

states to impose and collect fees on trucks to cover the cost of these inspections. By requiring all trucks to pass inspections before entering the United States, we can help to limit the risks these unsafe trucks pose to our citizens. This country entered into NAFTA in order to better the lives of our citizens. I urge all of my colleagues to cosponsor and help me pass this legislation, because without it, we will simply put our citizens in more jeopardy. Thank you.

COMMEMORATIVE STAMP FOR
AVA GARDNER

HON. BOB ETHERIDGE

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 14, 2001

Mr. ETHERIDGE. Mr. Speaker, I rise today to introduce a concurrent resolution recommending that the U.S. Postal Service issue a commemorative postage stamp for Johnston County's favorite daughter and one of America's most accomplished actresses, Ava Gardner.

Having grown up in Johnston County myself, I am proud to introduce this legislation in Ava Gardner's memory, not only because she is a famous North Carolinian; but because she touched the lives of thousands around the globe.

Despite her superstar status, Ava Gardner never forgot her humble Johnston County roots. She was born the youngest of seven children of Jonas and Mary Elizabeth Gardner in 1922 and grew up near Smithfield. When she was 13 her family moved to Newport News, Virginia, only to return to North Carolina where she attended high school in the Rock Ridge community and studied at Atlantic Christian College, which is now Barton College, in Wilson.

In the summer of 1941 the Smithfield Herald told the story of Ava Gardner's trip across country to a place called Hollywood. When she arrived there, it didn't take long for the whole world to recognize what the people of Smithfield and all of North Carolina already saw—Ava's remarkable talent. During her career, she starred in 64 films and won many honors including:

A Golden Globe nomination for "Best Actress in a Drama" for "Night of the Iguana" in 1964;

The Academy of Motion Pictures "Merit for Outstanding Achievement—Best Actress" nomination for "Mogambo" in 1953;

And the Look "Film Achievement" award for her performance in "The Hucksters" in 1947.

She was also the first woman from North Carolina to grace the cover of Time magazine. Indeed, Ava Gardner's story is the American Dream.

In addition to her success on the silver screen, Ava was a leader in the fight against cancer and worked tirelessly for more funding for research. She was also a patriot and was recognized by the U.S. Armed Forces for her spirit of public service and her performance as a guest star on the Armed Forces radio network's production of "Victorious Lady."

Ava Gardner was one of America's most accomplished actresses in the 20th century. She led the Hollywood golden age, shared the stage with Clark Gable, Burt Lancaster, and

Grace Kelly. She served as a goodwill ambassador to people around the globe and graciously dedicated her fame to the fight against cancer.

Mr. Speaker, Ava Gardner's legacy lives on through her movies and the wonderful Ava Gardner Museum in Smithfield, North Carolina. Being commemorated on a postage stamp is a high honor reserved for remarkable people, places, and even cartoon characters. Surely, someone as glamorous and accomplished as Ava Gardner deserves her own stamp too.

CHILD PASSENGER PROTECTION
EDUCATION GRANTS

HON. JAMES L. OBERSTAR

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 14, 2001

Mr. OBERSTAR. Mr. Speaker, this week is National Child Passenger Safety Week. This national observance reminds parents and caregivers of the importance of buckling up children correctly on every ride. According to the National Highway Traffic Safety Administration, in 1999, motor vehicle crashes killed more than 1,400 children (infants to age 14) and injured another 300,000. Six out of 10 children killed in these crashes were completely unrestrained. This is simply unacceptable.

Today, I introduce a bill to continue for fiscal years 2002 and 2003 the Child Passenger Protection Education Grant program authorized by Section 2003(b) of the Transportation Equity Act for the 21st Century (TEA 21). The bill authorizes \$7.5 million for each of fiscal years 2002 and 2003 for the Secretary of Transportation to make incentive grants to states to encourage the implementation of child passenger protection programs in those states. Current authorizations for the Child Passenger Protection Education Grant program expire at the end of fiscal year 2001, whereas authorizations for virtually all other TEA 21 programs expire at the end of fiscal year 2003.

To increase seat belt use nationwide, the previous Administration established goals to reduce the number of child occupant fatalities 15 percent by 2000 and 25 percent by 2005. The Child Passenger Protection Education Grant program has played an important role in helping the Department meet the first of these goals. Since 1997, the number of child fatalities resulting from traffic crashes has declined 17 percent, exceeding the goal of 15 percent by 2000. Restraint use for infants has risen to 97 percent from 85 percent in 1996, and has climbed to 91 percent for children aged one to four, up from 60 percent in 1996.

Under my bill, a state may use its grant funds to implement programs that are designed to:

Prevent deaths and injuries to children;

Educate the public concerning all aspects of the proper installation of child restraints, appropriate child restraint design, selection, and placement, and harness threading and harness adjustment on child restraints; and

Train and retrain child passenger safety professionals, police officers, fire and emergency medical personnel, and other educators concerning all aspects of child restraint use.

A state may carry out its child passenger protection education activities through a state program or through grants to political subdivisions of the state or to an appropriate private entity. Each state that receives a grant must submit a report that describes the program activities carried out with the funds made available under the grant. Not later than June 1, 2002, the Secretary of Transportation shall report to Congress on the implementation of the program, including a description of the programs carried out and materials developed and distributed by the states that receive grants under the program.

In each of fiscal years 2000 and 2001, the Transportation Appropriations Act provided \$7.5 million to finance the Child Passenger Protection Education Grant program. It is essential that we continue to provide funding for the Child Passenger Protection Education Grant program to ensure that we make progress in preventing deaths and injuries to children on the nation's highways, and achieve our goal of a 25 percent reduction in child occupant fatalities by 2005.

INTRODUCTION OF THE GIFT OF
LIFE CONGRESSIONAL MEDAL
ACT OF 2001

HON. FORTNEY PETE STARK

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 14, 2001

Mr. STARK. Mr. Speaker, I am proud to introduce the "Gift of Life Congressional Medal Act of 2001." This legislation creates a commemorative medal to honor organ donors and their survivors. Senator Frist, a heart and lung transplant surgeon himself, is introducing companion legislation in the Senate.

There is a serious shortage of available and suitable organ donors. Nearly 75,000 people are currently waiting for an organ transplant, and every 14 minutes a new name is added to the list. Because of low donor rates, over 6,000 people died in 1999 for lack of a suitable organ. Incentive programs and public education are critical to maintaining and increasing the number of organs donated each year.

We are very happy to hear that Secretary Thompson has made this a priority issue that he plans to address during his first 100 days as Secretary. He has promised to mount "a national campaign to raise awareness of organ donation", and to "do more to recognize families who donate organs of a loved one." The Gift of Life Congressional Medal Act is a great opportunity for us to work with Secretary Thompson to draw attention to this life-saving issue. It sends a clear message that donating one's organs is a self-less act that should receive the profound respect of the Nation.

The legislation allows the Health and Human Service's Organ Procurement Organization (OPO) and the Organ Procurement and Transplantation Network (OPTN) to establish a nonprofit fund to design, produce, and distribute a Congressional Medal of Honor for organ donors or their family members. Enactment of this legislation would have no cost to the Federal Government. The Treasury Department would provide an initial loan to OPTN for start-up purposes, which would be fully repaid. From then on, the program would