



FJATA NEWSLETTER

June 2022 Edition

THE OCEAN SHIPPING REFORM ACT OF 2022 SIGNED INTO LAW



President Biden signing OSRA 2022 into law on June 16, 2022

The Ocean Shipping Reform Act of 2022 (OSRA) was signed into law by President Biden on June 16. The bill grants the Federal Maritime Commission (FMC) greater governing authority of the seas to allow them to develop a more competitive, efficient, and economically sound transportation system for US exports.

In efforts to combat the current state of excessive demurrage and detention charges, the bill now requires the FMC to investigate these charges, determine their validity, and ultimately order the ocean carriers to extend refunds to clients for any unreasonable charges. The bill further prohibits all personnel of the transportation industry from unreasonably and unjustly refusing cargo space when it is readily available. The major takeaways from this law are listed below:

- Any futures shipping exchanges must be registered and regulated by the FMC through a Shipping Exchange Registry.
- Prohibits carriers from taking any retaliatory action against one another by unjustly refusing cargo space when it is available.
- Annual disclosure of any findings of false detention and demurrage and/or any penalties imposed or assessed.

- The establishment of clear, consistent, and reasonable rules and practices regarding the assessment of demurrage and detention charges.
- The FMC will clearly define unreasonable and/or unjustly discriminatory refusals to ship or negotiate
- The FMC data collection of total imports and exports by each ocean common carrier
- Data collection of Dwell Time Statistics
- FMC Emergency Order Authority allowing the Commission to interfere in cases where the supply and demand of cargo space is detrimentally unbalanced in order to shift toward a more efficient transportation system
- Investigating better practices for Chassis Pools in order to optimize supply chain efficiency
- Prohibits ocean carriers from denying the transportation of qualified hazardous materials
- Storage and transfer of unused storage containers to combat port congestion

2022 LUXURY MARKET GROWTH

The luxury market has experienced a sharp increase in demand thus far this year and is expected to grow between 10 and 15 percent by the end of 2022. Despite the widespread economic challenges of the pandemic, the luxury market returned to, and even surpassed its pre-COVID levels proving to its resilience through devastating economic crises.

While ongoing macroeconomic burdens such as high inflation rates, slow economic growth, and international political tensions as a result of the Ukraine conflict continue to take a toll on nearly every economy, analysts remain optimistic regarding the luxury market due to its previously remarkable recovery from the pandemic. Industry analysts credit much of the post-pandemic success to consumers' willingness to return to normal life following a disastrous shock to the market. However, societal circumstances during the pandemic also forced companies to adapt to the market and reach consumers in new, innovative ways, ultimately expanding their reach and growing their sales for the foreseeable future.

In North America, luxury goods companies have expanded their reach to locations, generations, ethnicities, and cultures they never have before. Europe, too, has experienced an increase in the luxury market as it approaches pre-pandemic levels. China, on the other hand, showed optimistic growth in the first quarter, but has experienced a halt in economic spending as a result of increased COVID-19 restrictions.

Though various macroeconomic pressures continue to contest the growth of the luxury market, analysts are optimistic that current issues will only be reflected in the market for a short period and expect luxury sales to make a recovery by the start of next year.

MADE IN USA LABELING RULE CRACKDOWN

The FTC has been cracking down on the use of false, misleading, or unsupported advertising labels to deceitfully appeal to consumers. A recent victim of the FTC scrutiny is Resident Home LLC, a mattress company whose owner is set to pay \$753,000 in fees due to their invalid claims that their mattresses are “made with 100% USA-made material”. An FTC

investigation revealed these claims to be an intentional display of inaccurate information on the basis that nearly all DreamCloud mattresses were produced using imported materials with final steps of production occurring overseas. These actions were found to be in violation of the Made in USA Labeling Rule which took effect on August 13, 2021.

As a result of this case, the FTC has finalized an order clarifying the qualifications of US-origin claims for products of Resident Home LLC. The requirements for a product to be considered wholly US made, and subsequently avoid civil penalties under the Made in USA Labeling Rule, are as follows:

- The product's final assembly, final processing, and all significant processing takes place in the United States
- All or virtually all ingredients or components of the product are made and sourced in the United States
- If a controversial claim was approved by the FTC under explanatory justification, the company still must clearly disclose to the public exactly what parts/processes of the product are of foreign origin.

To avoid any inadvertent violations of the Made in USA Labeling Rule, please be sure to read the FTC enforcement policy [statement](#) on US origin claims for more clarity to these guidelines.

