

original legislation earlier in this Congress. Although there are still some provisions I would like to have seen, this bill includes so many excellent provisions. I do applaud the chairman and the others on the committee for the work. It is imperative that we continue to work together in a bipartisan effort to protect the judges, witnesses, courthouse personnel and law enforcement officers, as well as the witnesses and their families who are working to protect the rest of the country from criminal acts. Threats and violence require our action today to help them while they help us.

At the State and local level, there is a dire need to provide basic security services in the courtroom and for witnesses. H.R. 660 represents a significant first step in this area.

Madam Speaker, I commend again Chairman CONYERS and Ranking Member SMITH as well as Subcommittee Chairman SCOTT and former Ranking Member FORBES for their continued leadership on this issue.

As a former judge, I hope that we will be successful in getting this legislation across the finish line under your leadership.

I urge my colleagues to support this critical bipartisan and bicameral measure.

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

Mr. CONYERS. Madam Speaker, I yield myself as much time as I may consume.

The importance of judicial security has been explained by Mr. GOHMERT, the ranking member of the Subcommittee on Crime and the floor manager today, and it was underscored by the murders of family members of a Chicago Federal judge in 2005, and then, less than 2 weeks later, the killings of a State judge, a court reporter and a sheriff's deputy in an Atlanta courthouse. These acts of violence, along with numerous others, led to the introduction of this measure before us now, H.R. 660, the Court Security Improvement Act, which, among other things, seeks to improve judicial security, not just for court officers, but to safeguard judges and their families as well.

Although the security of all Federal buildings increased in the wake of the 1995 April bombing of the Murrah Federal Building in Oklahoma City and the September 11, 2001, terrorist attacks, the importance of judicial security was brought more particularly to the Nation's attention by reports of the murders of family members of a Chicago Federal judge and the killings less than 2 weeks later of a State judge, a court reporter, and a sheriff's deputy in an Atlanta courthouse. Another incident occurred in June of 2006 when a sniper shot a State judge in Reno, Nevada through the window of the judge's own office.

Supreme Court Justices have also been intended targets of violence and death threats. Last year it was re-

vealed that home-baked cookies infused with poison were mailed to all nine Justices in the year 2005. According to one media report, Justice Sandra Day O'Connor was quoted as saying that each one contained enough poison to kill the entire membership of the court.

All three branches of the Federal Government play unique roles in helping to ensure the safety of judges and the security of the Federal courts. In this joint effort, the role of Congress is to authorize programs, appropriate funds and provide oversight of judicial security.

The Judicial Conference of the United States, the principal policymaking body of the Federal judiciary, governs the administration of the United States courts. The Conference's Committee on Judicial Security monitors the security of the judiciary, including the protection of court facilities and proceedings, judicial officers, and court staff at Federal court facilities and other locations, and makes policy recommendations to the Conference. As the central support entity for the judicial branch, the Administrative Office of the United States Courts implements Judicial Conference policies, including security measures.

By law, the United States Marshals Service within the Department of Justice has primary responsibility for the security of the judiciary, including the safe conduct of court proceedings and the security of Federal judges and court personnel at facilities and off-site as well. They also provide protection details for those who are targets of threats and attacks, and provides other law enforcement services for the Department of Justice. Within the Marshals Service, the Judicial Security Division is specifically responsible for providing security services and staff support to the Federal judiciary, including personal protection for judges and physical security of Federal courthouses.

The USMS, the Marshals Service, conducts threat assessments when they are directed against individuals, including Federal judges, but also United States attorneys, court staff and family members, and then determines the level of security that is necessary for developing security plans and assigning the required resources to ensure their safety. A deputy marshal is required to attend any sessions of the court at the request of the presiding judge. A judicial security inspector, a senior level deputy marshal, is assigned to each judicial district to evaluate courthouse security and procedures and to coordinate scheduling, posting and other matters related to court security officers. The inspectors also conduct security surveys at judges' homes and recommend improvements.

