

While the current safety standard for child restraints specifies that child restraints be tested at an impact of 30 mph, tests are regularly conducted at speeds as low as 27.6 mph. The Government does not crash test any child restraints in actual motor vehicles; and it has not required that child restraint manufacturers simplify and standardize instructions for installing and using child restraints.

Finally, although head injuries from motor vehicle collisions frequently are the cause of serious injuries or fatalities, many makes and models of child restraints do not offer side-impact padding or other protection from head injuries in side-impact crashes. The Child Passenger Protection Act requires the Secretary of the U.S. Department of Transportation (DOT) to initiate a rulemaking that would address these and other deficiencies in our current child restraint system.

Under this legislation, DOT will also begin a comprehensive program to provide information to consumers for use in making informed decisions in the purchase of child restraints. The Secretary must issue a notice of proposed rulemaking to establish such a program within 12 months of the bill's enactment, and it must issue a final rule within 24 months of the bill's enactment.

The Subcommittee on Consumer Affairs, Foreign Commerce and Tourism held a field meeting on June 19, 2000 in St. Louis, MO, to discuss the Child Passenger Protection Act. My colleague from Missouri, Senator JOHN ASHCROFT, chaired this field meeting, at which the subcommittee heard testimony from NHTSA, highway safety advocates, and a pediatric surgeon concerning the current state of child passenger safety and additional ways to improve safety. S. 2070 passed the full Committee on Commerce, with a substitute amendment, by voice vote on September 20, 2000.

This committee amendment to S. 2070, which has been incorporated into section 14 of the TREAD Act, also requires a study, within 12 months of the bill's enactment, of automobile booster seat use and effectiveness. In addition, this committee amendment requires DOT to develop a 5-year strategic plan to reduce deaths and injuries caused by the failure to use an appropriate booster seat for children between the ages of 4 and 8 years. The bill thus focuses more attention on an issue that automobile safety advocates have dubbed the "forgotten child problem." This problem exists for children, usually between the ages of four and eight years, who have outgrown their infant child restraints but who do not fit properly in adult seat belts.

I want to close by extending my thanks to all who have so strongly supported this legislation, including the American College of Emergency Physicians, Advocates for Highway and Auto Safety, the Easter Seals KARS program, State Farm Insurance,

SafetyBeltSafe U.S.A., the National SAFE KIDS Campaign, the co-authors of the book *Baby Bargains*, Consumers Union, and the American Automobile Association. I congratulate my colleague from Illinois, Congressman JOHN SHIMKUS, who introduced companion legislation in the House of Representatives, for his fine work on getting this legislation included in the TREAD Act and through the House of Representatives on Tuesday. I am pleased that this important piece of legislation passed the Senate unanimously last week.

#### VICTIMS OF GUN VIOLENCE

Mr. DORGAN. Mr. President, it has been more than a year since the Columbine tragedy, but still this Republican Congress refuses to act on sensible gun legislation.

Since Columbine, thousands of Americans have been killed by gunfire. Until we act, Democrats in the Senate will read the names of some of those who have lost their lives to gun violence in the past year, and we will continue to do so every day that the Senate is in session.

In the name of those who died, we will continue this fight. Following are the names of some of the people who were killed by gunfire one year ago today.

October 17, 1999:  
Ariosto Bautista, 20, Rochester, NY;  
Tavaris Covington, 20, Charlotte, NC;  
Jilad Edwards, 16, Detroit, MI;  
Jason Jones, 16, Baltimore, MD;  
Edward Mason, 76, Dallas, TX;  
Luis Hernandez, 30, Oakland, CA;  
Hiram J. Rumlin, 25, Rochester, NY;  
Herbert Sanford, 21, Detroit, MI;  
John Williams, 36, Baltimore, MD;  
Ladrandria Williams, 18, Detroit, MI;  
and

Unidentified Male, 82, Portland, OR.  
Following are the names of some of the people who were killed by gunfire one year ago Friday, Saturday, Sunday and Monday.

