

continues today and there is no foreseeable end to this situation. If airlines don't have that insurance coverage, as a practical matter they won't be able to fly. Because of this situation, Congress must extend the program to provide U.S. airlines the war-risk insurance that they need. The accompanying legislation would do that for five years.

As many of us remember, immediately after 9/11 commercial insurers in lockstep cancelled the airlines' war-risk policies. That withdrawal of essential insurance coverage caused a crisis that Congress on September 21, 2001 resolved by granting the Federal Aviation Administration the authority to issue war-risk insurance policies to U.S. airlines. The FAA today provides war-risk insurance to some 70 U.S. airlines. The FAA program has been generating roughly \$150 million annually in premium payments to the treasury and we can expect about the same amount of payments in 2006. That is 6 or 7 times what the U.S. airline industry paid for that coverage before 9/11.

Congress has repeatedly extended the FAA's program since 2002 because we have recognized that war-risk insurance for the airlines is indispensable. Airlines won't fly without that coverage because they cannot bear the financial risk of a catastrophic act of terrorism against them. Expressed another way, no one wants large aircraft operating in the United States that do not have adequate insurance coverage.

I wish that I could report that the commercial market for aviation war-risk insurance has returned to its pre-9/11 condition. Unfortunately, it has not; the marketplace is failing to cover the terrorism risks to which airlines are exposed. Indeed, the situation has worsened. Premium costs and coverage terms in the commercial market have not been and are not today reasonable.

Of immediate concern is how the marketplace is treating coverage of aviation losses attributable to weapons of mass destruction. The FAA's insurance policy quite properly covers this risk. But if U.S. airlines were required to rely on the commercial market for war-risk insurance, today they effectively could not get WMD coverage for their aircraft (in insurance terms, their "hulls".) More ominously, it appears that this year the commercial market will stop providing most third-party WMD coverage. This means that if a WMD incident were to occur on an aircraft in flight, commercial insurance would not cover the death and injury of persons on the ground, or damage to property on the ground.

Neither airlines nor their employees, who have borne so much of the financial adversity that the U.S. airline industry has suffered since 9/11, can afford such an increase in premiums. Between 2001 and 2005, U.S. airlines had net losses of more than \$40 billion. A staggering 135,000 jobs have been lost in the airline industry since 2001. The compensation of those who remain in the industry in many instances has been slashed. Current projections are that the airlines will lose another \$2 billion in 2006. With stubbornly high oil prices, now \$67 per barrel, that projection may turn out to be optimistic.

If Congress does not act, the already ailing U.S. airlines will be forced into a commercial market that provides war-risk insurance that is extraordinarily expensive; does not provide anywhere near the coverage that is nec-

essary; and continues to write war-risk insurance policies with seven-day cancellation clauses, the same clauses that caused so much turmoil right after 9/11.

We must therefore renew the FAA's war-risk insurance program. And, realistically, we must do so for an extended period. We have had one-year renewals of the program since 2002. We would all be better served if the extension were lengthier, which is why the accompanying legislation would extend the program for 5 years. I am pleased to introduce this needed legislation today.

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STATEMENT ON THE LOSS OF  
CORPORAL BRIAN R. ST. GERMAIN

**HON. JAMES R. LANGEVIN**

OF RHODE ISLAND

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, April 26, 2006*

Mr. LANGEVIN. Mr. Speaker, it is with profound sorrow that I rise to recognize the loss of a brave Marine in Iraq, Corporal Brian R. St. Germain, a Rhode Island citizen who served his country with dignity and honor. I join his family and the people of Rhode Island in mourning this great loss.

Cpt. St. Germain grew up in West Warwick, RI. He was an honor student and a 2001 graduate of West Warwick High School, where determination and hard work led him to become an all-state hurdler on the track and field team. These traits were signs of the first-rate Marine that he would soon become.

Cpt. St. Germain was an active duty Marine on his second tour of duty in Iraq assigned to the 1st Marine Logistics Group, 1st Expeditionary Force. Cpl. St. Germain unselfishly volunteered to ride on dangerous convoys so that his fellow Marines with wives and children would be spared the additional risk. On April 2nd, Cpl. St. Germain was killed in a vehicle accident along with five other marines in the Al Anbar Province when their Medium Tactical Vehicle Replacement was caught in a flash flood and rolled over.

This loss causes us to reflect on the bravery demonstrated by our men and women in uniform as they carry out their obligations in the face of danger. When Cpl. St. Germain's nation called him to duty to preserve freedom, liberty and security, he answered without hesitation. We will remember him as a patriot who made the ultimate sacrifice for his country.

Cpl. St. Germain is survived by his parents, Lynn and Robert; his brother Nicholas; his grandmother Louise; and his uncle and godfather, Terence Adamo. May we keep his loved ones in our thoughts and prayers as they endure this difficult period.

We will also continue to hope for the safe and speedy return of all of our troops serving throughout the world.

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IN MEMORY OF DAN SCHAEFER

**HON. MARK UDALL**

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, April 26, 2006*

Mr. UDALL of Colorado. Mr. Speaker, I was saddened to learn of the death of former U.S. Representative Dan Schaefer, who rep-

resented Colorado's 6th Congressional District for 15 years before he retired at the end of the 105th Congress.

While I did not serve with Dan, we occasionally found each other on the familiar flights between Washington and Denver after his retirement from Congress, and like all Coloradans I am aware of his contributions to our state and the nation.

He took a leadership role in establishing the House's renewable-energy caucus and in support of the important work of the National Renewable Energy Laboratory (NREL)—a role that was appropriately recognized when NREL's visitors' center was named for him.

He also worked closely with my predecessor, Representative David Skaggs, in pressing for timely cleanup of the closed Rocky Flats nuclear-weapons facility—a goal that was finally achieved just last year.

And as our state experienced rapid population growth, he also worked to provide federal assistance to help fund essential transportation infrastructure, including funds for highway and light-rail construction and improvements.

In the words of The Denver Post, "Schaefer had a fine ability to disagree with people without being disagreeable. Besides leaving cleaner lands and water as his legacy, he left a record of civility and decency in public affairs that will be greatly missed in today's often strident politics."

He will be missed, in Colorado and in Congress. For the information of our colleagues, I am attaching a recent editorial about his career and contributions.

[From the Denver Post, Apr. 24, 2006]

SCHAEFER SERVED COLORADO WELL

Dan Schaefer's legacy can be seen in the native grasses that replaced the former Rocky Flats nuclear bomb factory and in the pavement of C-470. Schaefer, who last week died of cancer at age 70, represented Colorado's 6th Congressional District for 15 years until retiring in 1998. Called a conservative in his political career, today he would be a moderate Republican.

While in office, Schaefer focused on service to his district and state, and fiscal restraint in government. His national initiatives, to end the income tax and deregulate electrical utilities, failed on their merits.

Close to home, though, he successfully worked with David Skaggs, the Boulder Democrat who then represented the 2nd Congressional District, to fast-track Rocky Flats' cleanup. He pushed the U.S. government to meet the same environmental standards imposed on industry. He got crucial federal support for C-470 but supported mass transit, too. Schaefer was such a champion of renewable energy that the main building at the National Renewable Energy Laboratory in Golden is named after him.

Schaefer had a fine ability to disagree with people without being disagreeable. Besides leaving cleaner lands and water as his legacy, he left a record of civility and decency in public affairs that will be greatly missed in today's often strident politics.

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HONORING THE LADIES OF THE  
RED HAT SOCIETY

**HON. JOHN D. DINGELL**

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, April 26, 2006*

Mr. DINGELL. Mr. Speaker, I rise today to commemorate a very remarkable group of