To enhance its capability to strengthen protection of the judiciary, the Marshals Service established the Office of Protective Intelligence in the year 2004 to review and analyze intel-

ligence information about the security of those under Marshals Service protection. On a daily basis, the OPI issues security advisories, intelligence bulletins and many other things that I, although I would like to go into it, time does not permit the opportunity to explain in further detail.

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

The SPEAKER pro tempore (Ms. DEGETTE). The question is on the motion offered by the gentleman from Michigan (Mr. CONYERS) that the House suspend the rules and concur in the Senate amendment to the bill, H.R. 660.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the Senate amendment was concurred in.

A motion to reconsider was laid on the table.

CAMERON GULBRANSEN KIDS TRANSPORTATION SAFETY ACT OF 2007

Mr. RUSH. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 1216) to direct the Secretary of Transportation to issue regulations to reduce the incidence of child injury and death occurring inside or outside of light motor vehicles, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1216

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

SECTION 1. SHORT TITLE.

This Act may be cited as the "Cameron Gulbransen Kids Transportation Safety Act of 2007" or the "K.T. Safety Act of 2007".

SEC. 2. RULEMAKING REGARDING CHILD SAFETY.

(a) POWER WINDOW SAFETY.—

(1) CONSIDERATION OF RULE.—Not later than 18 months after the date of the enactment of this Act, the Secretary of Transportation (referred to in this Act as the "Secretary") shall initiate a rulemaking to consider prescribing or amending Federal motor vehicle safety standards to require power windows and panels on motor vehicles to automatically reverse direction when such power windows and panels detect an obstruction to prevent children and others from being trapped, injured, or killed.

(2) DEADLINE FOR DECISION.—If the Secretary determines such safety standards are reasonable, practicable, and appropriate, the Secretary shall prescribe, under section 30111 of title 49, United States Code, the safety standards described in paragraph (1) not later than 30 months after the date of enactment of this Act. If the Secretary determines that no additional safety standards are reasonable, practicable, and appropriate, the Secretary shall—

(A) not later than 30 months after the date of enactment of this Act, transmit a report to the Committee on Energy and Commerce of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate describing the reasons such standards were not prescribed; and

(B) publish and otherwise make available to the public through the Internet and other means (such as the "Buying a Safer Car"

brochure) information regarding which vehicles are or are not equipped with power windows and panels that automatically reverse direction when an obstruction is detected.

(b) **REARWARD VISIBILITY.**—Not later than 12 months after the date of the enactment of this Act, the Secretary shall initiate a rulemaking to revise Federal Motor Vehicle Safety Standard 111 (FMVSS 111) to expand the required field of view to enable the driver of a motor vehicle to detect areas behind the motor vehicle to reduce death and injury resulting from backing incidents, particularly incidents involving small children and disabled persons. The Secretary may prescribe different requirements for different types of motor vehicles to expand the required field of view to enable the driver of a motor vehicle to detect areas behind the motor vehicle to reduce death and injury resulting from backing incidents, particularly incidents involving small children and disabled persons. Such standard may be met by the provision of additional mirrors, sensors, cameras, or other technology to expand the driver's field of view. The Secretary shall prescribe final standards pursuant to this subsection not later than 36 months after the date of enactment of this Act.

(c) **PHASE-IN PERIOD.**—

(1) **PHASE-IN PERIOD REQUIRED.**—The safety standards prescribed pursuant to subsections (a) and (b) shall establish a phase-in period for compliance, as determined by the Secretary, and require full compliance with the safety standards not later than 48 months after the date on which the final rule is issued.

(2) **PHASE-IN PRIORITIES.**—In establishing the phase-in period of the rearward visibility safety standards required under subsection (b), the Secretary shall consider whether to require the phase-in according to different types of motor vehicles based on data demonstrating the frequency by which various types of motor vehicles have been involved in backing incidents resulting in injury or death. If the Secretary determines that any type of motor vehicle should be given priority, the Secretary shall issue regulations that specify—

(A) which type or types of motor vehicles shall be phased-in first; and

(B) the percentages by which such motor vehicles shall be phased-in.

