsolescence tackling** – There is a law that prohibited planned obsolescence and promoted a circular economy, which reduces environmental pollution, which would compel companies to make products with a longer lifespan.

iii. **Buying at will** – There is a conflict of interest between monopolizing repair methods and consumers' free will to make their own decisions as outlined in the Consumer Protection Act 2019.

iv. **Local economic growth** – Having the repair shops in the local area open will help in boosting the local economy, creating jobs as well as helping in the opening of local repair shops.

v. **Sustainable Development** – Environmental protection is the most important aspect of supporting the right-to-repair law. Electronic waste is estimated to be about 40 million a year. The right-to-repair law will reduce this number and encourage resource conservation. If more people are allowed to repair older devices, the number of electrical products manufactured will decrease. This will result in a reduction in fossil fuel usage.

CONCLUSION

Are you familiar with the Centennial Light[12]? It is the oldest lightbulb in the world; it was lighted for the first time in 1901 and has been ON continuously for the past 120 years. It's astounding that this little lightbulb has been ON for 120 years without being turned OFF. The longevity of the

[12] *https://www.centennialbulb.org/*

centennial lights may seem insulting to those of us who have discarded more items in our lifetime than we can remember, but if a lightbulb made with 19th century technology can last this long, why can't the more sophisticated modern products last items make with 21st century technology? It was made in California, just in case you were wondering. It continues to shine faintly at a fire station there now.

Why do they degrade so quickly? For what reason do we leap over them? Rather than repairing them, replace them. In the consumerism-driven world of today, we can hold ourselves accountable for not appreciating the value of the old things that our parents and grandparents repaired and reused. Repairing something has been called an act of defiance because it goes against the grain of a system that encourages continuous consumption—planned obsolescence is a dark business model. The term "obsolescence" refers to something no longer in use, relevant, or just plain out of date. Scheduled obsolescence refers to the deliberate planning of something becoming outdated and useless. It combines various business strategies to make a product seem unwelcome, useless, and unwanted. The goal is to get you to replace the product so you will keep buying it. How do companies accomplish this? By installing parts that are inevitably going to break, making your product incompatible with other products (such as a new operating system), introducing updated models annually, or simply denying you the ability to repair anything. You will be compelled to replace it rather than have the option to repair it; this is an awful business approach that is finally being exposed. These days, the typical consumer purchases a gadget knowing that it will break very quickly and that a new, improved model—a prettier, more stylish version of the same item—will be launched soon. Some of us are enticed to purchase the latest model, while others are against it. However, many of us do so out of necessity because our smartphone eventually slows down to a practically useless state once a new model is released. It seems like your game system needs to be reset too often. When a laptop screen flickers, there are several reasons why it can't be fixed. Firstly, many devices cannot be fixed at your neighborhood repair shop because the companies own the rights to their own software and design. Secondly, they control who can fix your device and how much it will cost. Even for simple fixes like replacing a broken screen or a dead battery, you're left at the manufacturer's mercy, so what do you do? Most of us end up purchasing a new product when this happens.

Studies have shown that when products start to malfunction, most people are inclined to purchase new items instead of mending the broken ones; this doesn't have to be the case. Did you know that a global movement is known as the "right to repair"? After years of pressure from customers like us, businesses and governments have granted them the right to repair, and they have finally succeeded. In essence, customers can fix their own devices thanks to Apple's recently announced self-repair program. Speaking of do-it-yourselves who are tech-savvy, you can now purchase parts, tools, and instructions to perform your own repairs by visiting an Apple store, either online or in person. This program will concentrate on the most typical issues that require camera screen repair. It's a very interesting piece of legislation that activists and tech companies have fought over for decades if we were to define it, and battery for Apple's clientele. This is why it's a big deal: it will save them the expenses, but you won't have to rely on those costly Apple stores or those shady

third-party repair shops. You could do it yourself. A concept known as "the right to repair" gives customers the freedom to maintain or repair their own technology without interference from the government or other third parties. The purpose of it is to extend the life of electronics and make repairs simpler and less expensive. This ride may apply to your products, including computers, smartphones, and cars. With this privilege, you can request that manufacturers send you parts for products that can be fixed on your own and instructions and manuals to assist you.

