

provided evidence that increasing and strengthening supply chains regionally, particularly in Colombia, Mexico, and other countries in the Caribbean and Central America, will, on average, create more jobs in the United States than international supply chains located in other geographic regions;

Whereas switching as few as 15 percent of imports into the United States from the top 10 source countries of such imports outside of the Western Hemisphere to countries in Latin America and the Caribbean would increase exports from Latin America and the Caribbean by \$72,000,000,000 annually, helping the region recover from the effects of the COVID-19 pandemic and reducing pressures encouraging migration to the United States;

Whereas, despite existing and growing opportunities for countries in Latin America and the Caribbean to become crucial actors in global supply chains, including technological advances that have diminished the need to produce in countries with a low cost of labor, challenges to nearshoring remain, including—

(1) concerns about the rule of law, corruption, and criminal activities that discourage foreign direct investment or significantly raise the costs of shifting production to the region;

(2) concerns about compliance with and enforcement of international labor and environmental standards;

(3) underdeveloped physical and digital infrastructure;

(4) regional economic fragmentation; and

(5) comparatively lower levels of vocational training;

Whereas the governments of several countries in Latin America and the Caribbean, including Colombia, the Dominican Republic, and Mexico, have sought to strengthen economic relations with the United States and launched initiatives to incentivize nearshoring;

Whereas the Inter-American Development Bank (commonly known as “IDB”) has prioritized efforts to encourage nearshoring in Latin America and the Caribbean, including by—

(1) making economic integration and the strengthening of regional supply chains 1 of 5 core pillars in the agenda outlined in the document entitled “Vision 2025, Reinvest in the Americas”;

(2) including nearshoring as a business line of IDB Invest for the first time in the history of IDB;

(3) hosting a high-level dialogue with more than 500 private sector leaders on December 2, 2020, to assess how to increase production capacity and supply chain resilience in the region; and

(4) launching the largest private sector coalition in the history of the IDB to explore opportunities for reinvesting in countries in the Western Hemisphere, including through nearshoring initiatives and a toolkit to incentivize and finance nearshoring activities in the Western Hemisphere;

Whereas the United States Government has taken steps to advance efforts that would facilitate reshoring and nearshoring in the Western Hemisphere, including by—

(1) announcing the first-ever semiconductor forum between the Governments of the United States, Mexico, and Canada and the private sector to align government policies and increase investment in regional semiconductor supply chains; and

(2) developing the Americas Partnership for Economic Prosperity to expand regional trade ties, bolster regional economic competitiveness, and strengthen regional cooperation on supply chain resilience, labor and environmental standards, rule of law and anti-corruption initiatives, and other critical issues; and

Whereas the United States Government can further leverage diplomatic, foreign assistance, and financing tools to strengthen the participation of Latin American and the Caribbean in global supply chains and address challenges to nearshoring, including through the activities of the United States Agency for International Development and the United States International Development Finance Corporation: Now, therefore, be it

Resolved, That the Senate—

(1) recognizes that increased tensions between the United States and the People's Republic of China and the COVID-19 pandemic have—

(A) exposed severe vulnerabilities attributable to overreliance by the United States and other countries on supply chains based solely or mainly in the People's Republic of China; and

(B) heightened the importance of the United States diversifying its supply chains through reshoring and nearshoring initiatives to increase resiliency against future disruptions;

(2) emphasizes that reshoring efforts of sufficient scale to increase domestic production capacity and relocate supply chains to the United States remain critical and should be encouraged and implemented;

(3) emphasizes that—

(A) nearshoring efforts should be pursued in a complementary fashion to better achieve more resilient, diverse, and secure supply chains, particularly for goods unlikely to be produced in the United States;

(B) nearshoring in Latin America and the Caribbean, relative to relying on supply chains in other geographic regions, has the greatest potential to contribute to the economic prosperity and security of the United States while also advancing the post-pandemic economic recovery of countries in the Western Hemisphere;

