

safe haven for staging attacks against FRY/GoS police and soldiers. Members of ethnic Albanian armed extremist groups in southern Serbia have on several occasions fired on joint U.S.-Russian KFOR patrols in Kosovo. NATO has negotiated the return of FRY/GoS forces to the GSZ, and facilitated negotiations between Belgrade authorities and ethnic Albania insurgents and political leaders from southern Serbia. A small number of the extremist leaders have since threatened to seek vengeance on KFOR, including U.S. KFOR.

Individuals and groups engaged in the activities described above have boasted falsely of having U.S. support, a claim that is believed by many in the region. They also have aggressively solicited funds from United States persons. These fund-raising efforts serve to fuel extremist violence and obstructionist activity in the region and are inimical to U.S. interests. Consequently, the Executive order I have issued is necessary to restrict any further financial or other support by United States persons for the persons designated in or pursuant to the order. The actions we are taking will demonstrate to all the peoples of the region and to the wider international community that the Government of the United States strongly opposes the recent extremist violence and obstructionist activity in Macedonia and southern Serbia and elsewhere in the Western Balkans. The concrete steps we are undertaking to block access by these groups and individuals to financial and material support will assist in restoring peace and stability in the Western Balkans region and help protect U.S. military forces and Government officials working towards that end.

GEORGE W. BUSH.
THE WHITE HOUSE, June 27, 2001.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the Chair announces that he will postpone further proceedings today on each motion to suspend the rules on which a record vote or the yeas and nays are ordered, or on which the vote is objected to under clause 6 of rule XX.

Any record votes on postponed questions will be taken tomorrow.

CHILD PASSENGER PROTECTION EDUCATION GRANTS EXTENSION

Mr. SIMPSON. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 691) to extend the authorization of funding for child passenger protection education grants through fiscal year 2003.

The Clerk read as follows:

H.R. 691

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. CHILD PASSENGER PROTECTION EDUCATION GRANTS.

Section 2003(b)(7) of the Transportation Equity Act for the 21st Century (23 U.S.C. 405 note; 112 Stat. 328) is amended by striking “and 2001” and inserting “through 2003”.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Idaho (Mr. SIMPSON) and the gentleman from Washington (Mr. LARSEN) each will control 20 minutes.

The Chair recognizes the gentleman from Idaho (Mr. SIMPSON).

GENERAL LEAVE

Mr. SIMPSON. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include therein extraneous material on H.R. 691.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Idaho?

There was no objection.

Mr. SIMPSON. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I would like to express my support for the bill of the gentleman from Minnesota (Mr. OBERSTAR), H.R. 691. This noncontroversial legislation will extend the life of the Child Passenger Protection Education Grant Program for an additional 2 years. TEA-21 authorized \$7.5 million for fiscal year 2000 and 2001 to fund this program.

This legislation simply extends that authorization for an additional 2 years, to fiscal year 2003, making the program consistent with the reauthorization timeline of TEA-21.

Forty-eight States, the District of Columbia, and the Territories have all received grants through this Child Passenger Protection Education Grant Program. These grants are designed to prevent deaths and injuries to children, educate the public concerning the proper installation of child restraints, and train child passenger safety personnel concerning child restraint use.

Mr. Speaker, the Committee on Transportation and Infrastructure reported H.R. 691 by a voice vote on May 16, 2001; and today I ask that the House suspend the rules and pass H.R. 691.

Mr. Speaker, I reserve the balance of my time.

Mr. LARSEN of Washington. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, today we bring to the floor H.R. 691, a bill to extend the child passenger protection education program and preserve our Nation's most precious resource, our children.

H.R. 691 authorizes \$7.5 million from the general fund for each of the fiscal years 2002 and 2003, to make incentive grants to States to implement child passenger protection programs. Unlike other TEA-21 programs, the child passenger protection education grant program expires at the end of 2001.

H.R. 691 extends the program to 2003, consistent with the authorization period for other TEA-21 programs.

Mr. Speaker, H.R. 691 does not affect direct spending, therefore, offsetting

spending reductions are not required. The objective of the bill and the program it authorizes is to prevent deaths and injuries to children, educate the public concerning the proper installation of proper restraints, and train child passenger safety personnel concerning child restraint use.

Every day children sustain injuries or die in motor vehicle crashes. In 1999, more than 1,100 children under the age of 10 were killed in motor vehicle crashes and another 182,000 were injured.

