

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