

PRYOR followed his father into the Senate. I appreciate so much that we are contiguous with the State of Arkansas and that so many of the people who settled the West did come through Arkansas. Some stayed there and some came on to Texas. Our whole history of the West is so exciting, and I am glad people remember it.

ENERGY

Mr. PRYOR. Madam President, I thank the Chair for the recognition. I wish to talk about something that is on everyone's mind. When I was in Arkansas last week for the recess, I did four or five townhall meetings and pretty much everywhere I went, this was the topic of discussion; that is, gas prices in our State.

I know it hurts every American when gas prices go up because gasoline prices and diesel prices have a way of working their way through the entire economy and causing economic difficulties for this country. One of the things people pointed out to me is this roller coaster effect we have seen on gas prices over the last year or so. One thing my friends in Arkansas noticed is that the price there has gone up about 30 cents a gallon just in the last couple months. So it has been a very dramatic increase and it is something people are very concerned about.

I wish to make three points about this. One is that I think the Congress—House and Senate—as well as the White House should look at this problem of speculation. When we look at the numbers, some are saying a fairly large percentage of the costs of a gallon of gas—some people say 20 cents a gallon and some people say 40 cents a gallon—actually goes to the speculators. So what that means is a lot of these guys have no intention of ever taking the product and doing anything with it, other than just trading it, to try to profiteer in a volatile market. That is a big concern.

We actually passed something 2 or 3 years ago to get the CFTC to issue some regulations on how to handle this, and now those apparently have been challenged in court. Of course, the people challenging this are the people who are benefiting from the speculation. So I think we need to find that balance.

When we have a market, there are going to be speculators in the market and they are going to get out there and try to make some money in the marketplace. That is the nature of the business. Sometimes they win; sometimes they lose. That is legitimate. But I think there are people and companies, some invest billions and billions of dollars, but they are trying to profiteer off the volatile oil situation. So we need to focus on speculation.

We also need to focus on the supply of oil in this country. The good news is we are seeing more and more acreage being drilled and permitted to be drilled in this country. After the terrible gulf spill a couple years ago,

those permits are starting to be issued again down in the Gulf of Mexico, as I understand it. Also, I am a supporter of the Keystone Pipeline as well. We need to continue to develop our domestic supply, and even our near domestic supply in Canada, of oil. We also need to have diversity in our energy portfolio. There needs to be alternatives to gasoline and diesel. We need to find different ways to run our vehicles, whether it is natural gas or whatever it may be. It could be electricity. It could be lots of different products. We need to continue to innovate in this country and try to do great things.

That brings me to my third point, which is the real reason why I am on the floor. Certainly, it touches on gas prices, and that is very important. We don't want to see gas prices slow down our economic recovery we are undergoing right now.

We also need a more comprehensive and smarter national energy policy. I think an important first step toward that is for us to evaluate all the energy programs we happen to have on the books already—what the Department of Energy is doing, what other various departments are doing. Someone needs to be looking at all the tax credits and tax incentives when it comes to energy. We need a comprehensive analysis of where we are as a nation: what our strengths are, what our weaknesses are.

What I am proposing is a bill, the Quadrennial Energy Review. It is a bill we have introduced, and I am fortunate enough to have Senator BINGAMAN, the chairman of the Energy Committee, as well as Senator MURKOWSKI, the ranking member of the Energy Committee, as cosponsors. We would love to have other Senators look at this, maybe relatively soon, because we would like to start moving this through the process, if at all possible.

A quadrennial energy review is based on what they do at the Department of Defense. Every 4 years, the DOD goes through this very detailed, top-to-bottom analysis of all the things they need to consider in the Department of Defense, and they come out with the QDR—the Quadrennial Defense Review. Basically, it looks at what we have and it presents a roadmap for where we need to go.

That is what we need to do with energy. We already have this model that works. This idea would be more governmentwide—not just the Department of Energy but governmentwide. I encourage all my colleagues to look at this and if they wouldn't mind having their staff check back with my office because we would love to have other colleagues as cosponsors if they are interested. I don't think it is controversial. I don't think there is much money or much requirement involved. I think it is good government and smart government to come up with a comprehensive energy policy for our Nation.

