



## A Law Running on Empty: Industry and Innovators Warn Congress to Fix TSCA Now

The clock is ticking on America's chemical safety law. With EPA's authority to fund TSCA's chemical review program set to expire on September 30, 2026, a growing and diverse coalition of manufacturers, innovators, and job creators are sounding the alarm and calling on Congress to act, and act now.

The stakes are high. Without reauthorization, EPA loses the fee authority that funds its new chemicals review program, threatening thousands of pending product approvals and billions in American manufacturing investment. At the same time, years of regulatory drift have saddled the program with a crippling backlog and a risk evaluation framework that has drifted from the science-driven, risk-based standards Congress intended.

**The message is clear: America needs a TSCA that works, one that protects public health and the environment, restores scientific integrity, and keeps domestic manufacturers – here in the United States – and competitive in the global economy.**

### Alliance for Automotive Innovation (AAI)

“Vehicles remain on the road long after they're originally manufactured, so they need reliable replacement parts to keep operating safely. Since 2016, EPA has effectively prevented automakers from using chemicals to make replacement parts. That leads people to seek knockoff parts from sketchy Chinese suppliers that are often unsafe. That's not an outcome anyone wants. Congress should pass this replacement parts fix to the chemical safety law and meet driver safety expectations.”

**- John Bozzella, President and CEO**

### Alliance for Chemical Distribution (ACD)

“Without TSCA reform and reauthorization, the chemical industry faces growing uncertainty, inconsistent regulatory decisions, and prolonged review timelines that make it harder to plan, invest, and operate. Moving forward with reform is essential to ensure a predictable, science-based system that supports innovation, protects public health, and provides the clarity companies need to remain competitive.”

**- Eric R. Byer, President and CEO**

### Global Electronics Association (GEA)

“Delays in TSCA modernization and implementation create uncertainty for electronics companies reliant on regulated materials. Shifting reporting requirements and unpredictable chemical reviews complicate compliance planning, disrupt supply chains, delay innovation, and hinder market entry for advanced technologies and next-generation components.”

**- Diana Radovan, Ph.D., ELS, Director, Sustainability Policy**

### Independent Lubricant Manufacturers Assoc. (ILMA)

“When new chemistries are delayed, the consequences extend far beyond manufacturers. Consumers and critical downstream industries—such as the lubricants sector—face slower access to safer and more sustainable materials, higher costs, and reduced supply reliability. Lubricants are not niche products; they are foundational to the American economy. They keep aircraft safely in the air, trucks and passenger vehicles on the road, agricultural equipment operating in the field, manufacturing lines moving, and power generation assets functioning efficiently. A predictable TSCA program is essential to ensuring innovation happens in the United States rather than overseas.”

**- Jorge Roman, Associate Attorney**



### **National Association of Manufacturers (NAM)**

“If the U.S. wants to lead in advanced manufacturing and innovation, it needs a TSCA program that works in a timely and predictable way. Delays and uncertainty in chemical reviews make it harder for manufacturers to access the cutting-edge chemistries needed to innovate, invest, and compete. That is why the NAM strongly supports reauthorizing TSCA’s fee authority and targeted, commonsense improvements to the statute that will ensure health and safety, strong supply chains, and manufacturing dominance in America.”

**- Reagan Giesenschlag, Director of Chemical, Material, and Sustainability**

### **PRINTING United Alliance**

“One of the most significant challenges with TSCA today is the extraordinary delay in approving new chemicals. What should be a 90-day review can stretch into years, creating a regulatory bottleneck that discourages innovation. Almost every new chemical is now burdened with a SNUR or restrictive consent order, adding layers of compliance not only for the chemical manufacturer, but also for formulators and end users.

Many companies won’t even consider a new material if a SNUR is attached, which means safer, more advanced chemistries never make it into the marketplace. The result is stagnation, no net gain in new technologies, even when they are intended to replace substances facing new hazard classifications, such as materials newly categorized under GHS as reproductive toxins.

These delays and limitations absolutely hinder competitiveness and slow the introduction of products designed to reduce health and environmental risks. TSCA must be reformed to support innovation, not impede it.”

**- Gary Jones, Vice President, Environmental, Health, & Safety Affairs**

### **American Chemistry Council (ACC)**

“Nine out of 10 chemistries right now are behind schedule, some of them up to six years pending in the queue. Other countries make a decision in three to six months. If we want to be the world’s manufacturing superpower, we’ve got to have chemistry made right here in the United States.”

**- Chris Jahn, President & CEO**

### **The National Association of Printing Ink Manufacturers**

“The printing ink manufacturing industry relies heavily on our supply chains for new and innovative products to remain competitive in this challenging business environment. Without TSCA Reform/Reauthorization our supply chains will be disinclined to develop these products (due to compliance costs, uncertainty and lengthy response times) necessary for our industry to remain competitive. The National Association of Printing Ink Manufacturers strongly encourages the passage of this important and necessary legislation.”

**- George R. Fuchs, Director, Regulatory Affairs and Technology**

### **U.S. Tire Manufacturers Association (USTMA)**

“We support Congressional efforts to continue to work collaboratively with industry to enhance TSCA and deliver on this critical legislative effort. USTMA represents 11 tire manufacturers operating across 54 U.S. facilities, where access to specialized materials is essential for tire safety and performance.

“TSCA already governs chemicals used in products like tires, so manufacturers need transparent and coherent regulations, with clear risk evaluation timeframes and consistent stakeholder engagement. Done right, the TSCA bill can provide certainty that supports domestic innovation, while protecting domestic jobs, manufacturing and supply chains.”

**- Anne Forristall Luke, President and CEO**

### **Wikoff Color Corporation**

“TSCA reform has impacted the printing ink and coating sector significantly. The energy curable sector has been hardest hit because there is a large impact on suppliers of raw materials to this sector. Energy curable material suppliers been particularly hard hit by the EPA’s “unreasonable risk” clause. In general, the EPA’s unreasonable risk evaluation process as currently implemented has not only impacted the efficiency and speed of the process but also results in many new energy curable products developed by the suppliers of their new materials being regulated under a significant new use rule (SNUR) at the end of the process. The combination of slow evaluation and regulation under Section 5 of TSCA has resulted in making innovation in the ink and coating industry more difficult.”

**- Jennifer Dickson, Regulatory Manager**