

Mr. Speaker, I am very glad that this legislation is being passed for two reasons: first, because it will give some relief to the people of Jacksonville; and, secondly, because I will not now have three conversations a day with my good friend from Jacksonville, Florida (Ms. BROWN), who has been simply indefatigable in working for her constituents on this subject.

Mr. Speaker, I yield such time as she may consume to the gentlewoman from Florida (Ms. BROWN) since it will no longer be mine.

Ms. BROWN of Florida. Mr. Speaker, I thank the gentleman from Massachusetts (Mr. FRANK) so much for his leadership and help in this matter that greatly affects the people of Jacksonville. I also want to thank the gentleman from Florida (Mr. CRENSHAW) for his hard work in helping to bring this bill to the floor.

I cannot begin to explain how important this legislation is to the homeless service providers in our hometown of Jacksonville, Florida. Unless this legislation is passed and signed into law, two long-time agencies will stop serving their clients and terminate 16 jobs.

On February 28, the Quest program, which provides psychiatric medication management to over 200 clients, and Goodwill Industries, which last year placed 534 homeless clients in jobs, will end their service. There are also eight other major providers that will be forced to make the same hard decision. This legislation is the only thing that will prevent hundreds of homeless clients from being returned to the streets. Let me repeat this. This is the only thing that will stand in the way of hundreds of homeless clients being returned to the streets. I hope the Senate and the President will quickly get this legislation passed and signed into law. These folks have a tough job to do, and we need to put them back to work.

Mr. FRANK. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

Mr. GREEN of Wisconsin. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

The SPEAKER pro tempore (Mr. SIMPSON). The question is on the motion offered by the gentleman from Wisconsin (Mr. GREEN) that the House suspend the rules and pass the bill, H.R. 3699.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds of those present have voted in the affirmative.

Mr. FRANK of Massachusetts. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this motion will be postponed.

# COMMENDING NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION REGARDING NATIONAL CHILD PASSENGER SAFETY WEEK

Mr. PETRI. Mr. Speaker, I move to suspend the rules and agree to the concurrent resolution (H. Con. Res. 326) commending the National Highway Traffic Safety Administration for their efforts to remind parents and care givers to use child safety seats and seat belts when transporting children in vehicles and for sponsoring National Child Passenger Safety Week.

The Clerk read as follows:

H. CON. RES. 326

Whereas great progress has been made in increasing the use of child safety seats in vehicles, which has reduced the number of deaths of children involved in traffic accidents, but much more remains to be done;

Whereas more than half of all children killed in motor vehicle crashes in 2000 were completely unrestrained;

Whereas motor vehicle crashes are the leading cause of death for children ages 4 to 14;

Whereas child safety seats reduce fatal injury by 71 percent for infants and by 54 percent for toddlers in passenger cars; and

Whereas the National Highway Traffic Safety Administration sponsors National Child Passenger Safety Week, February 10 through 16, 2002, to help remind parents and care givers that all children should be placed in child safety seats every time they ride in a car or truck: Now, therefore, be it

*Resolved by the House of Representatives (the Senate concurring), That the Congress commends the National Highway Traffic Safety Administration for its efforts to remind parents and care givers to use child safety seats and seat belts when transporting children in vehicles and for sponsoring National Child Passenger Safety Week, February 10 through 16, 2002.*

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Wisconsin (Mr. PETRI) and the gentleman from Pennsylvania (Mr. BORSKI) each will control 20 minutes.

The Chair recognizes the gentleman from Wisconsin (Mr. PETRI).

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

Mr. Speaker, I urge strong support for this timely resolution. This non-controversial resolution praises the National Highway Traffic Safety Administration for its efforts to remind parents and care givers to use child safety seats and seat belts. It is fitting that the House consider this resolution this week. February 10 through 16 is National Child Passenger Safety Week. In fact, our action today is what National Child Passenger Safety Week is all about, raising public awareness for this important issue.

