

Mr. Speaker, please join me in honoring Mayor Parsons for his vision and his hard work. I would like to thank him for his years of public service. His dedication to those who elected him is admirable, and I wish him much success in all his future endeavors.

HONORING VICTIMS OF AMERICAN
AIRLINES FLIGHT 587

HON. CHARLES B. RANGEL

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, November 14, 2001

Mr. RANGEL. Mr. Speaker, I rise today to honor the victims who lost their lives in the crash of American Airlines flight #587 on Monday, November 13, 2001 and to offer my condolences and support to their families and friends. In the last two months, New York has witnessed such horrific losses and today we mourn the loss of more than another 250 friends. The flight that crashed was heading to the Dominican Republic and the list of passengers reflects the Dominican presence in New York City—a vibrant community that is an integral part of our National cultural mosaic and part of the wonderfully diverse constituency that is my privilege to serve in the U.S. Congress. Our attention now turns to the Dominican people, both here and in their motherland, who suffered a grievous loss.

As I read the news reports, I notice the family relations on the flight which ties our community to a small country in the Caribbean. Mothers taking children to visit a never seen homeland. Nephews visiting aunts. Husbands returning to bring wives to their new lives. Parents on first vacations without the children. All the stories reflect lives prematurely ended leaving loved ones.

We cannot reverse the tragic event of yesterday and only time will perhaps reveal the circumstances that caused it, allowing us to better understand why. Today we can stand with the Dominican community and offer our assistance in the healing and restoring of their lives. We can let them know that they are not alone during this time and that we pledge to provide every available resource to them.

To the people of my district and its people of Dominican heritage: The past years we have worked side by side to improve the lives of our people and we have seen many wonderful changes. Your presence has enriched my life and contributed to the diversity that defines Upper Manhattan. I am so proud to represent you. Last night, in Washington Heights, I saw your tears and felt your pain. Please know that I mourn with you for your loss is my own. Mi apoyo, compasión, y solidaridad va para todos mis hermanos dominicanos. Frente a la tragedia y la adversidad, mi corazón esta con todos ustedes.

HONORING SYLVIA COHEN

HON. FRANK PALLONE, JR.

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Wednesday, November 14, 2001

Mr. PALLONE. Mr. Speaker, it is with great pleasure that I recognize a distinguished resi-

dent of my district, Mrs. Sylvia Cohen, and congratulate her on receiving New Jersey's Deal Shore Hadassah Woman of the Year award.

For the past three decades, Sylvia has put forth a tireless effort as an active member of the Shore area's Jewish community. Sylvia is committed to Jewish causes and became active in the United Jewish Appeal, well before it even became the Jewish Federation. In addition, she currently serves on the Board of Directors of the Jewish Federation and is co-chair of the Business and Professional Women's Division. Furthermore, Sylvia also serves on the Monmouth University Scholarship Ball Committee, the Board of the Jewish Community Center of Greater Monmouth County, and is president of the Temple Bath Torah's Sisterhood in Ocean Township. Throughout all of her hard work and fundraising to ensure the success of these local Jewish organizations, Sylvia has remained inspired by and devoted to the Jewish community.

In her personal life, Sylvia has shown an equal level of commitment, passion, and dedication. She and her husband, Ray Cohen, have successfully established and operated two small businesses in their hometown of Deal, New Jersey. As involved as Sylvia has been and continues to be in the community and her businesses, her greatest pride is her family. She and her husband have raised five daughters and five grandchildren. Sylvia has set an example for her family as two of her daughters have both been honored by their local Hadassah chapters as Woman of the Year, as well.

Mrs. Cohen certainly serves as an example for both her family and her community. Her devotion and hard work are extraordinary and can further serve as an example for us all. Mr. Speaker, it is with pleasure that I ask you to join me in distinguishing Mrs. Sylvia Cohen for a lifetime of dedication to her family and to her Jewish community.

BEST PHARMACEUTICALS FOR
CHILDREN ACT

SPEECH OF

HON. ALBERT RUSSELL WYNN

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

Tuesday, November 13, 2001

Mr. WYNN. Mr. Speaker, I rise today in strong support of the "Best Pharmaceuticals for Children Act of 2001", a bill I am proud to cosponsor.

Mr. Speaker, most pharmaceuticals have not been tested and labeled for pediatric safety and use. We've heard it time and time again, children are not small adults. With that in mind, why would we cut an adult dosage of medication in half and assume it's appropriate for treating a child's condition? It isn't, and that is why this legislation is so important.

