

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.

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#### 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.

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#### 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

the casualty reduction targets and the road safety initiatives detailed in the Moscow Declaration are accomplished, both at home and abroad.

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PERSONAL EXPLANATION

**HON. TIMOTHY V. JOHNSON**

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, December 8, 2009*

Mr. JOHNSON of Illinois. Madam Speaker, unfortunately earlier today I was unable to cast my votes on H.R. 3288, H. Con. Res. 199, H. Con. Res. 206, and H. Res. 940 and wish the record to reflect my intentions had I been able to vote.

Last night, as you are aware, there were no votes in the House of Representatives due to the White House Christmas Party. I took this opportunity to meet with some of my young constituents at the Farmhouse Fraternity on the campus of the University of Illinois at Urbana-Champaign to discuss agricultural issues and the implementation of the Farm Bill. Early this morning I boarded an airplane in Champaign, Illinois, and unfortunately due to weather, my plane was drastically delayed, I was unable to arrive in Washington, DC to cast my votes.

Had I been present on rollcall #931 on the Motion to Instruct Conferees on H.R. 3288, Making appropriations for the Departments of Transportation, HUD, and related agencies for FY 2010, I would have voted "aye". This vote would have blocked any attempt by the Majority from using H.R. 3288 as the vehicle for an Omnibus Appropriations bill and require that the language for this bill be posted online for 72 hours prior to any vote. Madam Speaker, omnibus appropriations bills that are hundreds of pages long and have not been fully vetted is no way to fund our government and I urge you to refrain from using this bill for those purposes.

Had I been present on rollcall #932 on suspending the rules and passing H. Con. Res. 199, Recognizing the 10th Anniversary of the activation of Echo Company of the 100th Battalion of the 442d Infantry, and the sacrifice of the soldiers and families in support of the United States, I would have voted "aye."

Had I been present on rollcall #933 on suspending the rules and passing H. Con. Res. 206, Commending the soldiers and civilian personnel stationed at Fort Gordon and their families for their service and dedication to the United States and recognizing the contributions of Fort Gordon to Operation Iraqi Freedom and Operation Enduring Freedom and its role as a pivotal communications training installation, I would have voted "aye."

Had I been present on rollcall #934 on suspending the rules and passing H. Res. 940, Recognizing and honoring the National Guard on the occasion of its 373rd anniversary, I would have voted "aye."

CONGRESS IS TAKING THE WRONG APPROACH ON ESTATE TAX REFORM

**HON. JERRY MORAN**

OF KANSAS

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, December 8, 2009*

Mr. MORAN of Kansas. Madam Speaker, farmers, ranchers, and other small businesses are the backbone of the Kansas economy. The ability to pass a business from one generation to the next is critical to a business's ongoing success. Rural America has enough trouble retaining a youthful workforce. The estate or "death" tax does not aid our efforts in promoting long term growth and curbing depopulation.

A major obstacle to the continuity of a business is the estate tax. I have long sought a permanent repeal of the estate tax. This tax comprises less than one percent of U.S. revenues, but poses a substantial impediment to the growth of family farms and small businesses. H.R. 4154, Permanent Estate Tax Relief for Families, Farmers, and Small Businesses Act of 2009, does not provide the necessary reforms. While the certainty provided by H.R. 4154 would be welcome, passage of this legislation reduced the chances to next to none that any significant changes will occur to estate taxes in the future. I have sponsored an alternative that, for a while, was expected to be brought to the House floor. While it does not do all that I would like; it is reasonable and continues to have the chance for broad bipartisan support.

While I will continue to look for ways to achieve a full repeal, I believe the next best alternative, given today's political and economic climate, is H.R. 3905, the Estate Tax Relief Act of 2009. H.R. 3905 will exempt, from the estate tax, estates worth \$3.5 million in 2009, increase the exemption to \$5 million by the year 2019, and index the exemption to inflation to allow it to automatically increase in the years following 2019. Enacting exemptions at these levels should prevent a majority of Kansas' small businesses from being affected by the tax. H.R. 3905 will also reduce the maximum tax rate, for estates in excess of the exemption, to 35 percent by the year 2019.

While I am encouraged to see the House's willingness to address this issue, I feel Congress has missed an opportunity. I could not support H.R. 4154 because I believe it did not sufficiently address the damaging consequences of the estate tax while limiting the chances that Congress will ultimately do so. It is apparent that the House is currently unwilling to consider a full repeal. Until Congress is ready for that discussion, I will continue to work for initiatives that alleviate financial pressure from our farmers, ranchers, and small business owners.

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OUR UNCONSCIONABLE NATIONAL DEBT

**HON. MIKE COFFMAN**

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, December 8, 2009*

Mr. COFFMAN of Colorado. Madam Speaker, today our national debt is \$12,086,172,114,368.23.

On January 6th, 2009, the start of the 111th Congress, the national debt was \$10,638,425,746,293.80.

That means the national debt has increased by \$1,447,746,368,074.43 so far this year.

According to the nonpartisan Congressional Budget Office, the forecast deficit for this year is \$1.6 trillion. That means that so far this year, we borrowed and spent an average \$4.4 billion a day more than we have collected, passing that debt and its interest payments to our children and all future Americans.

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SATELLITE HOME VIEWER REAUTHORIZATION ACT OF 2009

SPEECH OF

**HON. FRANK KRATOVIL, JR.**

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, December 2, 2009*

Mr. KRATOVIL. Madam Speaker, I rise in support of H.R. 3570, the Satellite Home Viewer Update and Reauthorization Act of 2009. This legislation reauthorizes the satellite compulsory license for carriage of distant network satellite affiliate TV station signals. If this bill does not become law before the end of the year, the distant network carriage license will expire and satellite subscribers would be left in the dark.

While I support the underlying legislation, I would like to draw attention to a provision that I believe could undermine our efforts to ensure rural residents have access to local programming. By redefining an "unserved household" to include those served by multicast networks, this legislation allows satellite broadcasters to continue to import distant, out-of-market signals into short markets when they are no longer necessary. I request that a letter signed by 18 bipartisan Members of the House of Representatives expressing concern over this definition of "unserved household," be inserted as an extraneous material.

WASHINGTON, DC,  
*December 2, 2009.*

Hon. JOHN CONYERS, JR.,  
*Chairman, Committee on the Judiciary, House of Representatives, Washington, DC.*

Hon. LAMAR SMITH,  
*Ranking Member, Committee on the Judiciary, House of Representatives, Washington, DC.*

DEAR CHAIRMAN CONYERS AND RANKING MEMBER SMITH: We write today to express our concerns regarding the manner in which H.R. 3570, the Satellite Home Viewer Update and Reauthorization Act of 2009, would diminish the availability of local programming available to satellite television subscribers.

Digital multicasting enables broadcasters to provide TV viewers with expanded options for free, local TV programming beyond the primary network affiliate channel. In pursuit of this promise, many broadcasters have already begun multicasting dedicated sports, ethnic, minority, weather, news, and hyper-local channels.

In various markets, including "short markets," i.e., television markets lacking a full complement of network affiliates, some stations have begun multicasting a local network affiliate other than the network affiliate carried on their primary channel. For example, television viewers in the Beaumont, TX market, which lacked a local NBC station, can now watch local NBC affiliate K-JAC as a multicast channel provided by a station that broadcasts the ABC affiliate