On June 27, 2001, nearly 8 months ago, the House passed the extension of the Child Passenger Protection Education Grant program, H.R. 691, offered by the gentleman from Minnesota (Mr. OBERSTAR). While this legislation is yet to be considered by the other body, the program was fully funded this budget year. This valuable program actually prevents deaths and injuries to chil-

dren. It educates parents as to the proper installation of child restraints, and it trains child passenger safety personnel concerning child restraint use. The gentleman from Minnesota has crafted good legislation, and it would be fitting for its consideration and passage by the other body this week during National Child Passenger Safety Week.

As necessary as the resources H.R. 691 will provide to the States, the job of raising public awareness is important. With motor vehicle crashes being the leading cause of death for children between the ages of 4 to 14, more must be done. Private involvement must be an active component in a successful campaign.

With that in mind, I would like to highlight a relatively new program, that by the Chrysler Motor Corporation, called Fit for a Kid. In this program, a parent can bring their car, regardless of its make, to a participating dealer to learn how to properly fit their child seat. This program, and others like it, are critical elements aimed to raise awareness and increase child protection knowledge.

Federal funds coupled with awareness campaigns, both complemented by fitting stations, will be vital as we work toward reducing child fatalities. I would like to thank the gentleman from Michigan (Mr. CAMP) for his well-timed resolution and ask that my colleagues support the passage of House Concurrent Resolution 326.

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

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

Mr. Speaker, in the last 25 years, the Nation has made significant gains in child passenger safety. Since then, more than 4,800 children's lives have been saved because of child restraint systems. While the fatality rate for children has decreased steadily, due to population increases and a doubling of highway miles traveled, the number of deaths has not dropped as rapidly. In the year 2000 alone, 2,343 children under the age of 14 were killed and 291,000 were injured in highway crashes. This is a record we can and must improve upon.

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 appropriate restraint systems on every trip. Children aged 2 to 5 who use seat belts rather than child safety seats are 3½ times more likely to be injured in a crash and four times more likely to receive a significant head injury. That is why it is important to remind parents that all children should be placed in child safety seats, booster seats, or seat belts every time they ride in a car or truck. That is why I strongly support this resolution.

Mr. Speaker, we can do more. Federal grant in aid programs are available to help States reduce the toll of death and

injury on the Nation's highways. In fiscal year 2000, my own 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 used its funds to purchase 17 mobile fitting stations, fund child passenger safety courses, and develop new materials to promote child passenger safety among health and medical personnel.

Mr. Speaker, I want to compliment the author of the legislation, the gentleman from Michigan (Mr. CAMP); the distinguished ranking member of the full committee, the gentleman from Minnesota (Mr. OBERSTAR); the chairman of the full committee, the gentleman from Alaska (Mr. YOUNG); and the chairman of our subcommittee, the gentleman from Wisconsin (Mr. PETRI) for their support of this legislation to help us preserve our Nation's most precious resource, our children.

Mr. Speaker, I support the concurrent resolution and urge its approval.

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

Mr. PETRI. Mr. Speaker, I yield 3 minutes to the gentleman from Michigan (Mr. ROGERS).

Mr. ROGERS of Michigan. Mr. Speaker, I want to congratulate the gentleman from Michigan (Mr. CAMP) for bringing this issue to the forefront. This is extremely important. I know sometimes we can get here and we can espouse statistics and we can talk about for every dollar on a car seat it is \$32 saved in the end run. But there is no more believer in this than me.

I thought these programs, quite frankly, a few years ago really were not worth the paper they were printed on. I was driving into a local one to help support it in my community, before the safety seats became kind of chic; and as I went in, the woman who was there showed me what was going on, showed me some of the seats they had confiscated, and showed me some of the numbers of the improperly installed and said, "Can I look at yours?" I had a 2-year-old son at the time. I said, "No thanks. I'm all set. I read the directions. I'm in good shape." She was a pretty persuasive woman. She brings me into the bay and after about 3 minutes said, "Not only is this in wrong, it is probably the worst one I have seen today."

