

One of the changes that has been agreed to and is in the Finance Committee's package, Mr. President—and you are a member of the Finance Committee—one of the provisions the committee adopted in the finance language that accompanies the Energy bill allows the low-emission, highly energy-efficient Chrysler products that are being manufactured and sold in this country this year, for 1 year—that will be next year—their products will qualify not for the full tax credit but for about three-quarters of the tax credit just for 1 year. After that, they have to be very low emissions starting in 2009, which is as it should be.

That is something we can do to incentivize folks to buy vehicles made in this country that have low emissions and are highly efficient. The more energy efficient, the bigger the tax credit.

The fourth and last point we can do in the way of helping the industry is, there is a flex-fuel mandate that says some of the vehicles we build in this country have to be capable of running on ethanol or some kind of fuel other than traditional petroleum. However, as my colleagues know, today, if you drive around this country and have one of these vehicles that can run on ethanol, it is hard to find a pump. It is hard to find a pump in Colorado, Pennsylvania, Delaware, or any other State, except Minnesota where I think they have 400 gas stations that actually have ethanol. But it is hard to find a fueling station where we can actually fill up with something other than gasoline.

There needs to be included in this legislation something that mandates the oil companies, just as we did 20, 25, 30 years ago on unleaded gas, so the people who have vehicles that are capable of running on renewable fuel can actually find a place to fill up.

Similarly with hydrogen, as we move to the point of building more hydrogen-powered vehicles. It doesn't do us any good if we don't have hydrogen fueling stations in this country. The Federal Government has an obligation to make sure that fuel is available too.

Those are four actions the Government can do, and I hope will do, in the context of this legislation before us: One, investments in R&D, in this case new battery technology; two, use Federal Government purchasing power to help companies to commercialize this new technology; three, use tax credits to incentivize people to buy the vehicles once they are produced, more energy-efficient vehicles produced; and, finally, hydrogen infrastructure so people who buy flex-fuel vehicles can find the product, the stations where they can fill up.

The last point I want to make, and it goes back to my conversation with my friend who is a CEO of one of these domestic auto companies. I mentioned he has an obligation to his shareholders and employees. I am sure he cares about the quality of air. I am sure he

cares about our dependence on foreign oil. That is not his day job. That is our day job, so we should focus on it as we debate these issues.

My colleague from Colorado who is presiding, and my colleague from Pennsylvania who is waiting patiently for me to wrap up—and I have been to funerals for people from our State who have died in Iraq or Afghanistan. We have tried to console family members. I was in Iraq over the weekend. We have 160,000 men and women there today. They are in harm's way as I speak. We are so dependent on troubled parts of the world for oil, unstable parts of the world for oil, where we have men and women at risk, where we lost lives yesterday and probably lost lives today and probably will tomorrow.

I think of a member of my staff, Sean Barney, who worked with me since 2000 when I ran for the Senate. Sean decided he wanted to go into the Marines. He joined the Marines and went through basic training. This is a guy with an undergraduate degree from Swarthmore and a graduate degree from Columbia who decided he wanted to be a marine.

A couple years ago, he went to basic training and became a PFC and ended up in Anbar Province, in the streets of Falluja, shot by a sniper in the neck which severed his carotid artery. He, by all rights, should be dead. He lived, miraculously. He has some degree of disability in his right arm, right shoulder, right hand, but he is alive.

When I have visited in Iraq, I had a chance to visit with a bunch of National Guard troops. We have them over there from Colorado and Pennsylvania too—folks from the 198th Signal Battalion. I was their commander in chief when I was Governor for 8 years. I have a special affection and devotion to them. I wanted to make sure they come home safely.

When I got home early Monday morning, I went to a sendoff for 150 members of one of our military police units. They were heading on to Fort Dix. They are at Fort Dix today and then on to Iraq.

I guess the point I am making is, while we want to make sure our domestic auto industry is successful and is profitable, and we have a good, strong auto manufacturing base, I want to make sure we stop sending men and women around the world to these troubled spots that have large amounts of oil deposits. And we are concerned about that situation. That is something of which we need to be mindful. For me, it figures into this equation and this debate.

I close by saying, we will have a chance to debate these issues tomorrow morning, and we will have a chance to vote on the language in the underlying bill, maybe with a change from an amendment Senator STEVENS and I have offered and maybe will be adopted, or maybe with the more far-reaching change negotiated and developed by

our colleagues, Senators PRYOR, LEVIN, STABENOW, and BOND. At the end of the day, though, when we pass this legislation and send it on to the House, it is so important that it moves in a meaningful way toward reducing our dependence on foreign oil; that in a meaningful way it reduces the emissions of harmful matter into our air; and in a real way it also enhances and doesn't undermine the competitiveness of our domestic auto industry.