October 13, 1999:  
Adnan Ahmed Ali, 21, Memphis, TN;  
Richard Baker, 27, Philadelphia, PA;  
Ivan Cook, Sr., 68, Knoxville, TN;  
Granville Deshields, 23, Philadelphia, PA;  
Kevin Hooker, 20, Atlanta, GA;  
Robert Liggins, 35, Dallas, TX;  
Christopher Scott, 25, Baltimore, MD;  
Theresa Scott, 38, Detroit, MI;  
Zzeene Stukes, 23, Baltimore, MD;  
Davey Taylor, 22, Detroit, MI;  
Unidentified Male, Long Beach, CA;  
Unidentified Male, Portland, OR; and  
Unidentified Male, Washington, DC.  
October 14, 1999:  
Andre Chamberlin, 23, Washington, DC;  
Nathen Davis, 23, Washington, DC;  
Luis Fernandez, 38, Miami-Dade County, FL;  
Ronnell Johnson, 22, Baltimore, MD;  
Shaun Lynch, 20, Houston, TX;  
Jennifer Monte, 23, Philadelphia, PA;

David Naysmith, 29, Detroit, MI;  
Eliezer Nieves, 30, Miami-Dade County, FL; and

Unidentified Male, 19, Portland, OR.  
October 15, 1999:  
Justin Alban, 23, Baltimore, MD;  
Albert Carballo, 48, Miami-Dade County, FL;  
Carl Creary, 48, Miami-Dade County, FL;  
Devadiipa Creary, Miami-Dade County, FL;  
Sylvester Exum, 45, Memphis, TN;  
Juan Godin, 42, Houston, TX;  
Brian Harrington, 3, Detroit, MI;  
Wanda Harrington, 47, Detroit, MI;  
Guillermo Marquez, 32, Houston, TX;  
Anton Parker, 19, Washington, DC;  
Mario Pujol, 53, Miami-Dade County, FL;

Magdeil Rivera, 25, Bridgeport, CT;  
Luis Velez, 20, Bridgeport, CT  
Clifton Walker, 31, Philadelphia, PA;  
Unidentified Male, 16, Chicago, IL;  
Unidentified Male, 96, Long Beach, CA; and

Unidentified Male, 17, Norfolk, VA.  
October 16, 1999:  
Hector Aviles, 21, Philadelphia, PA;  
Norris Bradley, 19, Washington, DC;  
Elenora Fisher, 35, New Orleans, LA;  
Anthony Harth, 25, Kansas City, MO;  
Pretlow Howell, 22, Chicago, IL;  
Bruce Kelly, 35, Akron, OH;  
Jose Martines, 22, Houston, TX;  
Jose Ramos, 24, Philadelphia, PA;  
David Stopka, 25, Chicago, IL;  
Carey Thompkins, 28, Cincinnati, OH;  
George Zafereo, 52, Victoria, TX; and  
Unidentified Male, 82, Portland, OR.

We cannot sit back and allow such senseless gun violence to continue. The deaths of these people are a reminder to all of us that we need to enact sensible gun legislation now.

#### CASSIE'S LAW

Mr. CRAPO. Mr. President, I rise today to congratulate the Senate on its unanimous passage of the Violence Against Women Act. In particular, I would like to commend the members of the conference committee for including language that establishes a legal definition of dating violence.

In domestic violence situations, victims are victims regardless of their age or legal relationship to the abuser. The seriousness of this issue was brought home by a tragic case in Idaho. In December 1999, a 17-year-old Soda Springs, Idaho, girl, Cassie Dehl, was killed in an accident involving her abusive boyfriend. Prior to her death, the numerous attempts by her mother to obtain legal protection for her daughter failed because Idaho's domestic violence laws did not apply to teenage dating relationships. Earlier this year, Idaho Governor Dirk Kempthorne and the Idaho State Legislature enacted legislation, named in Cassie's memory, which extended Idaho domestic violence laws to dating relationships. I am pleased that Federal law will now also protect teenagers involved in abusive dating relationships.