This legislation re-authorizes a program that has proven to be the most effective way to generate studies of medications in children. Before the law was passed, 80 percent of drugs given to children had been tested only on adults. Since then, 60 studies have been conducted to assess the safety and effective-

ness of medicines used in children, and another 400 are under way. Physicians who prescribe medications for children, and parents who administer them, now have more information about appropriate dosages, as well as, the side effects of medications in the pediatric population. It has truly been a remarkable achievement for children's health.

As part of the authorization of these "pediatric exclusivity" provisions, FDA was required to submit a report to Congress describing the results of the program and commenting on its success. FDA's report, submitted in January, stated that an unprecedented number of pediatric studies had been conducted and crucially important new pediatric labels were improving medical care for children.

According to a GAO study, "as of April 1, 2001, 28 drugs had been granted marketing exclusivity extensions, and research results have provided new and useful information about how drugs work in children, which have been incorporated into labels for 18 drugs." This information, previously unavailable to parents and doctors, includes new information about dosing, important new safety considerations, extension of dosing, safety, and efficacy data to younger patients, along with development of age-appropriate formulations.

Because Congress was uncertain as to whether this program would be successful, it chose to "sunset" the provisions at the end of calendar year 2001. It is now time to re-authorize this highly successful program, to ensure that its accomplishments continue and that pediatric studies and labeling for many more drug products will be achieved. The 6-month period of exclusivity assures priority of pediatric studies, and helps to justify establishing infrastructure necessary for doing pediatric studies. The exclusivity has been the primary driver in building capacity and expertise in pediatric drug development. The ability of a pediatric research program to pursue unique pediatric illnesses, and pediatric-predominant diseases is dependent on such R&D resource allocations.

As a proud cosponsor of H.R. 2887, I encourage all of my colleagues to follow Representative ESHOO's leadership in supporting the continuation of this successful research program.

HONORING CHANNAHON FIRE
PROTECTION DISTRICT

HON. JERRY WELLER

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, November 14, 2001

Mr. WELLER. Mr. Speaker, I rise today to honor the Channahon Fire Protection District (FPD) for its years of excellent service and commitment to the community.

The Channahon Fire Protection District was organized over 50 years ago. It protects over 38 square miles which includes Interstate 55, 11 miles of the I & M Canal, over 11 miles of the Des Plaines River as well as more than 8,000 residents.

Last year, the Channahon FPD responded to over 700 calls which is quite remarkable when you consider that 90 percent of the 45

members on the department are volunteers. Channahon FPD was also successful in winning two Fire Act Grants during the first year they were offered.

Channahon FPD believes in a commitment to excellence as shown by their continuing education programs for Department members. Tragically, the Channahon Fire Protection District recently experienced the loss of Firefighter Kenneth J. Frayne in the line of duty. Ken was a four-year member of the department and died while performing dive rescue training. Ken was twenty-eight years old and left behind his wife of three years, Deborah Frayne. I know the entire Department will miss Ken and his dedication to the service. I will keep Ken and Deborah in my thoughts and prayers.

Since the attack on September 11, 2001, the whole country is more aware of the importance of our firefighters and their critical role in our national defense and security. Channahon FPD members and volunteers are excellent examples of our nation's citizens at their finest. It has been my privilege to serve Channahon FPD as part of my 11th Congressional District. I look forward to serving and working with them in the years to come.

Mr. Speaker, I urge this body to identify and recognize other institutions in their own districts whose actions have so greatly benefited and strengthened America's communities.

CONGRATULATING PRINCIPAL
MICHAEL J. OTTO

HON. SAM GRAVES

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Wednesday, November 14, 2001

Mr. GRAVES. Mr. Speaker, it is with much pride that I rise today to congratulate one of Missouri's educators. With emphasis placed on the need to reform our public schools and ensure that our children receive quality instruction, it pleases me to know that Graden Elementary School is on the right path. I ask that you join me in congratulating Principal Michael J. Otto, recently named a recipient of the 2001 National Distinguished Principals award.

The U.S. Department of Education, along with the National Association of Elementary School Principals, began this program in 1984 to honor those principals that exemplify the vital leadership necessary to guide our school communities. Education Secretary Paige commented that, "Principals today—more than ever before—are critical leaders in the effort to improve America's public schools. I applaud these outstanding principals for their dedication, achievements, tirelessness, and leadership. I look forward to working with principals across the nation . . . to improve the performance of all students so that no child is left behind." I could not agree more with Secretary Paige's comments. I find it admirable that the recipients were nominated by their peers, further demonstrating the effects of their commitment to educational excellence.

