

the Attending Physician in the U.S. Capitol, for an annual fee of around \$500.

These Government-run health programs have successfully provided countless Senators and Representatives with life-saving medical treatments, but as we all know, most Americans don't have this kind of protection.

Members of Congress should not have access to taxpayer-funded healthcare when they are actively denying these very people quality care of their own.

Congress needs a reality check.

In 2007, before the economy collapsed, 42 percent of all adult Americans under 65 were either uninsured or underinsured. Our dire unemployment rates and escalating health care costs have only made this situation worse. Today half of all American families delay seeking medical treatment because they have such a tenuous health insurance situation. Many of my colleagues do not fully appreciate the plight of 50 percent of our population, but we can help them understand.

Until health reform is enacted, Members of Congress should get to experience the tender mercies of our fragmented, complex, and exploitative health care system. My Health Care Reality Check Act terminates all government-administered health benefits for Members of Congress until comprehensive health reform is signed into law: no more Federal Employee Health Benefits Program, no Medicare, no VA, no attending physician in the Capitol.

Instead, Senators and Representatives may self-insure or they can rely on a spouse's company having employer-provided insurance, thus tying them—like millions of Americans—to the employment of a family member. Some will need to buy health insurance on the private market, exposing them to legal discrimination based on age and gender.

By personally dealing with rescissions, pre-existing condition exclusions, the fine-print of insurance contracts and the gaps in coverage from weak consumer protections maybe my colleagues can better grasp the urgency of our health care crisis.

If our own health security were linked to the success of health reform for all Americans, we will have a bill enacted within weeks, guaranteed.

INTRODUCING LEGISLATION ADDRESSING WORLD WAR II AND THE DEPORTATION OF JEWS AND OTHERS TO CONCENTRATION CAMPS

HON. CAROLYN B. MALONEY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, December 8, 2009

Mrs. MALONEY. Madam Speakers, I am pleased to join my colleagues Ranking Member ILEANA ROS-LEHTINEN and Congressman JERRY NADLER in introducing bipartisan legislation that addresses a horrific period in world history: World War II and the deportation of millions of Jews and others to concentration camps. This bill would affect French railroad companies, which took more than 75,000 Jews from France to concentration camps during World War II, less than 3 percent of whom survived. Under current law, these foreign entities are immune from legal action. Specifically, the bill provides plaintiffs the right to

seek damages against the French National Railway (Societe Nationale des Chemines Fers Francais—SNCF) in Federal Court for its transportation of French and other Jews to Auschwitz as well as its supply of personnel to facilitate the transportation and the assessed charges per person. The French Government claims immunity from legal action due to the Foreign Sovereign Immunities Act, yet the FSIA was passed 30 years after the action causing the damages for which the plaintiffs seek. The bill allows the plaintiffs to sue regardless of the strictures of the FSIA.

Nothing will ever make up for the unthinkable atrocities undertaken by Nazi Germany and its sympathizers during World War II, but every bit of justice is important. No perpetrator or accomplice of the Holocaust should ever go unpunished. This bill allows some measure of closure for those who have suffered for far too long.

FIRST GLOBAL MINISTERIAL CONFERENCE ON ROAD SAFETY

HON. ROBERT WEXLER

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, December 8, 2009

Mr. WEXLER. Madam Speaker, as a founding co-Chair of the Congressional Caucus on Global Road Safety, I rise today to praise the highly encouraging efforts and outcomes of the First Global Ministerial Conference on Road Safety, which took place in Moscow, Russia, on November 19 and 20, 2009.

This important conference was the result of a five-year effort by a global community of stakeholders from multilateral and bilateral institutions, from governmental and nongovernmental organizations, and from academia and civil society. These groups are dedicated to raising international awareness and to mobilizing a global response to advancing road safety.

Hosted by President Dmitry Medvedev and the Russian Federation, this conference brought together transportation ministers, health ministers, non-governmental organizations, and experts from across the globe and reflected a growing understanding among nations to seek opportunities to cooperate on tackling one of the world's most severe problems today—the epidemic of road crash deaths and injuries.

The statistics for this epidemic are staggering: 1.3 million people are killed annually on the world's roads and 50 million more are injured. The number of deaths each year is the equivalent of 10 jumbo jets crashing every day, and the toll is continuing to increase dramatically. At the current rate of growth, road crashes will be the fifth leading cause of death overall by the year 2030, and the first leading cause of death for children aged five and older by 2020, rivaling the top and often more well-known global health epidemics.

Road crashes do not discriminate by age, class, gender, race, or nationality. Nor do they respect the bounds of geography. In the United States alone the death toll is an estimated 44,000 people annually, and road crashes have become the leading cause of death among Hispanics under 34 years of age. Meanwhile, in some African countries, up to half of all hospital surgical beds are occu-

piated by road crash victims, while in others the fatalities rank second only to HIV/AIDS.

Along with the unfathomable human cost of road crashes, there are also grave economic costs to individuals, families, and communities. It is estimated that road crashes cost \$518 billion globally each year. In developing countries, road crashes have a dramatic impact on their fragile economies, costing an estimated \$100 billion, and often exceeding the total amount received by these countries in development assistance. Furthermore, road crashes place a preventable strain on first responder services, health care services, and health insurance services, as many victims require extensive, and expensive, critical care, as well as follow-up care and rehabilitation. In countries where a primary bread-winner is killed or injured, or must care for the injured, this can destroy livelihoods and devastate communities.

The First Ministerial Conference on Road Safety in Moscow addressed each of these issues, as well as many other key components of the road safety epidemic, in an intensive two days of plenary sessions and panel discussions during which high level delegates from various nations and organizations shared experiences, ideas, and best practices.

I would like to commend the U.S. delegation, which included representation from the Department of State, the Department of Transportation, the Centers for Disease Control and Prevention, and other partner state and federal agencies, for its robust participation and high level representation throughout the Conference. As the first global forum for road safety, this conference was truly an historic event. I am pleased that the U.S. delegation took a strong leadership role in addressing U.S. road safety goals and objectives, as well as in working constructively with the Conference to establish new benchmarks for best practices and road traffic injury prevention, as announced in the Moscow Declaration.

The Moscow Declaration reinforces governmental leadership and guidance on road safety, sets regional casualty reduction targets, and offers a new framework for international cooperation on global road safety. It declares the decade 2011–2020 as the “Decade of Action for Road Safety” with the goal of stabilizing and reducing the forecast level of global road deaths. Finally, the Declaration encourages the U.N. General Assembly to assent to the goals and policies it proposes.

I would like to acknowledge the hard work of all those who helped make the First Ministerial Conference on Global Road Safety a success. I applaud the Russian Federation for taking the initiative of hosting this critical conference in Moscow. I would also like to congratulate the U.S. delegation and other participants from around the world for having demonstrated a promising commitment to the important goal of reducing road deaths on a global scale.

I and the rest of the Congressional Caucus on Global Road Safety look forward to maintaining a fruitful dialogue with the Russian Federation, other governments, the international NGO community and other organizations, with the aim of finding further ways to improve road safety, and I am hopeful that the Congress as a whole will continue to do so as well. Finally, I encourage the Obama Administration and the American delegation to continue their strong leadership in ensuring that