In Washington we hear the American people loudly and clearly. We are con-

cerned about gas prices as well on lots of different levels and we will certainly be focused on that and paying a lot of attention to that issue over the next several weeks and, hopefully, we can do some good for the market and do some good for the American people.

With that, I yield the floor, and I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The bill clerk proceeded to call the roll.

Mr. BROWN of Ohio. Madam President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

AUTO INDUSTRY RESCUE

Mr. BROWN of Ohio. Madam President, I have had, over the last couple weeks around my State of Ohio, a number of conversations with workers and management both who work for auto companies, from foreign-owned Honda in central Ohio to the big three auto companies, which are very involved in the Ohio economy—Chrysler, GM, and Ford—and a number of conversations with auto suppliers: those companies that are less well known, companies such as Magna and Johnson Controls and companies that are smaller than that that are so-called tier 1, 2, or 3 suppliers, those companies that sell components into the manufacturing supply chain that ultimately end up in a Jeep Wrangler made in Toledo or a Chevy Cruze made in Lordstown, OH, near Youngstown.

In almost all these conversations, these companies, these executives, and workers are simply incredulous that the auto rescue is still being debated—that it worked or it did not work.

One just has to come to Ohio, and not just northern Ohio, where the assumption is that is sort of where the auto industry is in Ohio—it is true, but it is also in the rest of the State—but people all over Ohio and all over the whole industrial Midwest and I think all over the country understand the auto rescue worked.

We remember back when Senator LEVIN and Senator STABENOW and Senator Voinovich, a Republican from my State who has since retired, took to the floor—and in committee hearings and all that—in December of 2008, when President Bush realized the auto industry needed, at a minimum, some bridge loans to stay in business, not because we have any interest in the government owning auto companies but because we knew hundreds and hundreds and hundreds of thousands of workers and thousands of small businesses that manufacture goods in our State and in Michigan and in Indiana and all over the region, all understood it would be economic devastation. I think and I think most economists think and most auto people think and I think most Ohioans think it would have led to a depression. That was in December of 2008.

Because of a whole bunch of reasons, this place decided not to do what President Bush thought we should do. Then, later on, a few months later, when President Obama said we have to step up and do the right thing, it was still a difficult vote. It passed, with some Republican support but not as much as we had hoped. But it passed. This was in December 2008 and then early 2009 when President Obama took the oath of office. We can now look at what has happened in this country.

Fundamentally, we see an auto industry that is so important to manufacturing in our country and so important to building a middle class. We can see what that has meant to our country. I will give you one big example. From 1997 to 2010, every single year we have seen a decline in manufacturing jobs in our country—every single year. In my State, and I know in the Presiding Officer's State of North Carolina, in which manufacturing has been a huge presence, they have suffered as every State has. From 2008 to 2010, every single year there have been manufacturing job losses. But you know what, since the auto rescue, for the last 20, 21, 22 months, we have seen manufacturing job growth—manufacturing job growth every single month for the country and for my State of Ohio. Every single month, we have had more manufacturing jobs than the month before. That is not good enough because it is not enough growth, but it is clearly going in the right direction.

In auto alone, you can see what is happening in my State. The four large auto companies in Ohio—Ford, Chrysler, General Motors, and Honda—all four of them have announced major expansion plans, major investments in our State, including building a new car in some cases, building a new line of cars, and in other cases expanding significantly.

Look at a car like the Chevy Cruz. Its engine is made in Defiance, near the Indiana border. Its bumper is made in Northwood. Its transmission is made in Toledo. Its speakers are made in Springboro, near Dayton in southwest Ohio, so the Dayton-Cincinnati area. There are brackets made in, I believe, Brunswick and other places. The steel comes from Cleveland. The aluminum comes from Cleveland. Stamping is in a plant in Parma—the stamping, I believe, of the components to the car. The assembly is ultimately in Lordstown, and 5,000 people work in Lordstown, OH, stamping and assembling this small car that has been one of the best sellers of any car in the United States of America.

