

CONGRATULATING CLAIRE
HOWARD

HON. PATRICK J. TOOMEY

OF PENNSYLVANIA
IN THE HOUSE OF REPRESENTATIVES

Thursday, October 12, 2000

Mr. TOOMEY. Mr. Speaker, today I rise to congratulate Claire Howard, one of my constituents, on her appointment as the President-Elect of the United States Serra Club. In 2001, Mrs. Howard will become the first woman President of the USA Council and also the first in the history of Serra International.

Mrs. Howard is a charter member of the Bethlehem Serra Club and over the years has served as an active member on almost all of the standing committees. Of particular note is Mrs. Howard's service as the Coordinator of the Serra Clubs of Allentown Diocese's "Life/Vocation Awareness Weekend." The weekend offers any adult who would like to explore the possibilities of entering the priesthood or a religious order a time to reflect, pray and interact with priests. In addition to her work with the Serra Club, Mrs. Howard is an active member of the Morning Star Rotary Club, Junior League of the Lehigh Valley, Bethlehem Palmette Club, and the Bethlehem Quota Club.

I applaud Mrs. Claire Howard on her new appointment and wish her the best of luck in this new assignment.

HONORING CECIL WALT

HON. SCOTT McINNIS

OF COLORADO
IN THE HOUSE OF REPRESENTATIVES

Thursday, October 12, 2000

Mr. McINNIS. Mr. Speaker, it is with great sadness that I take this moment to honor the life of Cecil Walt. Cecil recently passed away at age 98. Cecil spent nearly half of his life serving the Grand Valley in a number of different capacities. As family and friends mourn this great loss, I would like to pay tribute to this remarkable human being.

Cecil moved to the Grand Valley in 1944, settling in Grand Junction, Colorado. During his time on the western slope he owned and operated five different automotive stores, but was best known for his work for the community. It was not long after residing in Grand Junction that he decided to run for mayor and was elected. His work for the city will forever be enshrined along the Main Street Shopping Park, which he was instrumental in constructing.

Cecil's work to improve the city of Grand Junction earned national attention in 1963 when Look Magazine named it an "All-American City." Cecil was also very active in crusades to protect western slope water rights and to ensure that the Eisenhower Tunnel was built where it stands today, to ensure motorists safe passage from the western slope on into Denver.

Former Colorado State Senator Tilman Bishop, in recent article by Zack Barnett in The Grand Junction Daily Sentinel, had this to say about former Mayor Cecil Walt, "He was a visionary, he was always putting things together for the future."

Cecil worked very hard to ensure that the Grand Junction community was a better place for all to live. He served his community, State,

and Nation admirably and he will be greatly missed.

TRANSPORTATION RECALL EN-
HANCEMENT, ACCOUNTABILITY,
AND DOCUMENTATION (TREAD)
ACT

SPEECH OF

HON. EDWARD J. MARKEY

OF MASSACHUSETTS
IN THE HOUSE OF REPRESENTATIVES

Tuesday, October 10, 2000

Mr. MARKEY. Mr. Speaker, I rise in support of the so-called "TREAD Act" and I want to commend Chairman BULEY, Chairman TAUZIN, Chairman UPTON, Ranking Member Mr. DINGELL, Mr. LUTHER, and the many Commerce Committee colleagues who have worked very hard on this bill for bringing this legislation to the floor at this time. Hopefully, with time running out we can convince the Senate to similarly take up legislation on this issue and we can get a bill to the President's desk before Congress adjourns.

This legislation was initially prompted by the Firestone recall of some of the over 6 million tires used primarily on the Ford Explorer. As has become readily apparent during the course of our congressional investigation, both Firestone and Ford knew that there were problems years before they told the National Highway Traffic Safety Administration (NHTSA) or the American public.

This legislation has many provisions designed to enable NHTSA to perform its job better and new measures to increase the safety of American motorists and give consumers needed information. The bill includes an increase in civil penalties, consumer protections against the resale of defective or recalled tires, and a mandate to NHTSA to update the tire safety standards, which haven't been updated since 1968.

In addition, I successfully amended the bill in Committee to require NHTSA to conduct dynamic testing for rollovers. The fact is that these SUVs, minivans, light trucks represented in 1997 some 46 percent of all new vehicle sales in the United States and they are obviously very popular vehicles.

Mr. Speaker, according to NHTSA, rollovers are the second most common type of fatal crash after head-on crashes for all cars—but it is the most common type of fatal crash for light trucks, which includes SUVs, pickup trucks and minivans.

And we know today that sport utility vehicles have a 3 times higher probability of rolling over than passenger cars due to their higher center of gravity. And we also know that although traffic deaths reached an all time record low last year, rollover deaths continued to climb—to over 10,000 fatalities last year. In addition to fatalities, rollovers cause 55,000–60,000 serious injuries each year.