(d) **PREVENTING MOTOR VEHICLES FROM ROLLING AWAY.**—

(1) **REQUIREMENT.**—Each motor vehicle with an automatic transmission that includes a "park" position manufactured for sale after September 1, 2010, shall be equipped with a system that requires the service brake to be depressed before the transmission can be shifted out of "park". This system shall function in any starting system key position in which the transmission can be shifted out of "park".

(2) **TREATMENT AS MOTOR VEHICLE SAFETY STANDARD.**—A violation of paragraph (1) shall be treated as a violation of a motor vehicle safety standard prescribed under section 30111 of title 49, United States Code, and shall be subject to enforcement by the Secretary under chapter 301 of such title.

(3) **PUBLICATION OF NONCOMPLIANT VEHICLES.**—

(A) **INFORMATION SUBMISSION.**—Not later than 60 days after the date of the enactment of this Act, for the current model year and annually thereafter through 2010, each motor vehicle manufacturer shall transmit to the Secretary the make and model of motor vehicles with automatic transmissions that include a "park" position that do not comply with the requirements of paragraph (1).

(B) **PUBLICATION.**—Not later than 30 days after receiving the information submitted under subparagraph (A), the Secretary shall

publish and otherwise make available to the public through the Internet and other means the make and model of the applicable motor vehicles that do not comply with the requirements of paragraph (1). Any motor vehicle not included in the publication under this subparagraph shall be presumed to comply with such requirements.

(e) **DEFINITION OF MOTOR VEHICLE.**—As used in this Act and for purposes of the motor vehicle safety standards described in subsections (a) and (b), the term "motor vehicle" has the meaning given such term in section 30102(a)(6) of title 49, United States Code, except that such term shall not include—

(1) a motorcycle or trailer (as such terms are defined in section 571.3 of title 49, Code of Federal Regulations); or

(2) any motor vehicle that is rated at more than 10,000 pounds gross vehicular weight.

(f) **DATABASE ON INJURIES AND DEATHS IN NONTRAFFIC, NONCRASH EVENTS.**—

(1) **IN GENERAL.**—Not later than 12 months after the date of the enactment of this Act, the Secretary shall establish and maintain a database of injuries and deaths in nontraffic, noncrash events involving motor vehicles.

(2) **CONTENTS.**—The database established pursuant to paragraph (1) shall include information regarding—

(A) the number, types, and causes of injuries and deaths resulting from the events described in paragraph (1);

(B) the make, model, and model year of motor vehicles involved in such events, when practicable; and

(C) other variables that the Secretary determines will enhance the value of the database.

(3) **AVAILABILITY.**—The Secretary shall make the information contained in the database established pursuant to paragraph (1) available to the public through the Internet and other means.

SEC. 3. CHILD SAFETY INFORMATION PROGRAM.

(a) **IN GENERAL.**—Not later than 9 months after the date of the enactment of this Act, the Secretary shall provide information about hazards to children in nontraffic, noncrash incident situations by—

(1) supplementing an existing consumer information program relating to child safety; or

(2) creating a new consumer information program relating to child safety.

(b) **PROGRAM REQUIREMENTS.**—In carrying out the program under subsection (a), the Secretary shall—

(1) utilize information collected pursuant to section 2(f) regarding nontraffic, noncrash injuries, and other relevant data the Secretary considers appropriate, to establish priorities for the program;

(2) address ways in which parents and caregivers can reduce risks to small children arising from back over incidents, hyperthermia in closed motor vehicles, accidental actuation of power windows, and any other risks the Secretary determines should be addressed; and

(3) make information related to the program available to the public through the Internet and other means.

SEC. 4. DEADLINES.

If the Secretary determines that the deadlines applicable under this Act cannot be met, the Secretary shall—

(1) establish new deadlines; and

(2) notify the Committee on Energy and Commerce of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate of the new deadlines and describing the reasons the deadlines specified under this Act could not be met.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Il-

linois (Mr. RUSH) and the gentleman from Texas (Mr. BARTON) each will control 20 minutes.

The Chair recognizes the gentleman from Illinois.

GENERAL LEAVE

Mr. RUSH. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks and include extraneous material on the bill under consideration.

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

There was no objection.

