

forced to be downsized, and they caused roughly 2,000 additional fatalities a year in automobile accidents and some 13,000 to 26,000 serious injuries. That is why we say safety is part of it. That is why we say we need to make sure we can achieve these technologically. We are pushing the technology.

My colleague talks about soccer moms. If they want to drive a very small fuel-efficient car, they can. If they want to drive an SUV, they can. We are going to push the technology to make those as efficient as possible. But we are not some kind of dictatorial or authoritarian society that says, no; we will tell you what you can buy.

We want to have parents, whether they are soccer moms, baseball dads, granddads who want to take their kids to the ball game, to have the ability to choose the kind of car they want.

It is about safety, it is about choice, and it is about jobs.

I am very grateful for a letter I have just received dated July 24, 2003, from Alan Reuther, legislative director of the UAW. He says in part:

The UAW strongly opposes a number of other CAFE amendments that may be offered by Senator McCain, Senator Feinstein or Senator Durbin. Although taking different approaches, all of these amendments would mandate excessive, discriminatory increases in fuel economy standards that would directly threaten thousands of jobs for UAW members and other automotive workers in this country. In our judgment, fuel economy increases of the magnitude proposed in these amendments are neither technologically or economically feasible. The study conducted by the National Academy of Sciences does not support such increases. Given the economic difficulties currently facing the auto industry, we believe it would be a profound mistake to impose additional burdens on the companies by mandating excessive increases in the CAFE standards.

That is why, in summary, the UAW says it strongly supports the Bond-Levin amendment.

I ask unanimous consent this letter be printed in the RECORD.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

INTERNATIONAL UNION, UNITED  
AUTOMOBILE, AEROSPACE & AGRICULTURAL IMPLEMENT WORKERS  
OF AMERICA,

Washington, DC, July 24, 2003.

DEAR SENATOR: This week the Senate is scheduled to take up the comprehensive energy legislation. At that time, the Senate may consider a number of important amendments relating to Corporate Average Fuel Economy (CAFE) standards.

The UAW strongly supports the Levin-Bond amendment, which would require the Department of Transportation to engage in expedited rulemaking to issue new fuel economy standards for both cars and light trucks. DOT would be required to take into consideration a wide range of factors in establishing the new standards, including employment, safety, technology, economic practicability and the relative competitive impacts on companies. This amendment is similar to the Levin-Bond substitute that the Senate approved by a wide margin last year. The UAW supports the approach con-

tained in this amendment because we believe it will lead to a significant improvement in fuel economy, without jeopardizing the jobs of American workers.

The UAW strongly opposes a number of other CAFE amendments that may be offered by Senator McCain, Senator Feinstein or Senator Durbin. Although taking different approaches, all of these amendments would mandate excessive, discriminatory increases in fuel economy standards that would directly threaten thousands of jobs for UAW members and other automotive workers in this country. In our judgment, fuel economy increases of the magnitude proposed in these amendments are neither technologically or economically feasible. The study conducted by the National Academy of Sciences does not support such increases. Given the economic difficulties currently facing the auto industry, we believe it would be a profound mistake to impose additional burdens on the companies by mandating excessive increases in the CAFE standards.

In addition, the UAW is particularly concerned that the structure of the proposed fuel economy increases—a flat mpg requirement for cars and/or light trucks—would severely discriminate against full line producers (such as GM, Ford and DaimlerChrysler) because their product mix contains a much higher percentage of larger cars and light trucks. This could result in severe disruption in their production, and directly threaten the jobs of thousands of UAW members and other workers associated with the production of these vehicles. Furthermore, by eliminating the distinction between foreign and domestic car fleets, the McCain amendment would enable the Big Three automakers to outsource their domestic small car production to other countries, resulting in the loss of thousands of additional automotive jobs in this country.

The UAW continues to believe that modest improvements in fuel economy are achievable over time. Indeed, NHTSA has already promulgated new CAFE standards for light trucks that will yield significant fuel savings. In our judgment, we can continue to make progress on fuel economy by following this same approach, and directing NHTSA to promulgate new fuel economy standards for both cars and light trucks, as called for by the Levin-Bond amendments. But we also believe it is critically important that the Senate reject the extreme, discriminatory CAFE proposals contained in the amendments sponsored by Senators McCain, Feinstein and Durbin, which would threaten the jobs of thousands of American automotive workers.

Thank you for considering our views on this priority issue.

Sincerely,

ALAN REUTHER,  
Legislative Director.

#### MORNING BUSINESS

Mr. BOND. Seeing no other Senators on the floor seeking recognition, I ask unanimous consent that there now be a period for the transaction of morning business.

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

#### THE TRAGEDY IN NEW YORK CITY

Mr. SCHUMER. Mr. President, I rise to speak about the tragedy that occurred in my city yesterday.

Everyone knows that a gunman came into our city hall, into the city council chamber, raised his gun, and killed one

of our brave city councilmen. I knew the councilman. I knew him well. He did not live far from my home in Brooklyn. One of my happiest moments with him was speaking at his inaugural ceremony only 2 short years ago.

So I would like to speak about Councilman James Davis, and also about Officer Richard Burt, who acted with bravery. In short, in the wake of this terrible tragedy, we really celebrate two heroes: mourning the life of one, thankful for the bravery of the other.

First, I would like to talk about Councilman Davis. He came from Brooklyn. He went to a high school that was one of my high school's rivals, and followed in the footsteps of his father. He was a corrections officer, and then a police officer, and then ran for public office.

He was always a maverick. He liked to challenge the conventional wisdom. He was unafraid. He was virtually fearless. But he was always fearless with a smile on his face. He would take on whatever powers that be because he believed it was right.

He cared so much about his community. Long before he became an elected official, he would sponsor "Stop the Violence" marches in Crown Heights. Everyone knew it was August when the big signs saying "Stop the Violence" would be emblazoned across Eastern Parkway.

When he got elected to the city council, it was a dream come true for James Davis. He had run for office many times before and been defeated, but he kept working and working. The people in the community saw that the man was sincere and put him in the office of city council.

Once on the city council, it was clear that James Davis was one of the rising stars in his own way because he always did things in his own way. He was a maverick. He would oppose things everybody else thought was good, and then he would have good reason for it. And he always had a twinkle of mischief in his eye, and often, when he would greet you, he would have some kind of little joke to mention with you. But he never hesitated to speak his mind. He never hesitated to vote his conscience, regardless of how it would affect his career. He refused to roll over for anyone, even some of the most powerful politicians in New York City.

So we miss James Davis. It is a tragedy he has been taken from us so young, with so much potential. It is a tragedy he has been taken from this Earth, untimely ripped. But his smile, his passion, his desire to fight, his desire to tilt at windmills will remain with us forever.

There is another hero we celebrate today, and that is Police Officer Richard Burt, so typical of the bravery of New York City police officers. Officer Burt acutely saw what was happening on the balcony during the New York City council meeting, and though he was 45 feet away, he fired shots at