What led to the creation of this idea? After numerous unsuccessful attempts by activists, it first appeared in the American auto industry in 2012. The United States Auto Industry was granted the Right to Repair Act. This began in Massachusetts and spread to other American states. In 2013, the Digital Right to Repair Coalition was established, advocating for repair laws in the electronic industry and attempting to get tech companies to support the right to repair. The major turning point occurred in 2017 when evidence surfaced indicating Apple was deliberately slowing down the speed of older models of iPhones to compel users to upgrade. Thus, customers urged legal action. In response, Apple lowered the repair service fee after two years of negotiations. This is a significant customer victory and will undoubtedly lead to more opportunities. There is a growing debate about whether other companies can yield to consumer demand if Apple, one of the most valuable public companies globally, can. Some of the biggest tech companies are following suit, such as Microsoft, which has embraced the right to repair and will allow customers to fix their devices in 2019. Efforts are also being made in the European market. Initially, in 2017, the European Union parliament approved several recommendations that member states had to pass. In July 2021, the British government acted upon these recommendations. The right-to-repair law was passed. A repairing score system in France has been introduced, making repair a buying criterion for every purchase. Companies are being graded based on this, and as a result, many repair manuals that were not previously available have been made public. Appliance manufacturers have been asked to provide customers with simple and safe repairs; they have one year to do this. At least in Samsung's instance, what is the main point of contention here? You reduce customer repair costs and hold large corporations responsible for their products. You move away from a disposable culture that damages the environment and is unsustainable. For example, making an iPhone requires mining and manufacturing materials, which account for 83 per cent of Apple's carbon footprint. The more products like this are produced, the more pollution there is. Additionally, small repair shops play a vital role in local economies. The ability to repair could change everything if one large manufacturer has a monopoly on repairs, which would benefit smaller manufacturers. However, the most intriguing aspect of this campaign may be the craft of repair. The urge to fix something yourself, whether it's a broken toaster, a TV from the 1990s or a vintage radio, many people enjoy doing repairs independently; for some, it's a hobby; for others, it's a way of life. This practice is known in Japan as kintsugi, which translates to "golden repair." There is a technique to repair broken pottery with gold dust.

This culture of throwing away and replacing rather than repairing and reusing has been thrust upon us in India, especially since frugality was part of our tradition. You may have heard of Kantha, a centuries-old technique of stitching patchwork cloth from rags. It's an art form now a testimony to

thrift. There was a time when a repair toolbox was a must in most Indian households. We use things judiciously. Then there is darning, which some of us learned while growing up. However, we gradually fall into the throwaway era and are drawn to newer models. The right-to-repair movement offers a chance to reverse a lot of this—it focuses on electronics, but it can be applied to anything—and it's gaining momentum worldwide. India should think about enforcing the right to repair.

SUGGESTIONS

i. First of all, India needs a repair law. According to the Competition Commission of India in Shri Shamsher Kataria vs Honda Siel Cars India Ltd. & Ors, the practice of restricting spare parts to independent automobile repair outlets was anticompetitive and harming to consumers.

ii. Secondly, it is imperative for India to acquire the knowledge and implement appropriate policies and practices akin to those observed in Australia's repair cafes.

iii. Thirdly, Furthermore, the implementation of well-crafted legislation will serve to safeguard the right to repair, so enabling India to effectively uphold a delicate equilibrium between intellectual property rights and competitive regulations. Additionally, it is expected that the implementation of this approach will provide benefits in terms of extended appliance lifespan, enhanced maintenance practices, increased opportunities for reuse and upgrading, improved recyclability, and more efficient waste disposal methods. Moreover, these measures are anticipated to contribute to the advancement of the circular economy.