Mr. RUSH. Madam Speaker, I yield myself as much time as I may consume.

Madam Speaker, I want to commend my colleague and my friend from Illinois (Ms. SCHAKOWSKY) for the bill on the floor today, H.R. 1216, the Cameron Gulbransen Kids Transportation Safety Act of 2007. As vice chairman of the Subcommittee on Commerce, Trade and Consumer Protection, her leadership on consumer protection issues is highly valued in this Congress.

I also want to commend the gentleman from New York (Mr. KING) for his bipartisan cosponsorship.

□ 1330

Madam Speaker, Ms. SCHAKOWSKY will speak more fully on her bill, but briefly, H.R. 1216 sets mandatory safety standards for automobiles for non-traffic, noncrash-related accidents. Such accidents include children being backed over by a vehicle, strangled by power windows or inadvertently shifting a car into gear and rolling it into an accident. H.R. 1216 is a bipartisan bill that has been negotiated with consumer groups and the auto industry and is worthy of quick passage on the Suspension Calendar today.

Madam Speaker, I urge a "yes" vote by Members of this body.

Madam Speaker, I reserve the balance of my time.

Mr. BARTON of Texas. Madam Speaker, I want to commend Chairman RUSH and Chairman DINGELL for moving this legislation, commend Ms. SCHAKOWSKY and Congressman KING for their bipartisan endorsement of it.

We have had some problems with the process on this bill. We didn't have a hearing on it. We didn't have a subcommittee markup, but we did have the discussions. Chairman DINGELL did postpone consideration of the bill in full committee so we could have those discussions, and we certainly support the intent of the bill, and so we certainly are willing to endorse it and hope that it gets a unanimous vote.

Madam Speaker, with that, I reserve the balance of my time.

Mr. RUSH. Madam Speaker, I yield 5 minutes to the gentlewoman from Illinois (Ms. SCHAKOWSKY), the author of the legislation and the Vice Chair of the subcommittee.

Ms. SCHAKOWSKY. Madam Speaker, I thank Chairman RUSH for yielding to

me and for your support. I also want to extend my appreciation to Chairman DINGELL whose assistance and guidance were critical in bringing this important bill, H.R. 1216, the Cameron Gulbransen Transportation Safety Act, to the floor today.

One of the most painful things I've been a part of as a Member of Congress are the press conferences which come about every 6 months or so in which parents and grandparents come to share pictures of their children and loved ones, some of whom they have accidentally killed by rolling over them with their vehicles. Imagine that for a moment, particularly in this time of year, as we wish to be with those we love the most.

I am here today because of these courageous people, driven by such horrifying accidents. Today we can pass this bill and reduce these unimaginably tragic and unnecessary deaths and make them a thing of the past. At just 2 years of age, Cameron Gulbransen was tragically killed when his father, a pediatrician from Long Island, accidentally backed over him. This bill is a tribute to him and the hundreds of other young children who have died.

This legislation was first introduced back in 2003 with my colleague from New York, Congressman PETER KING, whose constituent is Dr. Gulbransen. But today I stand here with strengthened resolve. Just 2 days ago as her mother picked up snow shovels that had been left in the driveway, Ashlynn Lauber, an 8-year-old from just outside Collinsville, Illinois, my State, was killed when the family car rolled over her.

Unfortunately, since we first introduced H.R. 1216, well over 1,000 children have needlessly died in preventable accidents, and this year alone 200 children have died of back-over accidents. Many children are killed in these kinds of accidents each year without ever leaving their driveways, suffocated by unsafe power windows, backed over by cars with major blind spots, or hit because a car was accidentally put into motion by a child who could not control it.

H.R. 1216 is commonsense, consensus legislation that reflects input from the auto industry as well as child safety advocates. This legislation will require the Secretary of Transportation to set minimum safety standards for cars, SUVs and trucks, and to begin rule-making in three areas: Expanding rearward visibility, enabling power windows to automatically reverse direction when an obstruction is detected, and requiring brake pedals to be engaged when a vehicle is not in park.