I am honored to represent a man who has given so much of himself to provide our schoolchildren not only with excellent instruc-

tion, but also inspiration. Again, I congratulate Principal Michael J. Otto and commend him for his diligent work on behalf of our schoolchildren.

RECOGNIZING ROB ATWILL

HON. GEORGE RADANOVICH

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, November 14, 2001

Mr. RADANOVICH. Mr. Speaker, I rise today to recognize Rob Atwill for being named an Extension Specialist Award finalist by the Friends of Agricultural Extension. The Friends of Agricultural Extension will recognize Rob at their annual awards dinner.

Rob is a Veterinary Medicine Extension Specialist at the U.C. Veterinary Medical Training & Research Center in Tulare, CA. He is conducting research on the subject of "The Interface Between Water Quality, Animal Agriculture, and Human Health—with particular emphasis on the fate and distribution of waterborne pathogens from animal agricultural systems." Rob's efforts to develop responsible data to determine the extent and risk of microbial movement from dairy lagoons and other such systems has been invaluable to our livestock industry. His work has helped develop responsible handling techniques and provide factual insight on which to base regulatory guidelines.

Mr. Speaker, I congratulate Rob Atwill for being named an Extension Specialist Award finalist by the Friends of Agricultural Extension. I urge my colleagues to join me in wishing Rob Atwill many more years of continued success.

SCHOOLBUS SAFETY ACT OF 2001

HON. MARK UDALL

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, November 14, 2001

Mr. UDALL of Colorado. Mr. Speaker, today, I am introducing the Schoolbus Safety Act of 2001, legislation designed to close a loophole in federal regulations that can threaten the safety of children who ride a bus to and from school.

As my colleagues may know, the sale of new 15-passenger vans to carry school-age children has been banned since 1974 because they do not have the same safety features as school buses and because the vans are more likely to roll over when carrying many passengers. However, current regulations allow schools to purchase used 15-passenger vans—the loophole my legislation addresses.

School buses and 15-passenger vans are radically different vehicles. A school bus must meet numerous mandated federal safety standards. School buses have multiple horizontal and vertical steel beams bonded together in such a manner that essentially wraps the passengers in a cage of steel. The inside and outside of the bus is further reinforced by thick sheets of steel.

A school bus is generally heavier than a comparable sized passenger vehicle and has

exit doors, superior roof structure, an interior aisle, significant interior seat padding, driver visibility, fuel system integrity, and a far superior center of gravity and stability. In addition school buses have special warning light and pedestrian control systems and are generally painted a bright yellow, which are all significant safety features.

The traditional 15-passenger van is structurally and generally a significantly different vehicle. These vans were originally rated as "light trucks" and, as such, were not required to meet passenger safety standards. Therefore, the area behind the driver is anticipated only to carry cargo and does not have side bar protection which accompanies normal passenger vehicles, including mini vans.

The numbers tell the whole story. When evaluating the relative safety of all passenger vehicles and school buses per road mile, studies show that school buses are markedly safer vehicles. In 1994, there were 21,813 deaths in passenger vehicles, which translates to .86 deaths every 100 million miles. In school buses, there were two occupant deaths, which translate into .005 deaths per 100 million road miles. In other words, passenger vehicles per road mile had a fatality rate 170 times higher than school buses.

School buses are the safest form of mechanized transportation that exists. School buses are 34 times safer than train travel and 4 times safer than commercial aviation.

My legislation removes the nearly 30 year old loophole in the federal regulations that allows used vans to be purchased while new vans are banned. In addition, this bill extends the ban from sale of vans to leasing, renting and buying, thereby making the buyers accountable as well as the seller. These changes will insure that the intent of the 1974 law is finally realized. The bill also would strengthen the penalties on those who violate this important safety provision.

In light of numerous high profile cases involving colleges and universities, my bill extends the definition of "schools" for these provisions to include "postsecondary" institutions.

The legislation raises the prescribed penalty for breaking this law from "not more than \$1000" to "not more than \$25000", thereby giving the enforcement agencies something to make it worth their while to pursue. This provision is important because from 1974 until 1997, the National Highway Traffic Safety Administration (NHTSA), which had responsibility for administering the law, did not initiate one single enforcement proceeding in the entire country.

Finally, the bill mandates that fines collected under this legislation would be pooled into an account under the Secretary of Transportation for use in enforcing these provisions.

Mr. Speaker, as a nation, we long ago decided that the means by which we transport our children to and from school and school-related activities, should be as safe as possible. This bill will go a long way in ensuring that safety for our children.