

The Florida Senate
BILL ANALYSIS AND FISCAL IMPACT STATEMENT

(This document is based on the provisions contained in the legislation as of the latest date listed below.)

Prepared By: The Professional Staff of the Transportation Committee

BILL: SB 546

INTRODUCER: Senator Sobel

SUBJECT: Contracts for Rail Projects

DATE: December 9, 2011

REVISED: _____

	ANALYST	STAFF DIRECTOR	REFERENCE	ACTION
1.	Looke	Buford	TR	Pre-meeting
2.			CA	
3.			GO	
4.			BC	
5.				
6.				

I. Summary:

This bill creates a new undesignated section of the Florida Statutes which requires any entity that applies for a contract with the Department of Transportation (department), an agency or instrumentality of the state, or a local governmental entity, for any partially or fully publicly funded rail project, to certify to the department whether they had any direct involvement in the deportation of any individual to an extermination camp or death camp, or any facility used for the purpose of transiting individuals to such camps, between January 1, 1939 and December 31, 1944.

II. Present Situation:

Historical Background

The bill focuses on the deportation of persons to the various categories of camps in Europe between January 1, 1939 through December 31, 1944. Many, if not all of the national railroads in Europe at that time were involved in wartime activities, including the transportation of people to concentration and other camps. For example, the Société Nationale des Chemins de Fer Français (French National Railway Corporation - SNCF), which was created as a state enterprise in 1938 when the French government nationalized five private railroad companies, transported 75,000 Jews from France east to concentration camps.¹ Today, SNCF remains a state owned company.

Similarly, other railroads were also involved in the transportation of deportees in Europe, most notably the Deutsche Reichsbahn, the German national railroad which was created in 1924 and was placed under the control of the Nazi government in 1937. During the period covered by this

¹ <http://www.bbc.co.uk/news/world-europe-11751246>

bill it is well documented that it carried persons to concentration and other kinds of camps. Both SNCF and Deutsche Reichsbahn were compensated to transport persons to the camps.

Following the war, the Deutsche Bundesbahn was created in 1949 as the successor to the Deutsche Reichsbahn and was owned by German government until 1994. The successor to Deutsche Bundesbahn is Deutsche Bahn AG, a private railroad operating company.

III. Effect of Proposed Changes:

Section 1 of this bill requires any entity that applies for a contract with the department, an agency or instrumentality of the state, or a local governmental entity, for any partially or fully publicly funded rail project, to certify to the department whether they had any direct involvement in the deportation of any individual to an extermination camp or death camp, or any facility used for the purpose of transiting individuals to such camps, between January 1, 1939 and December 31, 1944.

Section 2 of this bill creates an effective date of July 1, 2012.

IV. Constitutional Issues:

A. Municipality/County Mandates Restrictions:

None.

B. Public Records/Open Meetings Issues:

None.

C. Trust Funds Restrictions:

None.

V. Fiscal Impact Statement:

A. Tax/Fee Issues:

None.

B. Private Sector Impact:

Indeterminate.

C. Government Sector Impact:

None.

VI. Technical Deficiencies:

None.

VII. Related Issues:

None.

VIII. Additional Information:

A. Committee Substitute – Statement of Substantial Changes:

(Summarizing differences between the Committee Substitute and the prior version of the bill.)

None.

B. Amendments:

None.

This Senate Bill Analysis does not reflect the intent or official position of the bill's introducer or the Florida Senate.