PASS COALITION LETTER

The Coalition to Protect America's Small Sellers (PASS) addressed a letter to Members of Congress demanding the following three things:

1. The removal of the SHOP SAFE Act - Section 80103
2. The inclusion of the INFORM Consumers Act - Section 20213
3. The removal of Section 2511 (USICA) on the Country-of-Origin Labeling Act

The letter begins by overtly distinguishing the INFORM Consumers Act from the SHOP SAFE Act; characterizing the INFORM Act as a collaborative effort among stakeholders while labeling the SHOP SAFE Act a one-sided deal that benefits the nation's largest corporations at the expense of small businesses. The statement further described the SHOP SAFE Act as a "bill designed to help the largest global brand holders stifle competition under a false pretense of protecting 'health and safety'". The coalition lists several concerns they have with the SHOP SAFE Act while simultaneously endorsing the INFORM Act. The Coalition's primary concerns with the SHOP SAFE Act include:

- Privacy concerns regarding the requirement to upload personal information (i.e. government IDs) in order to buy and sell goods online.
- Includes pre-screening requirements that cannot be met by those whose items are used, handmade, or custom.
- The bill will punish honest small sellers, limit consumer choice, and raise prices while individual Americans continue to suffer economic setbacks from the pandemic.
- The legislative process behind the bill was flawed and is not yet complete.

The Coalition goes on to extend their support for the INFORM Act, which they claim addresses all the same issues that SHOP SAFE does, but without directly harming individual sellers and small businesses. The INFORM Act combats issues of counterfeit sales by establishing strong seller vetting along with various disclosure requirements prior to a sale. The bill also grants some oversight power to state and federal consumer protection authorities allowing them to track any counterfeit suspicions online.

The final part of the letter consists of the Coalition's recommendations to considerably amend Section 2511, the Country-of-Origin Labeling Act, which they believe did not undergo an adequate legislative process. Though the Coalition does support the transparency of online sales, it believes the COOL Act specifically targets small businesses and law-abiding Americans by almost entirely prohibiting them from selling products online. To address the COOL Act's lack of concern for small businesses, the PASS Coalition suggests that Congress establish an exemption for small sellers, limit liability marketplaces, and allow accommodations for products that are used, handmade, or lack a specific place of origin.

IMMEDIATELY EFFECTIVE PROVISIONS OF 2022

The Ocean Shipping Reform Act of 2022, or Public Law 117-146, was signed into law on June 16. While certain components of this law require a more gradual phase-in period due to the various adaptations that need to be made, some provisions will take effect immediately due to the nature of their autonomous enforcement.

The provisions that will immediately take effect are those listed under Section 7(a), aimed at common carriers who assess unjust demurrage and detention charges. These primarily include the prohibition of ocean carriers to wrongfully assess fees along with the new justification requirements established by the FMC regarding demurrage and detention charges.

The provisions above apply to any fees assessed to imports and exports by common carriers, but do not apply to those issues by non-common carriers. They also apply to all fees under existing FMC jurisdiction, as OSRA did not alter Commission governing authority.

Regulated entities are required to follow the effective provisions of OSRA 22 and should remain vigilant of their lawful obligations in order to avoid penalties.

DAVID JOHANSON ANNOUNCES AS NEW ITC CHAIR

On June 17, David Johanson was announced as the new Head of the International Trade Commission. Though newly appointed, Johanson is no rookie to this position as he previously served as ITC chair from 2018 to 2020. According to the ITC, Johanson, who has acted as a committee member since 2011 following his nomination from President Obama, was selected for the position "by operation of the law in the absence of a Presidential designation".



WAR ON CLOTHING TAGS

The fashion industry, along with consumers across the country, have become increasingly intolerant of the irritating clothing tags stitched along the interior of our apparel. Though necessary for production transparency, these tags are far less practical today than ever before. Modern technology allows us various alternatives to these bothersome clothing tags that would benefit both sellers and consumers alike.

On June 9, the American Apparel & Footwear Association penned a letter to Congress, on behalf of more than a thousand brands, retailers, and manufacturers within the fashion industry, urging legislators to allow companies to substitute physical clothing tags for a more modern alternative. The Association suggests various alternatives, including QR codes or URLs, that would allow consumers to digitally access the lengthy information regarding fiber content, origin of production, and upkeep instructions to the apparel. Digital labeling would allow manufactures to imprint the access codes along the interior of the apparel, leading to a less taxing and more comfortable experience for both sellers and consumers.