In my view, given the nature of the types of vehicles on our roadways and auto showrooms today, this dynamic rollover testing is overdue and I believe it will enhance information available to consumers purchasing vehicles for the families.

The rollover amendment I successfully added to the bill in Committee tasks NHTSA with the duty to develop, as part of a rule-making, a consumer information program that best disseminates the dynamic rollover test re-

sults to the public. Obviously it will do little good to the consuming public if the rollover test results are not publicized and disseminated widely. Information is the consumer's best friend—and I believe that consumers would be well-served when contemplating SUV purchases, for instance, at the showroom, to have such test results readily available to them. In addition, informational brochures and Internet websites can also be a valuable resource for consumer information.

As the rollover provision makes clear, the rollover test requirement does not apply to recreational vehicles designed to provide temporary residential accommodations. My intent in offering this provision was to deal primarily with SUVs, minivans, light trucks—those vehicles that many consumers are purchasing today that have a elevated center of gravity, giving these vehicles a proclivity to rollover in certain circumstances. Nor is this provision intended to apply to multiple stage vehicles such as specialized delivery trucks or custom van conversions produced in extremely limited quantities. These multistage production vehicles are produced by small volume customizer operations. This production "niche" is filled by small producers who buy incomplete vehicles (chassis) from the large vehicle manufacturers and mount a specialized body and related equipment on these limited volume vehicles. Specialized delivery vehicles below the 10,000 lbs. gross vehicle weight rating such as ambulances, bread trucks and other custom made, work-related vehicles do not have a mass market and are not the focus of this provision.

In addition, I also amended the legislation during Commerce Committee consideration to add a requirement that tire pressure warning systems become standard in vehicles. Such a standard could help save lives, help conserve fuel, and prolong the integrity of tires.

When NHTSA looked at this issue in 1979 and 1980, it decided at that time that the technology was too expensive. In the last 20 years, there has been significant development in this technology and the cost is much less. In 1981, NHTSA thought that it would cost around \$15 per vehicle and today our information is that it may cost merely \$2.50 per car—for all 4 tires. So this technology is but a fraction of the cost that it was when this was last formally considered by NHTSA.

For example, new technology allows modifications to the antilock brake system to measure the spin rate of the wheel and this is the technology that has now become a standard feature on the 2000 Sienna van.

As I understand it, the way the technology works is that the device monitors each tire and relays information to a warning mechanism inside the car. When the monitor finds a tire that is under-inflated the warning light or sound comes on to indicate a tire pressure problem—just as a warning light flashes when a motorist's brake fluid runs low today.

I believe this modest safety addition will save many lives. It is a provision that responds to the testimony we received from the industry that they expect American motorists to be cognizant of the tire pressure of their vehicles, adjusting it from time to time to insure proper inflation.

This is life-saving technology and I am heartened to see that this mandate for in-vehicle, tire pressure monitoring devices is now part of this legislation as it is considered today on the Floor.

In addition, the bill contains a third amendment which I authored, the "early warning" provision. For the first time, companies dealing with NHTSA will be on notice that they must report information bearing on public safety much earlier than they have in the past. In particular, manufacturers will have to report incidents involving fatalities or serious injuries alleged, or proven, to have been caused by a possible defect. This provision applies both within the United States and in foreign countries where the product sold in that country is also sold in the United States.

Everything we have heard in the last four weeks indicates we desperately need this type of provision. I have worked hard with the Republican majority to arrive at a workable and effective provision and the legislation we bring to the Floor now incorporates this important safety improvement.

Finally, I believe we need to look at other provisions and other issues more closely as we proceed on this bill as well as other NHTSA-related bills in the future. For instance, I believe Congress must ensure that NHTSA has sufficient financial and personnel resources to fully gauge important safety issues as they materialize. In the case of the Firestone/Ford fiasco the agency maintains it did not have sufficient information to trigger an investigation sooner. Additional staffing and funding for NHTSA earlier may have helped NHTSA notice a problem sooner and thus have saved lives.

After all, protecting the public and making sure that the agency charged with automotive safety issues has the resources to do its job is really where the "rubber meets the road" on this policy issue and I hope that we can rectify any deficiencies in such funding before Congress adjourns this year.

I again want to commend Chairman BLILEY, Chairman TAUZIN, Chairman UPTON, Ranking Member JOHN DINGELL, Representatives LUTHER, GREEN, and other colleagues who have worked very hard on this bill and yield back the balance of my time.

LIGHTS ON AFTERSCHOOL— PROJECT OF AFTERSCHOOL AL- LIANCE

HON. TOM LANTOS

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, October 12, 2000

Mr. LANTOS. Mr. Speaker, many times we hear, "Our children get into trouble because their time is not occupied with worthwhile pursuits." Today, I want to recognize a project that has shown great success in dealing with that very problem.

