

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.

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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