(C) nearshoring in Latin America and the Caribbean provides greater opportunities for expanding co-production operations and other cooperative business ventures with United States entities; and

(D) nearshoring in Latin America and the Caribbean can complement and enhance efforts by the United States to support democratic consolidation across the region by strengthening the rule of law, encouraging competitiveness, promoting education and vocational training, and raising standards on corruption, labor, and environmental issues;

(4) supports initiatives by the Inter-American Development Bank, the Government of Canada, governments in Latin America and the Caribbean, and the private sector to finance, incentivize, or otherwise promote nearshoring in Latin America and the Caribbean;

(5) encourages the United States Agency for International Development and the United States International Development Finance Corporation to strengthen programmatic support for initiatives likely to facilitate the relocation of global supply chains to the Western Hemisphere, including through increased collaboration with each other, the private sector, the Inter-American Development Bank, Canada, and countries in Latin America and the Caribbean;

(6) calls for governments in Latin America and the Caribbean to increase opportunities for nearshoring in the region by—

(A) modernizing and consolidating physical and digital infrastructure;

(B) combating corruption, strengthening the rule of law, promoting education and vocational training, enhancing labor and environmental standards, and improving democratic governance; and

(C) pursuing other efforts to facilitate the ease of doing business in and attract foreign

direct investment to the region, including by leveraging strong relationships with Taiwan; and

(7) urges the Secretary of State, in coordination with the United States Agency for International Development, the United States International Development Finance Corporation, and the heads of all other relevant Federal agencies and departments, to prioritize efforts to advance nearshoring in Latin America and the Caribbean, including by—

(A) strengthening support for the activities described in paragraph (6);

(B) engaging with governments in the Western Hemisphere to explore opportunities to lower trade barriers, streamline customs and other regulations, support capacity building programs to strengthen environmental and labor standards, establish incentives for mutually beneficial co-production arrangements, and facilitate economic integration of the region;

(C) strengthening legal regimes and monitoring and enforcement measures relating to labor standards to ensure that—

(i) any enhanced sourcing relationship with a country does not support or beget labor abuse or other human rights abuses, such as those found in the People's Republic of China; and

(ii) any new investment under a nearshoring program has sufficient labor standards and benefits the workers in such country;

(D) ensuring that nearshoring activities are consistent with efforts to improve supply chain energy efficiency, reduce the energy used to transport goods, and advance environmental sustainability;

(E) working in partnership with multilateral development banks and private investors to create incentives for entities to relocate supply chains from the People's Republic of China to the Western Hemisphere, including by financing the development of regional technology hubs with strong labor and environmental regulations; and

(F) using all available options, including transparency mechanisms, to ensure that access to supply chains in the Western Hemisphere cannot be exploited by the People's Republic of China.

SENATE RESOLUTION 274—EXPRESSING THE SENSE OF THE SENATE TO REDUCE TRAFFIC FATALITIES TO ZERO BY 2050

Mr. BLUMENTHAL (for himself, Mr. MARKEY, Mr. KING, Mr. VAN HOLLEN, Mr. LUJÁN, Mr. MERKLEY, Mr. SANDERS, Mr. FETTERMAN, and Ms. SMITH) submitted the following resolution; which was referred to the Committee on Commerce, Science, and Transportation:

S. RES. 274

Whereas roadway fatalities kill tens of thousands of people in the United States each year;

Whereas, according to the National Highway Traffic Safety Administration (referred to in this preamble as “NHTSA”), 42,939 lives were lost in motor vehicle crashes in 2021 and all of the deaths were preventable;

Whereas, according to the Centers for Disease Control and Prevention, traffic crashes are a leading cause of death for people ages 1 to 54 and kill more than 100 people every day;

Whereas, according to NHTSA, alcohol-impaired driving crashes are a leading killer on the roadways of the United States, with 13,384 lives lost to alcohol-impaired driving in 2021;

Whereas, according to NHTSA, 3,522 people died in motor vehicle crashes involving distracted drivers in 2021;