In addition to addressing the uncomfortable “label creep” itching along the back of your neck or waistline, digital labeling has various functional benefits as well. With a majority of consumers removing the bulky tags upon purchase due to their irritating presence, second-hand items such as used clothing often lack the tags and any resulting information entirely. A permanent, non-physical label would eliminate consumer ability to remove crucial information from the apparel at hand. Furthermore, physical labels often utilize confusing language and symbols in an attempt to reduce its overall length, ultimately resulting in misleading information being passed along to consumers. A digital label that leads consumers to an online platform containing more detailed information eliminates the need of consumers to decipher perplexing symbols and terminology. There is also an environmental benefit to digital labels as they reduce necessary resources and could include recycling guidance regarding each article of clothing. Finally, it allows for spontaneous redirection of goods in the case of supply chain issues. Rather than physically replacing the tags on a large shipment of goods intended for one country with the tags of the new destination, digital labels would simply require the company to edit the online platform in a much more efficient manner.

While this decision seems like a no-brainer, there are some flaws in digital tagging that need to be considered. Establishing an online platform containing all the required information of clothing tags requires extra effort from both sellers and consumers, which inevitably will face reluctance from both parties. Manufacturers would have to allocate resources to the adoption of digital labeling, while consumers would have to adapt to taking the extra step to access this information during potentially inconvenient times. Furthermore, the lack of union across the clothing industry along with the variations in labeling laws across the world makes it difficult to establish one form of labeling that would work for everyone.

It doesn't seem as though the physical labels are going anywhere just yet, but continued push for digital labeling is taking greater precedence in the fashion industry every day and should be followed closely.



An example of how digital clothing tags, as suggested by the AAFA, would look and function

NEW CALIFORNIA LEGISLATION TO BAN PFAS

As the dangers of PFAS continue to dominate the forefront of environmental and health concerns within the manufacturing industries, two major bills aiming to ban PFAS in the production of various consumer goods have been making their way through Californian legislation and are currently awaiting approval by the Governor.

[AB 1817](#) was passed by the California Assembly on May 23 and has a proposed effective date of 2025. This bill consists of several factors looking to reduce, and eventually eliminate, the presence of “forever chemicals” in our environment. First, it prohibits the sale of a range of clothing and textiles that contain levels of PFAS “at or above 300 parts per billion”.

Manufacturers whose products do not comply with new PFAS regulations must substitute the chemicals with the “least toxic alternative”. Additionally, the bill requires that any importations of PFAS-containing products be reported to the state. Some exemptions under the current bill include vehicle component parts, personal protective equipment, military clothing, filters, industrial application filters, and lab clothing.

Another bill, [AB 2247](#), was passed that same day by California legislatures with a proposed effective date of July 1, 2025. This bill requires that any products or product components being sold to consumers containing any amount of intentionally added PFAS must be publicly reported by their manufacturers. Manufacturers will need to register their PFAS-containing products on a publicly accessible platform that is to be established by the Department of Toxic Substances Control and the Interstate Chemicals Clearinghouse if and when the bill becomes a law.

These two bills continue to face contention by various interest groups on the basis that they are far too broad. There is controversy surrounding the specificities of the variety of compounds we consider to be PFAS, and whether it is necessary to regulate them all under one class or more accurate to separate them into individual compounds that are limited based on their respective harm. Some argue that regulating all PFAS under one umbrella fails to account for the extensive harm caused by certain compounds while also over-restricting other relatively harmless and potentially useful compounds. Others believe that despite there being any separation prior to consumption, the individual chemicals eventually find each other and inevitably interact dangerously together in the environment or within the human body. Thus, urging legislators to ban any and all manufacture of these chemicals.

California’s recent legislation is just one example of the scrutiny facing PFAS-containing products across the country. It is vital that businesses remain vigilant of PFAS regulations and routinely evaluate their own potential PFAS risk and exposure in order to avoid unintentional long-term financial penalties.

SECTION 301 REMAND ORDER EXTENDED

On June 22 the Court of International Trade granted The Office of the US Trade Representative 32 extra days, with a revised deadline of August 1, 2022, to file its lists 3 and 4A tariff remand results from the litigation regarding Section 301. Once the USTR has fulfilled its requirements the DOJ and the plaintiffs will have 14 days to file a joint status report and a proposed schedule for this litigation process with the CIT.

NEW YORK BANS PFAS IN EVERYDAY APPAREL

The New York State Legislature has passed a bill (Bill No. S6291A) banning the use of PFAS, or “forever chemicals”, in the production of everyday apparel.

