

here, have consecrated it, far above our poor power to add or detract. The world will little note nor long remember what we say here, but it can never forget what they did here. This statement is just as true today as it was nearly 150 years ago, as I am certain that the impact of John's actions will live on far longer than any record of these words."

It is my sad duty to enter the name of John D. Amos II in the official record of the United States Senate for his service to this country and for his profound commitment to freedom, democracy and peace. When I think about this just cause in which we are engaged, and the unfortunate pain that comes with the loss of our heroes, I hope that families like John's can find comfort in the words of the prophet Isaiah who said, "He will swallow up death in victory; and the Lord God will wipe away tears from off all faces."

May God grant strength and peace to those who mourn, and may God bless America.

RETIREMENT OF OFFICER JOHNNY WILSON FROM THE U.S. CAPITOL POLICE

Mr. ROBERTS. Mr. President, I rise today to recognize the distinguished service of Officer Johnny Lee Wilson of the U.S. Capitol Police. Officer Wilson has been posted at the Senate Select Committee on Intelligence for the past 14 years. Regrettably, on April 30, 2004, Officer Wilson will retire from the Capitol Police after more than 27 years of dedicated service.

Officer Wilson was born in Shelby, NC, on November 5, 1945. Following a move to Washington, DC, he finished high school. He then served in the Armed Forces, where he saw combat in an Army infantry unit in Vietnam in the late 1960s. At the conclusion of his tour, he was decorated for outstanding performance.

Officer Wilson then returned to Washington, DC, to pursue his college degree. In 1975, he graduated from Washington, DC's Howard University with a bachelor of science degree.

In April 1977, Officer Wilson began his service with the U.S. Capitol Police. For nearly three decades, he has dedicated himself to protecting the lives of visitors, staff, and Members as they go about their daily business here on Capitol Hill. It is a job which has become increasingly stressful since the terrorist attacks of 9/11. Despite the added threats, Officer Wilson has performed his duties superbly. His patience, discipline, and attention to detail have made him an asset to the Capitol Police and to the Intelligence Committee.

Officer Wilson's tireless dedication to the U.S. Capitol Police should serve as an inspiration to everyone in law enforcement. He is a tremendous officer and a great friend to many in the U.S. Senate. He will be truly missed as he enjoys his well-earned retirement.

Congratulations Officer Wilson, you are a fine public servant and a man of

integrity and character. I extend my best wishes to your wife Weddie and your children—Gina and John-Paul. Good luck to you in retirement and thanks again for your fine service.

Mr. ROCKEFELLER, I add my voice to the comments of my colleague, Senator ROBERTS, concerning the contributions and outstanding performance of Officer Johnny Wilson from the United States Capitol Police. Officer Wilson is a 27-year veteran of the Capitol Police who is scheduled to retire in a few days. He has spent the past 14 years posted outside the offices of the Senate Intelligence Committee. During that time, we came to think of Johnny as part of our staff and part of our family. It will be both odd and disappointing not seeing him outside our door every morning.

Officer Wilson, a Vietnam veteran, joined the Capitol Police on April 4, 1977, and has dedicated his career to protecting the lives of Members of Congress, their staffs and the thousands of tourists who visit Capitol Hill each year. He is a fine example of the professionalism, dedication and work ethic of the men and women of the United States Capitol Police.

But what sets Johnny apart is the way in which he carries out his duties. He is outgoing and upbeat, with a hello and a kind word for anyone who crosses his path. Everyone that passes through the second floor corridor outside the Intelligence Committee Hart Building offices knows Johnny and he knows them—if he doesn't he makes them think he does. At the same time he is unflappable when confronting tense situations and approaches his responsibilities with complete seriousness.

In an era of technological advancements in biometrics and other enhanced security identification methods, there is absolutely no substitute for a professional law enforcement officer on the first line of defense. With Officer Wilson on the job, we all knew we were well protected.

Officer Wilson's dedication to the United States Capitol Police has been proven on many occasions and he has been an excellent example of someone raising the bar of excellence for his peers. He has been a great friend to many in the United States Senate and he truly will be missed. I congratulate this fine public servant, a man of integrity and character, and I wish him well in his impending retirement.

WORLD HEALTH DAY

Mr. DORGAN. Mr. President, I come to the Senate floor today to talk about an issue that is very important to me personally, but one that is also quickly becoming a concern across the globe: traffic crashes and the resulting fatalities and injuries.