Whereas, according to NHTSA, 7,388 pedestrians were killed in traffic crashes in the United States in 2021, representing a 22 percent increase in the last 5 years;

Whereas, according to NHTSA, the number of pedestrian fatalities increased by 53 percent from 2012 to 2021;

Whereas, according to the National Complete Streets Coalition at Smart Growth America, the pedestrian fatality rate compared to that of White, non-Hispanic people in the United States is—

(1) 220 percent higher for American Indian and Alaska Native people;

(2) 100 percent higher for Black people; and

(3) 20 percent higher for Hispanic and Latinx people;

Whereas, according to NHTSA, a total of 961 bicyclists were killed in crashes with motor vehicles in 2021, representing a 32 percent increase in the last 10 years;

Whereas independent research in 2015 found that motor vehicle crash death rates were as much as 4.3 times greater for those at the bottom of the education spectrum than those at the top;

Whereas, according to NHTSA, motorcycles represented only 3 percent of all registered vehicles, but accounted for 14 percent of all traffic fatalities and 17 percent of all occupant fatalities in 2021;

Whereas, according to NHTSA, in 2021, 40 percent of motor vehicle traffic fatalities occurred on rural roads, despite only 32 percent of miles traveled occurring on rural roads;

Whereas, according to NHTSA, seatbelts prevented 14,653 fatalities and 450,000 serious injuries in 2019, saving \$93,000,000,000 in medical care, lost productivity, and other injury-related costs;

Whereas, according to NHTSA, in 2021, 50 percent of passenger vehicle occupants who died in a motor vehicle crash were unrestrained, while 85 percent of occupants who survived a motor vehicle crash were restrained;

Whereas the National Academies of Sciences, Engineering, and Medicine cite that approximately 40 percent of crash fatalities initially survived the impact but later died, highlighting the importance of improving post-crash care;

Whereas, according to the Insurance Institute for Highway Safety, increasing speed limits over the last 25 years have led to approximately 37,000 deaths;

Whereas, according to NHTSA, speeding accounted for 29 percent of all traffic fatalities in 2021;

Whereas, according to Consumer Reports, existing safety technologies could cut road fatalities in half if such technologies were made standard on all vehicles, saving approximately 20,000 lives annually;

Whereas roadway fatalities and injuries rose during the COVID-19 pandemic and remain a persistent cause of death in the United States;

Whereas, a deep history of inequalities in the United States continues to impact transportation systems, with low-income neighborhoods experiencing more than twice as many pedestrian fatalities as neighborhoods with the highest incomes, according to the National Complete Streets Coalition at Smart Growth America;

Whereas roadway fatalities disproportionately affect people of color and underserved communities and there must be an effort to collect better data to understand these impacts;

Whereas too many families in the United States have been personally affected by preventable crashes; and

Whereas a data-driven safe systems approach is proven to be effective at reducing traffic fatalities and injuries, including through taking into account all aspects of the transportation environment and not requiring a single actor to be responsible for traffic safety; Now, therefore, be it

Resolved, That the Senate—

(1) commits to advancing policies that will end roadway fatalities by 2050;

(2) calls on Congress and the Department of Transportation to commit to working together to achieve zero roadway fatalities by the year 2050;

(3) supports efforts to address disparities and other equity-related issues related to transportation safety;

(4) calls on the Department of Transportation, and the agencies within the Department of Transportation, to improve data gathering and tracking of traffic crashes and other issues related to transportation safety;

(5) calls on the Department of Transportation, and the agencies within the Department of Transportation, to commit to the implementation of proven countermeasures and interventions to prioritize transportation safety;

(6) recognizes the need for a safe system approach to transportation in the United States to improve access, safety, and mobility; and

(7) supports the use of the term “crash”, instead of “accident”, when describing traffic incidents and encourages all agencies of the Federal Government to use this term.