PFAS are a class of chemicals that are harmful to human health and our environment and should therefore be eliminated from everyday products whenever possible. The manufacture, use, and disposal of products containing PFAS can result in water pollution and has historically contaminated the drinking water of millions of Americans. Thus, legislatures have passed a bill to gradually eliminate PFAS in various products where these chemicals are not necessary, particularly in apparel.

Clothes and textiles are a primary example of a major yet unnecessary use of PFAS, where these harmful chemicals are infused into the fabric in order to provide stain and water resistance to these products. The bill particularly targets these “intentionally added chemicals” due to their functional purpose within the fabrics. Though its benefits could be found useful, the detriments of the various serious health risks of over-exposure to such chemicals greatly outweigh any attempt at justifying the continual manufacture of them.

The current bill extends to formal and regular clothing, but does not include specialty performance apparel. It proposes an effective date of December 31, 2023, however, in a recent letter addressed to the NY State Legislature, the American Apparel and Footwear Association urged congressman to extend the proposed date to January 1, 2027 in order to allow adequate time for the fashion industry to adapt their operations to the new laws. The NY State Legislature has passed the bill along to NY Governor Kathy Hochul for its ultimate approval or rejection before it can be made into a formal law. We will keep members updated as we learn more.

REFUNDS FOR SECTION 301 TARIFF EXEMPTIONS

In March, the US Trade Representative formally reinstated 352 of the 549 previously expired exclusions to the Section 301 China Tariffs. The [352 exemptions](#) to Section 301 extend to any goods that entered US soil from China, or were withdrawn from warehouse for consumption, on or after October 12, 2021 until its set expiration date of December 31, 2022. Any party that imported a product under the list of 352 exemptions during the previously listed period may file a claim with the CBP to be refunded for any unwarranted Tariff duties they may have been charged upon entry. Refund requests are only available to entries that are not liquidated, or have only been liquidated within the past 180 days.

There are two primary ways to obtain refunds for exempted Section 301 Tariffs: filing a Post Summary Correction or filing a Protest to the Tariff.

For entries that have not yet been liquidated, importers will need to inquire a licensed customs broker to file a “post-summary correction”, or PSC, which must be done within 300 days of port entry. This method allows brokers to re-submit all paperwork to the CBP with corrected information to validate their exemption from Section 301 prior to any liquidation being done.

When a post-summary correction cannot be made, particularly in cases where entries have already been liquidated, importers have the option to file a *protest* with the CBP against the Section Tariffs, which must be done within 180 days of liquidation. A protest must contain adequate proof that the product in question applies to one of the 352 exemptions in order to be granted approval and ultimately be refunded by the CBP for the duties they were, now groundlessly, charged in the past.

ASSEMBLY BILL 2406 AWAITING SENATE APPROVAL

California Assembly Bill [2406](#) was presented to legislators by California State Legislature Aguiar Curry. This bill looks to amend Section 22928 of the Business and Professions Code, a law that prohibits ocean carriers from imposing extensive detention or demurrage charges under particular circumstances. AB 2406 aims to extend the protections of the current law to include the following circumstances when:

- The intermodal equipment provider redirects the equipment without warning
- Ocean carriers document a failed attempt to make an appointment
- An overbooked vessel cancels an appointment
- Shipments are moved to a later vessel
- Early return dates are altered after equipment has been shipped
- Shipping obstacles are out of the control of contracting parties, and are otherwise within the scope of responsibility of ocean carriers

AB 2406 was passed out of the Senate Transportation Committee in California with a unanimous vote of 15-0 and was presented to the Senate on June 21st. A Coalition letter signed by numerous organizations was recently addressed to Congress in support of the bill. It continues to await Senate approval before it can be signed into law by the Governor of California.

SECTION 321 ENTRIES

On our last monthly call, we indicated that we will start to include more guidance on Section 321 entries, which are becoming a growing trend in the direct to consumer e-commerce model. Section 321 allows low-cost goods to bypass customs taxes and shipping duties when being imported into the United States.

In 1994, the FDA approved five product categories (cosmetics, dinnerware, radiation-emitting devices, biological samples, and food) to be authorized for US-admission by the US Customs and Border Protection without FDA intervention so long as they were valued below \$200. On March 9, 2016, the US Customs and Border Protection increased the *de minimis* value of goods qualifying under Section 321 of the Tariff Act of 1930 from \$200 to \$800. The FDA has since clarified that CSMS #94-001260, established in 1994, applies to the same five product categories previously covered that are valued at or below the current *de minimis* level (now \$800). On the other hand, the FDA has rescinded CSMS #95-0000090 on the basis that their electronic declarations are no longer necessary due the establishment of the Automated Commercial Environment (ACE), a digital system for the FDA to determine admissibility of reported imports and exports.