In Toledo, where the Jeep Wrangler is assembled, prior to the auto rescue, only about 50 percent of the components in a Jeep Wrangler were American made—only 50 percent. So half of them came from production outside of the United States. Today about 75 percent of the Jeep Wrangler—the components to the Jeep Wrangler are assembled in the United States—is so-called

domestic content. What does that mean? That means jobs.

That is why it is so important that the President continue to move forward—and I hope more aggressively—on the whole issue of auto supply parts. We saw how just 10 years ago we had a deficit with China of about \$1 billion in auto parts. Today we have a trade deficit with China in auto parts of almost \$10 billion. So I know how concerned the President is.

I know that American auto companies, including Honda, want to source more and more of their products in the United States of America. They want those products to be manufactured here in addition to being assembled here. And manufactured here obviously means it will be close to the final assembly point in the critical mass that these manufacturers want to grow jobs.

So we are seeing a partnership now that we have never seen in my lifetime, I believe, between the auto industry and the U.S. Government, not for the government to have ownership, not for the government to tell the auto industry what to do, but for the government to make the business climate for these auto companies more and more favorable. That is what is good. That is what has come out of the auto rescue for Toledo—the assembly of the Jeep Wrangler. That is what has come out of the auto rescue in Youngstown—in Lordstown, the Youngstown area—for the Chevy Cruz. All of that is good news, that economic growth, that manufacturing job growth we have seen for more than 20 months. It clearly takes us in the right direction.

It is important that the naysayers just kind of drop—I mean, they can say whatever they want about the auto rescue. They are going to say what they want for political reasons. But it is clear that we as policymakers—you know Presidential candidates are going to do what the Presidential candidates are going to do in both parties. I don't really much care. But I do care that this body, the Senate, focus its efforts on how do we cooperatively grow this industry. It means more union auto workers going to work. It means more nonunion supply chain workers going to work. All of these are good-paying jobs. What do we care about more here than preparing an environment for good-paying jobs that put people back to work and can help them join the middle class.

I yield the floor, and I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mrs. HUTCHISON. Madam President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER (Mrs. MCCASKILL.) Without objection, it is so ordered.

(The remarks of Mrs. HUTCHISON pertaining to the introduction of S. 2151 are printed in today's RECORD under

“Statements on Introduced Bills and Joint Resolutions.”)

Mr. MCCAIN. Madam President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

EXTENSION OF MORNING BUSINESS

Mr. MCCAIN. Madam President, I ask unanimous consent that morning business be extended for an additional 10 minutes.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. MCCAIN. Madam President, I ask unanimous consent that I be allowed to engage in a colloquy with the Senator from South Carolina, Senator GRAHAM, and the Senator from North Dakota, Senator HOEVEN.

The PRESIDING OFFICER. Without objection, it is so ordered.

RELEASE OF AMERICAN HOSTAGES

Mr. MCCAIN. Madam President, I, along with Senators GRAHAM, HOEVEN, BLUMENTHAL, and SESSIONS, had a very interesting trip last week, where we visited various countries and learned a lot at each one. The reason we are here on the floor today is to talk a bit about the recent release—thank God—of Americans who were in the American Embassy and were subject to trial and prosecution by the Egyptian Government. This was a humanitarian issue from the standpoint that no American citizen should be treated that way, especially by an ally, but it was also a larger issue in that the outcome could have significantly impacted relations between our country and Egypt.

Egypt, as my friend from South Carolina well knows, is the heart and soul of the Arab world. What happens in Egypt affects the entire Arab world. Our relationship with Egypt is one that is vital not just for Egypt but our national security interests are that the region remain peaceful and that there not be conflict and abrogation of the treaty that was concluded between Egypt and Israel as a result of the Camp David agreements.

I think it is important to recognize that Egypt is in a bit of turmoil. These young people, from the National Democratic Institute, the International Republican Institute, and Freedom House, unfortunately, had to go to our embassy because they were going to be prosecuted under then-Egyptian law.

I wish to begin by saying that our Ambassador to Egypt, Anne Patterson, may be one of the finest diplomats this Nation has produced. The more the Senator from South Carolina and I travel, and the more we meet with and have discussions with representatives at our U.S. Embassies, we realize these people are enormously good, and we are proud they represent the United States, particularly Anne Patterson.