Expanding the rearward visibility standard will give drivers a better means of detecting when small children or objects are behind their vehicles. Some SUVs have rearward visibility so poor that up to 62 children could fit in their blind spot with the driver being none the wiser. This provision will enable drivers to detect areas

behind motor vehicles and will help reduce deaths and injuries from backing incidents, particularly for children and the disabled.

Instructing the Secretary to consider requiring power windows to automatically reverse direction when an obstruction is detected will help prevent small children from being caught in or strangled by windows. These accidents have taken a minimum of 21 lives over the last 5 years.

And finally, requiring every vehicle's brake pedal to be engaged when the car is shifted out of "park" and into another gear will prevent anyone not intending to drive the car, such as a child who cannot typically reach the brake pedal, from accidentally setting the car into motion. In the past 5 years, at least 80 children have lost their lives in this kind of accident.

Families want safe cars. They deserve these commonsense safety features. It is time that we make sure they get them. And one of the best parts of this bill is that it will direct the National Highway Transportation Safety Administration to create a publicly searchable database of nontraffic, noncrash-related motor vehicle injuries and to establish a child safety information program to help consumers address ways in which parents and caregivers can reduce risks to small children.

Better design and technologies already exist, and they are getting better and cheaper every day. Many companies already offer these added safety features on their higher end vehicles, but protecting our children is not a luxury to be priced out of reach for most Americans. It is time that manufacturers include these features in every vehicle.

I'd like to publicly thank Kids and Cars and the Consumers Union for strenuously advocating for the safety of children and for taking on the critical problem of unsafe cars. And I, again, want to thank Chairman DINGELL, Mr. BARTON and Mr. STEARNS for their efforts. And I would like to thank Jonathan Cordone and David Cavicke on the committee staff for all their hard work on this bill. I also want to extend a special thanks to Congressman PETER KING for his leadership and resolve that he's demonstrated over the years.

And finally, I want to thank Diane Beedle, my former legislative director, who worked tirelessly on this issue, and the families who have turned their tragedies into advocacy.

Mr. BARTON of Texas. Madam Speaker, I yield such time as he may consume to the Republican cosponsor of the bill, a former chairman of the Homeland Security Committee, the gentleman from New York (Mr. KING).

Mr. KING of New York. Madam Speaker, I thank the gentleman from Texas for yielding, and I thank him for the support which he has given to this legislation here today.

I also want to thank Chairman DINGELL and Chairman RUSH and, of

course, Congresswoman SCHAKOWSKY for the tremendous leadership that she has shown on this issue, working in a truly bipartisan fashion and, most importantly, getting the job done. I just want to thank her for that.

I also want to acknowledge Senator CLINTON and Senator SUNUNU, who are also pursuing this legislation in the United States Senate.

But most importantly, I want to thank Dr. Greg Gulbransen and his wife Leslie Gulbransen for coming to me almost 5 years ago after the tragic death of their son who was killed when the family car backed over him. I can't imagine a more horrific circumstance for a family to go through, for parents to go through. And yet Dr. Gulbransen and Mrs. Gulbransen, they took this tragedy and opportunity to save the lives of other children throughout the Nation, and they have been steadfast and they've been unyielding in their support of this legislation. And as Congresswoman SCHAKOWSKY said, so many other parents have gone through the agony of appearing at news conferences, of coming forward and lending their support and their own terrible, terrible experience to advancing this legislation.

So my heart goes out to them, but most importantly, today I thank them for the efforts which they have given. Cameron Gulbransen was a young man in my district who was tragically killed 5 years ago, and as Congresswoman SCHAKOWSKY said, every year we have more than 200 children killed, 200 children killed despite the best effort of their friends, of their neighbors. We're not talking about negligence here. We're not talking about people who are at all uncaring. We're talking about people who took every possible safety measure, and yet in spite of that, these tragedies occurred.

So I'm not going to go through all the detail of the bill. I just want to again thank Congresswoman SCHAKOWSKY for her effort, thank Ranking Member BARTON for extending me this time today, and most importantly, thanking Dr. Gulbransen and Mrs. Gulbransen for, again, their unyielding courage, for their dedication, and also the people on my staff who worked on this bill.