This can happen to any of us. It can happen to all of us. I sponsored an event in my district through the National Safe Kids, we have a Michigan Safe Kids organization, they do phenomenal work, all by volunteers, an incredible group of people. Just that day we had some staggering results. We had 200 people show up. Over 80 seats were confiscated because they were defective. Eighty. It is a very sobering thing as you walk down the line of those car seats and realize that those parents were doing everything they possibly

could to make their children safe, not realizing that they were putting them in a seat that might in fact cause injury.

We had a very touching case beyond that. I know these things work. About 2 weeks after that particular event, a woman came up and grabbed my arm as I was walking in the grocery store and with tears in her eyes related the story of not only had she been told at that particular event that her seat was improper but the way they were strapping her young grandchild in, it was across the child's neck and may have caused injury in a serious accident. Two weeks following that event, her car was hit so hard the car spun at a 180-degree turn with her grandchild in the automobile. The grandchild is fine. His name is Zach. We post Zach around my district and around mid-Michigan as exactly the reason that we can show one life for sure and we know thousands of others are saved because of the awareness of this issue.

Four out of five child safety seats are in wrong today. For those of you who are watching and you believe that you are doing everything right at home, trust me, the odds are against you that your safety seat is in correctly.

□ 1545

I cannot stress how important this is. I want to thank again the gentleman from Michigan (Mr. CAMP) for his leadership, and the chairman for his. I appreciate it. Also, thanks to the National Safe Kids Campaign for all they do.

Mr. PETRI. Mr. Speaker, I yield such time as he may consume to the author of the legislation before us, the gentleman from Michigan (Mr. CAMP), to conclude debate on our side on this measure.

Mr. CAMP. Mr. Speaker, I thank the chairman for yielding me time and for his leadership in bringing this legislation to the floor. I also want to thank my colleague the gentleman from Michigan (Mr. ROGERS) for his comments and advocacy of this resolution as well.

Mr. Speaker, this resolution will bring awareness to National Child Passenger Safety Week. A recent survey, as my colleague from Michigan said, found that almost every driver believes that they have installed their child's safety seat correctly. However, almost 80 percent of the seats for children under 8 are improperly installed, and that means most parents do not even realize that they have installed the seats wrong.

Obviously, the benefits from proper restraint are proven when child safety seats reduce fatal injuries by 71 percent for infants and 54 percent for toddlers in passenger cars, and for light trucks it reduces fatal injury by nearly 60 percent.

The consequences of not restraining children are all too clear. More than half of all children under 15 years old killed in car crashes in the year 2000

were completely unrestrained. Small children ages from 2 to 5 who are placed in seat belts rather than child safety seats or booster seats are 3.5 times more likely to be significantly injured in the event of a crash.

Great progress has been made in increasing the use of child safety seats and booster seats, and that progress has decreased the deaths among children and serious injury among children in car and truck crashes. But much more remains to be done.

I urge my colleagues to vote yes on this resolution and remind parents, caregivers and baby-sitters alike that we know how best to protect children when they travel.

Mr. BORSKI. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

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

The SPEAKER pro tempore (Mr. SIMPSON). The question is on the motion offered by the gentleman from Wisconsin (Mr. PETRI) that the House suspend the rules and agree to the concurrent resolution, H. Con. Res. 326.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds of those present have voted in the affirmative.

Mr. BORSKI. Mr. Speaker, I object to the vote on the ground that a quorum is not present and make the point of order that a quorum is not present.

The SPEAKER pro tempore. Pursuant to clause 8, rule XX and the Chair's prior announcement, further proceedings on this motion will be postponed.

The point of no quorum is considered withdrawn.

#### GENERAL LEAVE

Mr. PETRI. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on H. Con. Res. 326.

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

There was no objection.

#### 2002 NATIONAL DRUG CONTROL STRATEGY—MESSAGE FROM THE PRESIDENT OF THE UNITED STATES

The SPEAKER pro tempore laid before the House the following message from the President of the United States; which was read and, together with the accompanying papers, without objection, referred to the Committee on the Judiciary, the Committee on Agriculture, the Committee on Financial Services, the Committee on Energy and Commerce, the Committee on Education and the Workforce, the Committee on Government Reform, the Committee on International Relations, the Committee on Armed Services, the