Today is World Health Day. World Health Day is celebrated every year on April 7, focusing each year on a different public health problem. For the first time ever, in response to the

growing number of traffic deaths worldwide, the World Health Organization chose the theme of "Road Safety" for World Health Day 2004. The goal is to raise awareness of traffic safety in hopes of reducing the staggering number of traffic related fatalities and injuries that occur worldwide each year. Efforts are being launched today in the U.S. and worldwide to encourage action in policy, programs, funding and research on traffic safety.

Consider these statistics: Every year, nearly 1.2 million people die worldwide in motor vehicle crashes and an estimated 10 to 15 million people are injured. In the U.S. alone, almost 43,000 people are killed each year and nearly 3 million are injured. Traffic crashes are the leading cause of death for people ages 1-34 and are one of the top ten causes of death for all ages. In North Dakota, it is estimated that motor vehicle crashes cost our citizens \$290 million in 2000, or \$452 per person. Sadly, experts predict that road traffic fatalities will double by the year 2020.

Today in Washington, the Pan-American Health Organization, PAHO, along with the National Highway Traffic Safety Administration, AAA, and many other organizations are emphasizing the importance of safety belt use as part of the efforts for World Health Day. Seat belts are the single most effective means of reducing the risk of death in a crash and have saved approximately 135,000 lives and prevented 3.8 million injuries in the last 26 years in the U.S. If everyone consistently wore a seat belt, more than 7,000 American deaths could be prevented each year.

This initiative coincides with our efforts in Congress to reauthorize the transportation bill. I supported passage of the Senate bill, which would provide a needed boost in funding and policy support for important safety initiatives, and offered an amendment to crack down on an important traffic safety issue, states that allow driving with an open container of alcohol.

I applaud the World Health Organization, PAHO, AAA and all the individuals and organizations that are working today and throughout the year to draw attention to the growing problem of traffic crashes. We need to sound the alarm—43,000 deaths in the U.S. and 1.2 million worldwide are too many.

Mr. DEWINE. Mr. President, today I recognize World Health Day, which is celebrated every year on April 7 in order to bring awareness to a specific health issue of global significance. This year, the World Health Organization has selected "Road Safety" as the theme for World Health Day.

Road safety is an imperative public health challenge that needs to be addressed. Every year, nearly 1.2 million people die in motor vehicle crashes worldwide and an estimated 10 to 15 million people are injured. In the United States, nearly 43,000 people die each year from motor vehicle crashes, making auto fatalities the number one

killer of those between the ages of 4 and 34. Despite these already tragic and staggering statistics, some experts predict that motor vehicle fatalities will double by the year 2020, thus becoming the third greatest global health challenge, jumping from its current ranking of ninth.

The goal of World Health Day 2004 is to raise public awareness of traffic safety in hopes of reducing these motor vehicle fatalities and injuries worldwide. Wearing a seat belt continues to be the most effective means of reducing the risk of death in a crash and the implementation of a national primary seat belt law could save thousands of lives each year. Other important traffic and vehicle safety actions, such as greater consumer awareness of vehicle safety, stronger emphasis of safety with regard to vehicle design, stronger driver education programs, and the identification and disclosure of dangerous roads and intersections would greatly improve road safety and save lives. We have made some progress on these important issues here in the Senate, but we have a long way to go.

I would like to thank the World Health Organization, AAA, the Pan-American Health Organization, the National Highway Traffic Safety Administration, and other important organizations all over the world that have worked tirelessly to confront this global epidemic of motor vehicle fatalities. Their work is saving lives.

Mrs. MURRAY. Mr. President, since 1948, countries all over the world have recognized April 7 as World Health Day as a way to raise awareness of a specific health issue that has global significance. In previous years, World Health Day focused on issues such as the importance of creating healthy environments for children, addressing emerging infectious diseases, and reducing the stigma associated with mental health treatment. The theme for this year is road safety which is perhaps not something that is often thought of as a public health risk. However, each year motor vehicle crashes have a devastating and tragic impact on millions of families all over the world.

In 2002, motor vehicle crashes killed nearly 1.2 million people worldwide and injured as many as 50 million more. If the current trend continues, the World Health Organization estimates that by the year 2020, road traffic deaths and disabilities will become the third leading contributor to the global burden of disease and injury ahead of strokes, tuberculosis and HIV.

The toll of these crashes is no less significant here in the United States. Over 42,800 people were killed and nearly 3 million people were injured on our own country's roads and highways in 2002. That's one person—a parent, child, friend, or colleague—killed in a car crash every 12 minutes of every single day. Beyond the overwhelming emotional impact that these deaths and injuries wreak on our commu-

nities, they also cost our economy over \$230 billion a year.