And again, this is a great day for the children of America, a great day for the parents of America, and it's a day that all of us will look back on with pride and, most importantly, with thanks and gratitude for the lives that will be saved because of that.

And with that, Madam Speaker, I urge the adoption of the legislation.

Mr. RUSH. Madam Speaker, it's my pleasure to now yield 2 minutes to the gentleman from Michigan (Mr. DINGELL), the chairman of the full committee, my friend.

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

Mr. DINGELL. Madam Speaker, I rise in strong support of the K.T. Safety Act of 2007. This is another example

of commonsense legislation, bipartisan approach to regulating an industry and adequately protecting our people and our children.

I want to commend Representative SCHAKOWSKY and Senator CLINTON for working with me and with the able and distinguished chairman of the subcommittee, Mr. RUSH, in achieving this compromise.

I cannot praise too highly the cooperation and the assistance of our good friends on the other side of the aisle, Ranking Members BARTON and STEARNS, for their fine support and for the very cooperative way in which they have worked with us, and I thank them and salute them for that.

The legislation requires the Department of Transportation to issue regulations to reduce injury and death for nontraffic accidents involving automobiles, particularly to protect children. This is the right thing to do, and it must be, and under this legislation will be, implemented in a responsible manner.

The bill has the support of safety advocates, including Public Citizen and the Advocates for Auto and Highway Safety, as well as the automobile manufacturers.

This is an important bill for our children, including Franklin Dean Beedle Atizado whose mother worked on this legislation.

I urge its swift passage, and I do again commend its author, Representative SCHAKOWSKY, for her remarkable leadership in this matter.

Mr. BARTON of Texas. Madam Speaker, I yield 3 minutes to the gentleman from Georgia (Mr. GINGREY).

Mr. GINGREY. Madam Speaker, I thank the gentleman for yielding, and this issue is so important, H.R. 1216, and I certainly rise to support it.

Madam Speaker, I thank Ranking Member BARTON from Texas and Chairman DINGELL, chairman of the Energy and Commerce Committee, Mr. RUSH and others for bringing it forward.

Madam Speaker, when I was in the Georgia general assembly serving in the State senate several years back, I became so involved in teen driving issues. I was an OB/GYN physician, and some of the youngsters that I had delivered, all of the sudden, they were 15, 16 years old, and some of them killed tragically in automobile accidents just simply because they weren't safe. They didn't have the proper training, and so these issues are so hugely important.

I became aware of this bill when a couple from my district came to me in Washington several months ago, and their son, their 4-year-old son, had been tragically killed by a vehicle backing over him. And you know, you can't bring these lives back, of course we can't, but this kind of legislation and bringing this kind of safety to help prevent maybe my grandchildren, somebody else's child from going through a tragic situation like that, from which the family never recovers.

So, again, to be here today to offer a few words of support for H.R. 1216, the

things like automatic power window reversal, rearward visibility, this bill addresses safety risks which have already resulted in the deaths of so many children in this country. So we can't bring them back, but we can help protect our young people in the future, and I strongly support it.

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

Mr. BARTON of Texas. Madam Speaker, I have no more speakers. I urge the adoption of the bill, and I yield back the balance of our time, also.

□ 1345

The SPEAKER pro tempore (Ms. LEE). The question is on the motion offered by the gentleman from Illinois (Mr. RUSH) that the House suspend the rules and pass the bill, H.R. 1216, as amended.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill, as amended, was passed.

A motion to reconsider was laid on the table.

CONSUMER PRODUCT SAFETY MODERNIZATION ACT

Mr. RUSH. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 4040) to establish consumer product safety standards and other safety requirements for children's products and to reauthorize and modernize the Consumer Product Safety Commission, as amended.

The Clerk read the title of the bill.
The text of the bill is as follows:

H.R. 4040

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

SECTION 1. SHORT TITLE; TABLE OF CONTENTS.

(a) *SHORT TITLE.*—This Act may be cited as the “Consumer Product Safety Modernization Act”.

(b) *TABLE OF CONTENTS.*—The table of contents for this Act is as follows:

Sec. 1. Short title; table of contents.