Mr. Speaker, I would like to inform to my colleagues about a project that helps bridge the gap between childhood and the adult world. "Lights on Afterschool" is a project of the Afterschool Alliance. It is a nationwide event, taking place today, October 12, 2000, to recognize the critical importance of quality after school programs in the lives of children, their families, and their communities. The project is sponsored by J.C. Penney Inc. and the National Community Education Associa-

tion. Lights on Afterschool will spotlight innovative and effective after school programs. Parents, community and business leaders, elected officials, and the media will have an opportunity to see firsthand how after school programs help our children discover the heroes within themselves!

Mr. Speaker, the Afterschool Alliance was launched September 1999 by U.S. Secretary of Education, Richard Riley. It is a coalition of public, private, and nonprofit organizations dedicated to raising awareness of the importance of after school programs. The goals of the project are to increase funding for after school programs and to ensure top quality resources for all participants in after school programs. The alliance was created to facilitate public awareness and advocacy work. Its primary purpose is to offer positive choices to the children of our nation.

After school programs provide safe, structured, and supervised activities, utilizing the physical resources provided by our schools, without taxing or overburdening the existing educational system. Statistics indicate that 15 million children are left unsupervised during non-school hours, and juvenile crime is three times higher in the period after the school day ends. The time spent in these after school programs means less time spent unsupervised, and more time spent challenging and developing a child's mind. Students who participate in after school programs are only half as likely to use drugs, and a third as likely to become teen parents. The after school programs teach respect for others, and integrate valuable social skills into lessons. After school programs now exist in thirty percent of K-8 schools. This is a tremendous beginning, yet it leaves over two-thirds of potential sites not used during this critical period of time. The Afterschool Alliance wants to ensure all children will have access to these programs by the year 2010.

Mr. Speaker, I urge my colleagues to join me in commending the efforts of the Afterschool Alliance and wish them success on their project, Lights on Afterschool.

IN SUPPORT OF THE DEMOCRATIC PRESCRIPTION DRUG RE- IMPORTATION PROPOSAL

HON. NANCY PELOSI

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, October 12, 2000

Ms. PELOSI. Mr. Speaker, prescription medicines have become a vital part of our health care system, and it is our responsibility to pass a meaningful prescription drug benefits through Medicare so that seniors will have access to the treatments that their doctors prescribe. Unfortunately, the drug reimportation language that the Republican leadership included in this bill falls far short of this important goal.

Prices for the 50 most prescribed drugs for senior citizens have been going up, on average, at twice the rate of inflation over the past six years. As the price of prescription medicines has soared, our nation's elderly and disabled populations have found it harder and harder to afford the treatments that their doctors prescribe.

Although it cannot replace a real prescription drug benefit through Medicare, drug reimportation holds great promise for reducing prescription drug costs. However, the Republican reimportation provision is filled with loopholes that will prevent seniors from seeing any real savings.

The Republican proposal contains several provisions that unnecessarily restrict the supply of reimported prescription drugs and increase their cost. First, they limit the medicines eligible for reimportation and the number of countries from which they can be imported. Second, drug companies have the option of refusing to allow reimporters to use FDA-approved labeling for their products. This allows these companies to increase the price of reimported drugs by charging outrageously high prices for the use of the label. Third, this language does nothing to prevent pharmaceutical companies from discriminating against US consumers by forcing restrictive contract terms on foreign distributors.

Finally, the Republican proposal is not permanent. By allowing this legislation to sunset after five years, the Republicans are giving pharmaceutical companies yet another opportunity to kill prescription drug legislation that they do not like.

The Democratic proposal provides seniors with access to lower price drugs, subject to strict safety testing, without any of these harmful loopholes. Seniors deserve real prescription drug savings, not another empty promise from Republicans.

TRIBUTE TO JACK KILBY

HON. EDDIE BERNICE JOHNSON

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, October 12, 2000

Ms. EDDIE BERNICE JOHNSON of Texas. Mr. Speaker, I would like to congratulate Mr. Jack Kilby for winning the Nobel Prize for physics this Tuesday.

Jack Kilby, at age 76, is a modest man who has not found himself wrapped up in today's technological world. This modest man, who began his journey in physics 42 years ago, probably had no reason to believe he would be in this position today. Under Mr. Kilby's belt, he has 60 patents. He is also the co-inventor of the pocket calculator.

His discovery—the integrated circuit—in September of 1958 at the headquarters of Texas Instruments Inc. in Dallas, Texas has been placed into cell phones, digital music players, computer hard drives, and other various electronic devices, thus decreasing the cost of electronics.

Mr. Kilby still resides in Dallas, Texas, a technology powerhouse that will forever be linked to his success. This one man and his chip are the spark that made Texas Instruments the giant company it is today. So, I thank him and congratulate him for his achievements.