It is not easy to do all three of those goals, but those are the three things we need to do. If we can send from the Senate to the House at the end of this week or early next week legislation that is actually faithful to those three goals, we will have done our work and done good work.

Tomorrow and the next day will be the test to see if we can measure up to those standards. I hope we can.

I apologize to my colleague from Pennsylvania for going on as long as I have. I thank him for his patience.

Mr. President, I yield the floor.

ENERGY EFFICIENT APPLIANCES

Mr. CASEY. Mr. President, first of all, I thank Senator CARPER for his presentation and his wisdom. I appreciate that.

I rise tonight very briefly to express hope that is contained in an amendment I have. I know we have an agreement in place, and this is for the purpose of talking about this amendment as opposed to formally speaking on it.

This is a very simple amendment I have. It is an idea I had based on some of my work in State government. It is simply to do this, to offer a proposal that allows low-income families to purchase home appliances which are energy efficient and that will allow them to not only heat their homes or wash their clothes or use other appliances but to do it in an energy-efficient way.

It is based upon my experience in State government, as a State treasurer, where we started a program in Pennsylvania called Keystone Help, back in the last couple of years. Right now, that program has helped people in 60 out of our 67 counties. It is simple.

What the Federal version of this would do is to dedicate \$4 million over 5 years. It is not a lot of money, and it is paid for by the current \$750-million-per-year authorization for weatherization programs in the Federal Government. So it is just \$4 million out of the \$750 million that is already in the bill and already paid for.

These funds would be used to help low-income families purchase Energy Star certified appliances. This means they have been certified by the Department of Energy for their energy-efficient qualities.

Here is what the appliances are that would be allowed to be paid for out of the money applied in this program: refrigerators, water heaters, washers and dryers, home heating systems and air-conditioning—basic necessities of life in America today.

The amendment would also require that the families who receive these grants out of the \$4 million of grant money over 5 years provide a 5-percent match that they would have to come up with. I recognize for a lot of families even a 5-percent match is a lot of money. An extra \$50 or so, depending on the amount of money, would be significant. But I think it is important that families have that requirement.

There are some families who will not be able to meet that, so we allow charitable assistance or State and local initiatives to come up with the 5 percent.

But I wish to make one point among several. First of all, this is not a new program in the sense that it requires a big expenditure of money or requires administrative work that cannot already be done within the existing weatherization program. The grants in this amendment are intended to work as a complement to and work within the current weatherization program. The amendment will not increase administrative costs and it will not require new expenditures of dollars. It is within the \$750 million already allocated for weatherization.

I believe this amendment, and the features of this program called for by

this amendment, helps families. It helps our low-income families pay for Energy Star certified appliances for their homes. It helps the environment. It is good all around.

We already have a program that helps these same families properly insulate and weatherize their homes. What this does is take the next step. We should take that next step to help low-income families use less energy for the basic necessities of heating and cooling their homes as well as laundry and some other basic necessities.

I hope the managers on both sides of the aisle, I hope both parties, can agree to adopt this. It may not happen, but I am hopeful that will happen tomorrow.

ORDERS FOR THURSDAY, JUNE 21,
2007

Mr. CASEY. Mr. President, I ask unanimous consent that when the Senate completes its business today, it stand adjourned until 10:30 a.m. Thursday, June 21; that on Thursday, following the prayer and the pledge, the Journal of proceedings be approved to date, the morning hour be deemed expired, and the time for the two leaders be reserved for their use later in the

day; that the Senate then resume consideration of H.R. 6, as under the previous order; that Members have until 11 a.m. to file any germane second-degree amendments to the Baucus amendment No. 1704.

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

ADJOURNMENT UNTIL 10:30 A.M.
TOMORROW

Mr. CASEY. Mr. President, if there is no further business to come before the Senate, I now ask unanimous consent that the Senate stand adjourned under the previous order.

There being no objection, the Senate, at 8:44 p.m., adjourned until Thursday, June 21, 2007, at 10:30 a.m.

CONFIRMATION

Executive nomination confirmed by the Senate June 20, 2007:

DEPARTMENT OF TRANSPORTATION

DAVID JAMES GRIBBIN IV. OF VIRGINIA, TO BE GENERAL COUNSEL OF THE DEPARTMENT OF TRANSPORTATION.

THE ABOVE NOMINATION WAS APPROVED SUBJECT TO THE NOMINEE'S COMMITMENT TO RESPOND TO REQUESTS TO APPEAR AND TESTIFY BEFORE ANY DULY CONSTITUTED COMMITTEE OF THE SENATE.