

Hutchison	McConnell	Schumer
Inhofe	Mikulski	Sessions
Inouye	Miller	Shelby
Jeffords	Murkowski	Smith
Johnson	Murray	Snowe
Kennedy	Nelson (FL)	Specter
Kohl	Nelson (NE)	Stevens
Kyl	Nickles	Sununu
Lautenberg	Pryor	Talent
Leahy	Reed	Thomas
Levin	Reid	Voinovich
Lincoln	Roberts	Warner
Lott	Rockefeller	Wyden
Lugar	Santorum	
McCain	Sarbanes	

NOT VOTING—9

Bingaman	Domenici	Landrieu
Bunning	Edwards	Lieberman
Clinton	Kerry	Stabenow

The nomination was confirmed.

NOMINATION OF KATHLEEN CARDONE, OF TEXAS, TO BE UNITED STATES DISTRICT JUDGE FOR THE WESTERN DISTRICT OF TEXAS

The PRESIDING OFFICER. Under the previous order, the clerk will report Executive Calendar No. 304.

The legislative clerk read the nomination of Kathleen Cardone, of Texas, to be United States District Judge for the Western District of Texas.

The PRESIDING OFFICER. The question is, Shall the Senate advise and consent to the nomination?

The nomination was confirmed.

The PRESIDING OFFICER. Under the previous order, the motion to reconsider is laid upon the table and the President will be immediately notified of the Senate's action.

LEGISLATIVE SESSION

The PRESIDING OFFICER. Under the previous order, the Senate will now return to legislative session.

The Senator from Tennessee.

Mr. ALEXANDER. I thank the Chair.

(The remarks of Mr. ALEXANDER pertaining to the introduction of S. 1474 are located in today's RECORD under "Statements on Introduced Bills and Joint Resolutions.")

ENERGY POLICY ACT OF 2003—
Continued

The PRESIDING OFFICER. The Senator from Illinois.

Mr. DURBIN. Mr. President, what is the pending business before the Senate?

The PRESIDING OFFICER. We are on the Energy bill.

Mr. DURBIN. Mr. President, I have an amendment pending on the Energy bill which addresses an issue I think should have been the first title of this Energy bill. This is an amazing bill and there is a lot of work that has gone into it.

S. 14 is entitled, "A Bill to Enhance the Energy Security of the United States," an ambitious undertaking. I think it is appropriate we are now spending this time debating this amendment and many aspects of it be-

cause we all know that energy is essential to America's future, to our economy, and to our environment.

If we do not do our best in the U.S. Congress to work with this Government and establish the right incentives for the production of energy, as well as the appropriate regulation of the use of energy, then the American economy and future generations will suffer.

The reason I offered an amendment to this bill, I was presumptuous enough to believe there is an element that has not been addressed. As I read this bill, I found there was a terrible omission. This bill does not address one of the major uses of energy in America today. Most people, most families, most businesses equate the use of energy with the electricity they use in their home but certainly with transportation. How did you get to work this morning? How are you going to pick up the kids? What are you going to use over the weekend to go shopping? How are you planning vacation? Almost without exception, each of those decisions involves the application of energy.

One would think an Energy bill that looks to America's future would not overlook this important element: Transportation and the use of energy for transportation.

Let me show a chart that indicates the amount of energy used for transportation as opposed to other sectors in America. This chart addresses U.S. oil demand by sector. The blue portion of the chart, which is the largest portion, shows over 40 percent of oil usage by the year 2000. Forty percent was for transportation, another small portion of about 15 percent was for industrial, another portion for residential-commercial, and a much smaller amount for electric generation.

If concern is about the use of energy and the use of barrels of oil, naturally one would focus on this chart and say this bill clearly must address this. S. 14 must address how we are going to reduce our demand for oil for transportation.

The honest answer is, the bill does not. How can you have a thorough analysis and a good legislative program addressing energy and ignore the fact that out of the 20 million barrels of oil we use each day, many of them from overseas, over 40 percent of them are related to the transportation sector? This bill virtually ignores it.

It is not that the words aren't in here but that the words have no teeth. The words are simply statements, little notes that we send out into space, saying: Wouldn't the world be better if we had more fuel efficiency? Wouldn't it be better if we had more conservation?

If you believe in the tooth fairy and Santa Claus, you will believe that these little notes tossed out into space are all we need to do here—just to give a speech on the floor, put an idea in a bill and hope that America finds it and, if they do, that they become inspired and show leadership and show the initiative.

I don't think that is the way it works. It has not worked that way in the time I have served on Capitol Hill, nor in our history.

Let's take a look from the beginning here at what we are dealing with. The vast majority of oil reserves, of course, are in the Middle East. This is an indication that 677 billion barrels of oil can be found in the Middle East as compared to 77 billion in North America. As a consequence, it is very clear that if we are going to have an oil-driven economy, we are going to find ourselves spending more and more time focusing on the Middle East.

People say, turn to Russia, turn to the former Soviet Union. Of course, that is not a bad idea. But the estimated reserves of oil in the Soviet Union are 65 billion barrels. It is the Middle East which has all the action, 677 billion barrels of oil.

Yet, in 1999, the United States and Canada consumed 3 gallons of oil per capita per day whereas other industrialized nations consumed 1.3 gallons per day and the world average was a half gallon a day. So when it comes to the consumption of oil, the United States, of course, leads the world, with Canada, dramatically.

If you take a look at how that oil is then used, as I mentioned earlier, from this chart you will find that cars, SUVs, pickup trucks, and minivans account for 40 percent or more of U.S. oil consumption; the transportation sector overall, about 60 percent.

When you talk about energy and America's security, how can you ignore this? How can you put together a bill as lengthy as this bill—let's see how many pages we have here. It is hard work by a lot of staff people and Senators. There are 467 pages. How can you have a 467-page bill addressing America's energy security and fundamentally ignore needs for fuel efficiency and fuel economy and conservation to reduce the consumption of oil in the United States?

I asked that question last night at a press conference in Chicago, which I am honored to represent. I said: If we are talking about dealing with energy, how can we miss this? How can we ignore the efficiency of vehicles?

This morning, I attended a funeral for former State Representative John Houlihan, of Palos Heights, IL. Before that, I dropped in for a cup of coffee at a local Dominick's supermarket, and a woman I didn't know came up to me and said: I listened to you yesterday. You are absolutely right. We have to do something about the gas guzzlers and fuel economy in the United States of America. Otherwise, we are going to need foreign oil forever.

She understands. She is a case in point. I don't know exactly what is her background. She appeared to be a suburban mom. Suburban moms have really been used a lot in this debate. Those who say we should do nothing, let the fuel economy continue to deteriorate in the United States, use women like