Many of these injuries and deaths could have been avoided with the correct use of safety seats and seat belts; however, many adults are unaware they are using safety restraints incorrectly or not at all, thereby placing their child at risk.

In the fiscal year 2000, in my own State of Washington, child passenger protection education grant funds were used to train 196 law enforcement and child passenger safety certified technicians and 11 certified instructors, establish 25 law enforcement community child passenger safety teams covering 27 of the 39 counties in the State focusing on Native American and Hispanic populations, and conduct 75 child passenger safety awareness events.

In fiscal year 2001, my State of Washington is using its funds to train an additional 100 child passenger safety technicians, conduct additional events and clinics, establish additional community child passenger safety teams, and implement a public education program to promote the Nation's first booster seat law.

Mr. Speaker, these types of activities are being reflected in State programs across the Nation, the emphasis being placed on cultural and ethnic minorities, rural and low-income and special needs populations, and documented low-usage areas based upon available surveys and crashing data.

The child passenger protection education program is reducing the number of children being killed in traffic crashes across the country and is deserving of our strong support. I strongly support the bill and urge its approval.

Mr. Speaker, I yield 3 minutes to my colleague, the gentleman from Pennsylvania (Mr. BORSKI).

(Mr. BORSKI asked and was given permission to revise and extend his remarks.)

Mr. BORSKI. Mr. Speaker, let me first commend the manager of the bill, the gentleman from Washington (Mr. LARSEN), who has become a very productive member of the Committee on Transportation and Infrastructure in his short time here.

Mr. Speaker, I would also like to pay my compliments to the distinguished gentleman from Minnesota (Mr. OBERSTAR), ranking member of the full committee, who is a great Member of Congress and a great leader of transportation.

I do not know of anyone in the Congress who has been a better protector

of the traveling public, and I want to commend him for his wisdom in sponsoring this bill and bringing it before the Congress today.

Mr. Speaker, in the last 25 years, the Nation has made significant gains in child passenger safety. Since 1975, child restraint systems have saved the lives of more than 4,000 children involved in automobile crashes.

During that time, the fatality rate for children has decreased steadily; however, the number of deaths has not dropped rapidly due to population increases and a doubling of highway travel. In 1999, 1,135 children, 10 years of age and under were killed; and 182,000 were injured in highway crashes.

Child restraint systems are effective. In 1998, only 8 percent of all children under age 5 rode unrestrained, but they accounted for more than half of all child-occupant fatalities.

Without doubt, the single most effective way to protect our children in the event of a crash is to ensure that all children are buckled up in their appropriate restraint system on every trip.

H.R. 691 will help us do that. The bill will support State programs to educate the public on child restraints and help us continue to reduce the tragic toll of deaths and injuries of our children on the Nation's highways.

In fiscal year 2000, Mr. Speaker, the State of Pennsylvania received \$323,000 in Child Passenger Protection Education Grant funds to establish child passenger safety fitting stations in all State police barracks and increase the awareness of rural and minority populations in the State.

In fiscal year 2001, the State is using its funds to purchase 17 mobile fitting stations, fund child safety passenger safety courses, and develop new materials to promote child passenger safety among health and medical personnel.

Mr. Speaker, I, again, want to commend the gentleman from Minnesota (Mr. OBERSTAR) for his leadership in bringing this measure before us, and I strongly support the bill and I urge its approval.

Mr. Speaker, I yield such time as he may consume to the distinguished gentleman from Minnesota (Mr. OBERSTAR), the ranking member of the Committee on Transportation and Infrastructure.

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Mr. OBERSTAR. Mr. Speaker, I thank the gentleman from Washington for yielding me this time.

Mr. Speaker, I join the gentleman from Pennsylvania (Mr. BORSKI), ranking member of the Subcommittee on Highways and Transit in complimenting the gentleman from Washington (Mr. LARSEN) on his leadership and his hard work in being a very studious, energetic member of our Committee on Transportation and Infrastructure and on this particular subcommittee as well. I thank the gentleman from Pennsylvania for his very kind comments. I am grateful for those good words.

I also want to express my sincere appreciation to the chairman of the full committee, the gentleman from Alaska (Mr. YOUNG), for agreeing to move this legislation quickly and the gentleman from Wisconsin (Mr. PETRI), chair of the Subcommittee on Highways and Transit for moving this bill, recognizing that there is a deadline upon us that we must close and we must get this legislation enacted so that the programs can be funded.

I introduced this bill on Valentine's Day earlier this year to protect our most cherished loved ones, our children. I was an advocate in ISTEA and again in TEA-21 for this legislation for its funding, which has provided \$7.5 million in each of the previous fiscal years for the child protection education grant program.