SENATE RESOLUTION 275—DESIGNATING JUNE AS “NATIONAL ANNUITY AWARENESS MONTH”

Mr. MORAN submitted the following resolution; which was referred to the Committee on the Judiciary:

S. RES. 275

Whereas annuities provide a predictable way to meet immediate, ongoing, and future financial obligations and objectives in retirement;

Whereas surveys consistently indicate that the vast majority of individuals in the United States are looking for a financial solution that provides the benefits offered by annuities, specifically the ability to address the critical concern of running out of money during retirement;

Whereas outliving retirement savings can—

(1) create a financial hardship that reduces the standard of living in retirement;

(2) defeat the fulfillment of legacy goals; and

(3) require dependence on family and friends for monetary support;

Whereas millions of individuals in the United States currently lack an adequate level of guaranteed income in retirement to ensure a secure financial future for themselves and their loved ones;

Whereas research indicates that an owner of an annuity has a higher confidence in overall retirement readiness;

Whereas an annuity is the only product in the financial marketplace that can provide guaranteed lifetime income;

Whereas determining the type of annuity to buy and when to take income is one of the most important financial decisions a consumer will ever make, and individuals and families can benefit greatly from the expert guidance of a financial professional; and

Whereas numerous stakeholders who support annuities have designated June as “National Annuity Awareness Month”, the goals of which are—

(1) to educate consumers on annuity benefits;

(2) to support access to annuities to meet the individual financial goals of consumers; and

(3) to encourage savers to seek professional guidance to implement annuities effectively in income and legacy planning; Now, therefore, be it

Resolved, That the Senate—

(1) designates June as “National Annuity Awareness Month”; and

(2) calls on the United States Government, the States, localities, schools, nonprofit organizations, businesses, and the people of the United States to observe National Annuity Awareness Month with appropriate programs and activities.

SENATE RESOLUTION 276—EXPRESSING OPPOSITION TO THE USE OF STATE POWER AGAINST PEOPLE IN THE UNITED STATES SEEKING ESSENTIAL HEALTH CARE, INCLUDING CRIMINALIZATION OF THE FULL RANGE OF SEXUAL AND REPRODUCTIVE HEALTH CARE SUCH AS ABORTION, GENDER-AFFIRMING CARE, AND CONTRACEPTIVE CARE, AND DISAPPROVING OF STATE PUNISHMENT OF PEOPLE FOR THEIR PREGNANCY OUTCOMES

Ms. DUCKWORTH (for herself, Mr. MURPHY, Mr. MERKLEY, Ms. STABENOW, Mr. BLUMENTHAL, Ms. CANTWELL, Ms. HIRONO, Ms. WARREN, Mr. HEINRICH, Mr. WYDEN, Mr. CARDIN, Mr. PADILLA, Ms. SMITH, Mr. BOOKER, Mr. PETERS, and Mr. FETTERMAN) submitted the following resolution; which was referred to the Committee on Health, Education, Labor, and Pensions:

S. RES. 276

Whereas most people will need access to sexual and reproductive health care at some point in their lifetimes, whether it be abortion, contraception, or gender-affirming care;

Whereas the ability of people to access and make decisions about the full range of sexual and reproductive health care is essential to the health, well-being, and autonomy of all people and to the health and well-being of society;

Whereas providers of sexual, reproductive, and gender-affirming health care, and those who support people making important health care decisions, are essential and play a critical role in ensuring people are able to have control over their own bodies and lives;

Whereas people deserve to be treated with dignity, empathy, compassion, and respect by their health care providers;

Whereas people need their health care providers to be able to provide or refer for essential health care without facing punishment or criminal or civil charges for supporting the autonomous decisions of an individual with respect to their own body and life;

Whereas no person should face State sanctioned punishment for—

(1) seeking or obtaining an abortion, or any pregnancy outcome or decision;

(2) seeking or using contraception;

(3) seeking or obtaining gender-affirming care;

(4) their sexual health status; or

(5) for helping someone access the essential health care they need;

Whereas people have been penalized or prosecuted in the United States for actions during their pregnancy that the State alleged caused harm or risk to their pregnancies;