Sec. 2. References.

Sec. 3. Authority to issue implementing regulations.

TITLE I—CHILDREN'S PRODUCT SAFETY

Sec. 101. Ban on children's products containing lead; lead paint rule.

Sec. 102. Mandatory third-party testing for certain children's products.

Sec. 103. Tracking labels for children's products.

Sec. 104. Standards and consumer registration of durable nursery products.

Sec. 105. Labeling requirement for certain internet and catalogue advertising of toys and games.

Sec. 106. Study of preventable injuries and deaths in minority children related to consumer products.

Sec. 107. Review of generally-applicable standards for toys.

TITLE II—CONSUMER PRODUCT SAFETY COMMISSION REFORM

Sec. 201. Reauthorization of the Commission.

Sec. 202. Structure and quorum.

Sec. 203. Submission of copy of certain documents to Congress.

Sec. 204. Expedited rulemaking.

Sec. 205. Public disclosure of information.

Sec. 206. Publicly available information on incidents involving injury or death.

Sec. 207. Prohibition on stockpiling under other Commission-enforced statutes.

Sec. 208. Notification of noncompliance with any Commission-enforced statute.

Sec. 209. Enhanced recall authority and corrective action plans.

Sec. 210. Website notice, notice to third party internet sellers, and radio and television notice.

Sec. 211. Inspection of certified proprietary laboratories.

Sec. 212. Identification of manufacturer, importers, retailers, and distributors.

Sec. 213. Export of recalled and non-conforming products.

Sec. 214. Prohibition on sale of recalled products.

Sec. 215. Increased civil penalty.

Sec. 216. Criminal penalties to include asset forfeiture.

Sec. 217. Enforcement by State attorneys general.

Sec. 218. Effect of rules on preemption.

Sec. 219. Sharing of information with Federal, State, local, and foreign government agencies.

Sec. 220. Inspector General authority and accessibility.

Sec. 221. Repeal.

Sec. 222. Industry-sponsored travel ban.

Sec. 223. Annual reporting requirement.

Sec. 224. Study on the effectiveness of authority relating to imported products.

SEC. 2. REFERENCES.

(a) *COMMISSION.*—As used in this Act, the term “Commission” means the Consumer Product Safety Commission.

(b) *CONSUMER PRODUCT SAFETY ACT.*—Except as otherwise expressly provided, whenever in this Act an amendment is expressed as an amendment to a section or other provision, the reference shall be considered to be made to a section or other provision of the Consumer Product Safety Act (15 U.S.C. 2051 et seq.).

(c) *RULE.*—In this Act the amendments made by this Act, a reference to any rule under any Act enforced by the Commission shall be considered a reference to any rule, standard, ban, or order under any such Act.

SEC. 3. AUTHORITY TO ISSUE IMPLEMENTING REGULATIONS.

The Commission may issue regulations, as necessary, to implement this Act and the amendments made by this Act.

TITLE I—CHILDREN'S PRODUCT SAFETY

SEC. 101. BAN ON CHILDREN'S PRODUCTS CONTAINING LEAD; LEAD PAINT RULE.

(a) *CHILDREN'S PRODUCTS CONTAINING LEAD.*—

(1) *BANNED HAZARDOUS SUBSTANCE.*—Effective 180 days after the date of enactment of this Act, any children's product containing more than the amounts of lead set forth in paragraph (2) shall be a banned hazardous substance within the meaning of section 2(q)(1) of the Federal Hazardous Substances Act (15 U.S.C. 1261(q)(1)).

(2) *STANDARD FOR AMOUNT OF LEAD.*—The amounts of lead referred to in paragraph (1) shall be—

(A) 600 parts per million total lead content by weight for any part of the product;

(B) 300 parts per million total lead content by weight for any part of the product, effective 2 years after the date of enactment of this Act; and

(C) 100 parts per million total lead content by weight for any part of the product, effective 4 years after the date of enactment of this Act, unless the Commission determines, after notice and a hearing, that a standard of 100 parts per million is not feasible, in which case the Commission shall require the lowest amount of lead that the Commission determines is feasible to achieve.