But unlike the other programs of TEA-21, this particular program expired this year. So we need to provide authorization for funding in the coming fiscal years 2002 and 2003 so that the excellent work can get under way again and continue programs that the States have so vigorously and effectively initiated.

In 1999, there were 1,400 children under the age of 15 killed in vehicle crashes and another 300,000 who were injured. But the startling statistic is six out of the 10 killed in those crashes were unrestrained. That is not acceptable.

The previous administration established a goal to increase seatbelt use nationwide and reduce child occupant fatalities, a goal of 15 percent by 2000 and 25 percent by 2005. The grant program has been very effective in achieving those goals.

Congress did provide the funds. Forty-eight States and the District of Columbia and the territories have received grants under the program. Since 1997, the number of child fatalities from traffic crashes has declined 17 percent. That exceeded the goal, 15 percent, by the end of last year.

Restraint for children, infants has risen to 97 percent from where it was in 1996, 85 percent. For children age one to four, it is up from 60 percent in 1996 to 91 percent for last year.

Now, I have a personal witness of how effective this program can be. My late wife and I insisted with our children that they all use their child restraint, seatbelt, car seat. Those children, the oldest two right now are old enough to have their own family and their own children.

When I am in Kenosha, Wisconsin, visiting the Tower family, Emma, age 4, and Lilly, age 2, will not allow the ignition in the car to be turned on until they are buckled into their seats and safely strapped in. That is the first thing they do when they get in the car.

When I am in Sacramento with son Ted Oberstar and granddaughter Katherine, age 4, and granddaughter Claire, age 2, the same story. Grandpa, we cannot move until we are buckled up. And buckled up comfortably, too, by the

way. They want to be just right in that seat. Then they want to make sure that I am buckled in because, once in a while, I am so busy dealing with them and other things and talking that I do not strap myself in before the key is turned on; and they say, make sure that grandpa is buckled in.

Education works, and it is passed on from one generation to the next. That is the message. The program that we have instituted has proven itself. It has prevented death. It has prevented injuries. It helps educate the public on all aspects of proper installation of child restraints.

Children today of the age when we began teaching them child restraint seats is an important safety issue now are insisting on buying vehicles that are properly equipped with the right kind of seat restraint facilities in the car to accept any kind of child restraint seat or infant carriage device.

My oldest daughter will not nurse her now 10-week-old child while the car is moving. Believe me, that is not very pleasant when you have a poor little baby who is very hungry, who wants to nurse. But not until the car is stopped and we are not moving will that child come out of its child restraint seat.

So the point is that the message has worked. Education is effective. But not everybody has got the message. That is why we need this legislation, why we need this \$7.5 million funding. It is a modest amount. It is peanuts compared to the \$218 billion in TEA-21 over the 6 years.

It is available to train safety professionals, police officers, fire and emergency medical personnel, high school educators, grade school, elementary school educators in safety and in all aspects of child restraint use.

Every State that gets a grant submits a report to the Department of Transportation describing the activities they have carried out with the funds made available under the grant, and the Secretary of Transportation will report to Congress within the coming year on the success of this program with a complete description of all the programs carried out, materials developed, and the success stories from the States.

I urge the passage of this legislation by this body, promptly by the other body, signature into law by the President, and implementation with the adequate funding that we need to carry it out.

Mr. SIMPSON. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I want to thank the gentleman from Minnesota (Mr. OBERSTAR) in his dedication on this subject in making sure this gets done. It is a very important subject.

Mr. OBERSTAR. Mr. Speaker, will the gentleman yield for just a moment.

Mr. SIMPSON. I yield to the gentleman from Minnesota.

Mr. OBERSTAR. Mr. Speaker, I apologize for not thanking the gentleman from Idaho (Mr. SIMPSON) for

pinch-hitting on the floor and substituting and helping us move this bill. We are grateful for the gentleman's care and concern, and I thank him for his kind words.

Mr. SIMPSON. Mr. Speaker, I am very honored to do so. I want to thank the gentleman for his support on this subject and his interest in it and his dedication to it.

Mr. Speaker, I yield back the balance of my time.

Mr. LARSEN of Washington. Mr. Speaker, I yield back the balance my time.