The ACE system allows the CBP to flag suspicious shipments to ensure safety while expediting the clearance of low-cost, low-risk goods across the border. Some important things to note about Section 321 include:

- Section 321 ACE shipments are not applicable to goods of any cost that require inspection before release; goods subject to Anti-Dumping/Countervailing duty; quota-class merchandise; or goods regulated by the FDA, FSIS, NHTSA, CPSA, or USDA.
- Section 321 overrides all Section 301 Tariffs on goods being imported from China
- Section 321 reserves a daily restriction of one shipment per person, per day. Attempting to make multiple Section 321 claims in one day can result in penalties.

- Large amounts of low-cost goods cannot be consolidated into one shipment if the total value exceeds the *de minimis* value of \$800.
- Each shipment must have a unique shipment control number
- The CBP or any regulatory agency can request that a particular shipment be examined, regardless of its applicability to Section 321

The FDA is currently working to establish a new, low value strategy to address which products would require FDA notification prior to US-entry, regardless of cost of goods.

FINAL REPORT FOR FACT FINDING 29 RELEASED

A two-year investigation into the impact of COVID-19 on International Transport has finally concluded with the release of the Final Report for Fact Finding 29. In addition to the eight interim recommendations released by the Federal Maritime Commission last July, Commissioner Rebecca F. Dye has concluded her long-awaited investigation with 12 new recommendations aimed toward combating several pandemic-related obstacles in the shipping industry.

Commissioner Dye released this report with intentions of providing much needed clarity and consistency in various supply chain operations that have been greatly set back by COVID-19, particularly the obstacles of high shipping costs along with issues involving excessive demurrage and detention charges. She explains that the worldwide increase in freight rates are due to high demand in a highly competitive international market, which has overwhelmed the supply of vessel capacity. With the help of these 12 new recommendations, Dye assures that the Commission will continue to do everything possible to combat the current market competition and vessel congestion in order to bring down freight rates as they continue to monitor the state of international transport.

Fact Finding 29's twelve new recommendations include the following:

1. An "International Ocean Shipping Supply Chain Program" Commission
2. Establishing clear and consistent practices for Empty Container Returns
3. Establishing clear and consistent Earlier Return Date practices
4. Commission support for the new FMC "Ocean Carrier Compliance Program" such as a requirement for ocean common carriers, seaports, and marine terminals to employ an FMC compliance Officer
5. An FMC Outreach Initiative to publicize information about FMC competition enforcement, service contracts, forecasting, and shippers associations, along with any other relevant topics
6. Greater cooperation with the Department of Agriculture regarding container availability and various other issues
7. An FMC Investigation into the hefty fees assigned by various ocean common carriers, seaports, and marine terminals through tariffs



Freight Rate increases following the pandemic (2020-2021)

8. Clear and consistent rules on merchant haulage and carrier haulage
9. A new “National Seaport, Marine Terminal, and Ocean Carrier Advisory Committee” to coordinate with the Commission’s National Shipper Advisory Committee
10. Recreating the Export Rapid Response Team program as agreed by all ocean carrier alliance CEOs
11. Greater engagement and coordination among Supply Chain Innovation Teams
12. Prioritization of the supply chain equipment dislocations in Memphis railheads, other rail facilities, and other facilities around the country.

We will continue to follow this FMC investigation, along with the outcomes of the recommendations listed above, and will keep our members alerted accordingly.

USPTO ISSUES NEW GUIDANCE ON REFUSALS TO TRADEMARK APPLICATIONS

The United States Patent and Trademark Office (USPTO) has released a document titled “Clarification of Examination Evidentiary Standard for Marks Refused as Generic” as a means of providing clear guidance to the process of refusing a trademark application on the basis of genericness. The new guidance states that in order to characterize a mark as generic, an examiner must include reasonable justification under the “applicable legal standard”. Prior legislation had referred to these required prerequisites for refusal as “clear evidence”, but the USPTO has found that “any heightened standard would be inconsistent with both (1) the standard for third parties to challenge the registration of marks as generic and (2) the “reasonable predicate” meaning of “prima facie case” in the context of other refusals in examination”.