Today as countries around the globe put a spotlight on the issue of road safety, it is equally important to examine what we are doing here in our own country to prevent these crashes.

As the former chairman and now as the ranking member of the Transportation Appropriations Subcommittee, I have worked to improve transportation safety over the years and I would like to talk about some of the ways we can save lives and prevent injuries.

To look at this in a very basic way, there are three categories of events that can go wrong on the road and have deadly consequences. First, there can be hazardous road conditions such as poor weather, narrow lanes or dangerous curves. Second, there can be a catastrophic failure in the vehicle such as a blown tire or worn out brakes. And finally, the driver's own behavior can mean the difference between life and death on the road, whether it is neglecting to wear a seat belt; driving while intoxicated; speeding; or, falling asleep at the wheel.

The investments that we make in our roads, the standards that we set for vehicles and the laws that we enact to change driver behavior all can help reduce the number of fatalities on our Nation's roads and highways.

Often when we talk about transportation funding, we focus on the highway construction jobs that will be created and the congestion that will be relieved. We also must mention how our transportation investments improve safety on our roads and highways. I would like to take the occasion of World Health Day to highlight two areas, in particular, where we hope our transportation investments will help change driver behavior.

The Omnibus appropriations bill that passed the Senate a few months ago increased funding for the National Highway Traffic Safety Administration's drunk driving program by more than 40 percent. These funds will help States develop and implement a tracking system for those repeat offenders who drive drunk time and time again. They will also help better educate the judges and prosecutors that handle drunk driving cases so that sanctions will be applied in a consistent manner.

It is well known in the highway safety community that the best way to deliver the message about the perils of drinking and driving is through high visibility enforcement programs. On the Transportation Appropriations Subcommittee, I have worked with Senator SHELBY to include funding for a national paid media campaign for NHTSA's "You Drink and Drive. You Lose" program. This media campaign, which coincides with impaired driving safety mobilization efforts, delivers the message to drivers that law enforcement is out in force conducting sobriety checkpoints and that if you are caught driving under the influence, there will be serious legal consequences.

The Omnibus appropriations bill included \$14 million for paid advertising; \$2.75 million to support State-impaired driving mobilization efforts; and \$3 million to pilot new and innovative strategies to combat impaired driving. This funding, in combination with strong State laws, provides us with an opportunity to reverse the unfortunate upward trend in the number of alcohol-related fatalities.

Another contribution that the Omnibus appropriations bill made toward transportation safety is in the area of seat belts. The most important thing you can do to protect yourself in the event of a car crash is to wear your seat belt. In fact, in 2002, the year for which we have the most recent data, seat belts saved over 14,000 lives. The FY 2004 bill included \$14 million for the "Click It or Ticket" program, which is a national paid media campaign similar to the impaired driving effort I just mentioned, however, its focus is on getting families to buckle up.

This is the third year in a row that Congress has provided funding for "Click It or Ticket," and we are seeing some positive results. Last year, NHTSA estimated that seat belt use had risen to 79 percent nationally, its highest use rate ever. My State of Washington led the country with nearly 95 percent of our citizens wearing their seat belts.

Our efforts to reduce drunk driving and increase seat belt use are just two examples of the steps we are taking to address the safety challenges we face on our Nation's highways. As a member of the Transportation Appropriations Subcommittee, I will continue to work to provide funding for programs that tackle these issues and take the opportunity on occasions such as this to highlight the importance of safety on our Nation's roads.

CAPT RONALD H. HENDERSON

Mr. KENNEDY. Mr. President, it is a privilege to pay tribute to an impressive leader who has dedicated his life to the service of our Nation. CAPT Ronald H. Henderson, Jr. has served with great distinction as a fighter pilot in the United States Navy for over 27 years, and was recently nominated for promotion to the rank of Rear Admiral.

During his career, Captain Henderson has served as a Strike Operations Officer and a Tactical Action Officer aboard the USS *Enterprise*; an F/A-18 Strike Fighter Pilot, a Department Head with Strike Fighter Squadron 25; and Commanding Officer of Strike Fighter Squadron 146, the "Blue Diamonds," where his squadron was honored with the Estocin Award, as the best F/A-18 squadron in the entire U.S. Navy. The award is named for CAPT Michael J. Estocin, a fighter pilot in the Vietnam conflict who was posthumously awarded the Congressional Medal of Honor for remaining in the target area on a bombing mission even though his aircraft was badly damaged.