The SPEAKER pro tempore (Mr. KENNEDY of Minnesota). The question is on the motion offered by the gentleman from Idaho (Mr. SIMPSON) that the House suspend the rules and pass the bill, H.R. 691.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

APPOINTMENT AS MEMBERS TO THE COMMISSION ON INTERNATIONAL RELIGIOUS FREEDOM

The SPEAKER pro tempore. Without objection, pursuant to section 201(b) of the International Religious Freedom Act of 1998 (22 U.S.C. 6431), amended by Public Law 106-55, and upon the recommendation of the minority leader, the Chair announces the Speaker's appointment of the following members on the part of the House to the Commission on International Religious Freedom to fill the existing vacancies thereon, for terms to expire May 14, 2003:

Ms. Leila Sadat, St. Louis, Missouri and

Ms. Felice Gaer, Paramus, New Jersey.

There was no objection.

SPECIAL ORDERS

The SPEAKER pro tempore. Under the Speaker's announced policy of January 3, 2001, and under a previous order of the House, the following Members will be recognized for 5 minutes each.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from North Carolina (Mr. JONES) is recognized for 5 minutes.

(Mr. JONES of North Carolina addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Oregon (Mr. DEFAZIO) is recognized for 5 minutes.

(Mr. DEFAZIO addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gen-

tleman from California (Mr. HORN) is recognized for 5 minutes.

(Mr. HORN addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from the District of Columbia (Ms. NORTON) is recognized for 5 minutes.

(Ms. NORTON addressed the House. Her remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Pennsylvania (Mr. PETERSON) is recognized for 5 minutes.

(Mr. PETERSON of Pennsylvania addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from New Jersey (Mr. PALLONE) is recognized for 5 minutes.

(Mr. PALLONE addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from California (Mr. HUNTER) is recognized for 5 minutes.

(Mr. HUNTER addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

STRENGTHENING UNITED STATES FOREIGN ASSISTANCE

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Virginia (Mr. MORAN) is recognized for 5 minutes.

Mr. MORAN of Virginia. Mr. Speaker, I would like to say a few words about a national priority that too often gets overlooked: humanitarian and development assistance in our foreign operations appropriations bill. That bill will probably be coming to the floor within the next few legislative days.

Foreign assistance is an important and effective policy device when words and diplomacy are not enough or when military action is not appropriate. Strengthening U.S. foreign assistance will improve the lives of millions of people around the world and is consistent with America's long history of extending a helping hand to those less fortunate.

We, and in fact much of the rest of the world, too easily forget the fact that, over the last half century, U.S. humanitarian and development assistance has successfully elevated the standards of living for millions of people.

More than 50 nations have graduated from U.S. assistance programs since World War II, including such nations as

France, Spain, Portugal, South Korea, Taiwan, Italy, and Germany. More than 30 of these former aid recipients have gone on to become donor nations themselves.

Over the years, foreign assistance programs have helped create some of our closest allies and best trading partners and greatest contributors to the world's economy. For example, the United States now exports to South Korea in just 1 year the total amount we gave that country in foreign assistance during all of the decades of the 1950s and 1960s.

But despite substantial global accomplishments, as we enter the new millennium greater disparities exist between the wealthy and the poor than ever before. Of the world's 6 billion people, half live on less than \$2 a day, and one-fifth live on only \$1 a day. That is more than a billion people, four times the population of the United States living on less than a dollar a day. Two billion people are not connected to any energy system. One and a half billion lack clean water. More than a billion lack basic education, health care or modern birth control methods.

Poverty, disease, malnutrition, rapid population growth, and lack of education paralyze billions of people and extinguish hope for a better future. The world's population grows by about 75 million people a year, and most of them will live in the world's poorest countries.

If current trends continue, the result will be more abject poverty, environmental damage, epidemics, and political instability; and we are not such an isolated island of prosperity that we are not immune from the ramifications of this desperation.

From our own shores to the far reaches of the world, there is ample evidence that we have not been able to use our trade policies as effectively as we would like to address the negative impact of globalization which contributes to these great disparities between the privileged and impoverished.

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Our failure to respond adequately to these problems is a moral dilemma that should be a pivotal part of our overall foreign assistance and international trade framework. Consider, for example, the plight of the seriously ill in the developing world. It is a testament to the failure of industrialized nations that 80 times more pharmaceutical products are sold in the much less populace west than on the entire continent of Africa.

Each year, 300,000 people in Africa develop sleeping sickness, and many of them die from this disease. It is a disease that we could conquer if we had the political will and the research wallet to do it, but we do not. We will apply more of our resources to cure bald American males than African children with sleeping sickness.

The most shocking global misallocation of health resources, of