To resolve any prior confusions, the USPTO will no longer use the term “clear evidence” when referring to the legally standard requirements that examining attorneys must use to justify their refusal to an application on the basis of genericness. This clarifies that nothing beyond the explicitly stated “evidentiary showing required by the relevant legal test” is necessary to determine genericness and ultimately refuse a trademark application.

The full document with detailed explanations from the USPTO can be found [here](#).

UFLPA OPERATIONAL GUIDE RELEASED



Pictured in December 2021, a group of people outside of the Chinese Embassy in London protest the forced labor in Uyghur China

The Uyghur Forced Labor Prevention Act was signed into law on December 23, 2021 and the US Customs and Border Protection has finally released the law's Operational Guide to the public.

The law was passed to ensure that any products made with forced labor in the Xinjiang Uyghur Autonomous Region of China do not enter the US market, unless it can be proven that the imported items were produced in compliance with specific conditions and exporters have provided evidence showing no violation of international human rights standards.

The US Customs and Border Protection has released a detailed document outlining the UFLPA as a guide for Importers trying to navigate this new law. The Operational Guide covers a range of topics with detailed explanations starting with the Importation Process under Enforcement of the UFLPA, the process to request an exception to the rebuttable presumption, a variety of resources for Supply Chain Due Diligence, Tracing, and Management, and a list of information that will now be required by the Customs and Border Protection upon entry to the United States. The full document can be found [here](#).

WEST COAST LABOR CONTRACT EXPIRING JULY 1

The West Coast Port Labor Contract is set to expire on Friday, July 1st. Following a meeting of the ILWU and the PMA with President Biden on June 14, the ILWU and PMA have reported that they are unlikely to reach an agreement prior to the upcoming expiration date. Though they have not revealed any plans to extend the expiration date of the current contracts, their jointly released statement insists that there will be no disruptions to cargo operations as they continue their negotiations.

Though it is reassuring that they plan to continue operations as normal, having no contract in place risks potential disruptions to port operations, despite the current intentions of either party. Various trade organizations have addressed a letter to President Biden urging him to help both parties reach a compromise in order to push the legislation along and ultimately avoid any possible operational deadlock at ports around the country. The collaborative letter proposes the Biden administration do the following:

- Extend the impending expiration date of the current contracts until an agreement is reached and a final contract is put in place.
- Continue facilitating purposeful negotiations with both parties

- Refuse any government support in any activities that may cause disruptions at the ports

2022 ACE AWARDS

Save the Date! The Accessories Council Excellence Awards are set to take place on August 1, 2022. The annual black-tie gala celebrates the meaningful contributions of widely successful companies, brands, individuals, retailers, and designers who have left a lasting impact on the accessories industry this year.

The 2022 ACE Award Honorees are:

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| • Hodinkee, Visionary | • Molly Rogers & Danny Santiago, Influencer |
| • J. Balvin, Global Style Icon | • Rimowa, Brand Excellence |
| • Josie Natori, Hall of Fame | • Vera Bradley, Legacy |
| • Kurt Geiger London, Brand of the Year | • Veronica Beard, Launch of the Year |
| • LensCrafters, Retail Innovation | • Victor Glemaud, Breakthrough |
| • Moda Operandi, Retailer of the Year | |

Click [here](#) for more information on time, date, and registration for this event on the ACE Awards website!

The U.S. Consumer Product Safety Commission (CPSC) gets a fifth commissioner

On June 22nd Mary Boyle was confirmed to be a Commissioner of the U.S. Consumer Product Safety Commission (CPSC). Boyle who was first nominated a year ago will take office immediately for a term lasting through 2025. Boyle is not new to the CPSC and has been with the commission for over a decade. She today serves as the commission's executive director having been an attorney in the office of general counsel and subsequently the General counsel for the commission in the past. Notedly this is the first time since 2019 when the commission had all five of its commissioner positions in service.

ANNOUNCING OUR NEW 2022 SUMMER INTERN

We are very pleased to welcome our new 2022 summer intern, Kailen Coelho, to the FJATA team. Kailen is an upcoming Junior at Colgate University, where she studies International Relations with a double minor in Spanish and Economics and captains the club womens ice hockey team. When not working or studying, Kailen enjoys visiting family in Portugal and hanging out with her dog Lily. We are very excited to have her on board this summer!

LEGISLATIVE STATUS

Click [here](#) to view a list of bills affecting our industry and any action that has occurred.



Our Mission - We continue our leadership role in legislative issues and advancing internationally recognized, sensible standards for the jewelry and accessories industries on behalf of our members.

Thanks for reading. Have any questions? Email us at executive_director@fjata.org.

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