

which is really important. That still puts us behind Europe, Japan, and China, but it is a critical step in the right direction and will save up to 1 billion gallons of gas every day. Think about that—1 billion gallons of gasoline every day. I don't know how big a tank a billion gallons is. I do know that we use 21 billion barrels of oil every day in America, 65 percent of which is imported. I know how big a hole that is. It is the width of a football field, 11 miles long and 10 feet deep.

For the automakers still wavering on increasing fuel efficiency, I say this: Do not fight the change; embrace it. There is no reason our automobile manufacturers cannot do this. There is no reason. Others do it all over the world. Cannot we as Americans do it? Of course we can. They need to embrace the opportunity to build the high performance cars and trucks Americans want to buy and drive and which we so desperately need for the sake of our national security and global warming. It is time for American automobile manufacturers to lead the world once again. That will only come through a commitment to clean innovation.

The next part of the bill that passed reduces crude oil consumption by more than 10 percent over the next 15 years by producing more renewable fuels, by producing them right here at home, more renewable fuels on America's farms, fields, and in our forests, which will create tens of thousands of new American jobs.

We set new energy efficiency standards with light bulbs, light fixtures, appliances, water heaters, boilers, air conditioners, which will save half a trillion gallons of water every year. For a State such as Nevada—Las Vegas gets 4 inches of rain every year—that is dramatic.

Because Government should lead by example, we also dramatically improved the energy efficiency of Federal buildings and vehicles, as relates to energy, which will save billions of American taxpayer dollars.

Senator BOXER has a provision in this bill that relates to the capture of carbon. It is a carbon capture study at the Capitol powerplant, and it also requires 15 percent of every bit of energy we use on this Capitol Hill complex—by the way, there are more than 10,000 employees here—that we need to get that from renewable sources.

We need to invest in the technologies that will drive our energy future, such as carbon capture and storage, that hold the hope of containing carbon emissions from producing power sources before they ever reach the air.

Last night's passage of the Energy bill was a great victory for the American people. Here is why: We will save American consumers tens of billions of dollars annually, cut our oil consumption by 7 million barrels a day within 20 years, reduce our dependence on foreign energy sources now, and take critical steps in these early stages of our

fight against global warming. There is a long way to go to secure the kind of clean and safe energy future we need. This bill is a first step, but it is an important first step.

The bill is not perfect. It is unfortunate that in passing this bill the administration and most Senate Republicans blocked an effort to require more of our Nation's electricity to come from renewable sources as well as incentives to spur the production of more renewable fuels right here in America. But this fight is not over. Our friends in the House will pass their bill quickly so we can send it to the President for his signature. But this bill, once again, shows us when we find common ground, we can accomplish uncommon good.

Mr. President, I see that my friend and partner in what happens here in the Senate is here, Senator DURBIN.

I have already expressed, Senator DURBIN, my appreciation for the work you did in getting to the final passage of this bill. You and I spend so much time alone that I do not often get to say anything publicly about you, so I will take a brief moment to say you and I have been in the legislature, on a national basis, since 1982 together. We have had good days and bad days. That is what legislation is all about. But I so appreciate having you as a partner here in the Senate. You have been stalwart. The people of Illinois are so fortunate to have you representing them in the Senate. I hope I can tell you in this manner how much I admire and appreciate your advocacy, your friendship, and the good work you do for all of our country.

RESERVATION OF LEADER TIME

The ACTING PRESIDENT pro tempore. Under the previous order, the leadership time is reserved.

MORNING BUSINESS

The ACTING PRESIDENT pro tempore. Under the previous order, there will now be a period for the transaction of morning business, with Senators permitted to speak for up to 10 minutes each.

The assistant majority leader is recognized.

PASSAGE OF H.R. 6

Mr. DURBIN. Mr. President, thank you for recognizing me. Also I want to thank the majority leader for his kind words. He and I work very closely together, spend more time together than we ever imagined as we embarked on this journey, now in leadership, to try to serve the people of this Nation.

I want to say a word about my friend from Nevada. Senator HARRY REID is misunderstood by many Americans. Because he is soft spoken, and not as assertive as some politicians are, there are many on the outside who question

his leadership capacity. No one on the inside questions it. He is the most highly respected leader I have ever had the good fortune to work with. It is based on the fact that he is inclusive, he is honest, outspoken, and stands by those who are willing to work harder to achieve our agenda.

Last night was a perfect illustration of this. The Energy bill was just a dream, a theory, for so long. The question was, could we put together a bipartisan coalition. We had to find a level of compromise and a level of cooperation or we did not have a chance. It was not easy to try to put into law, for the first time in over 20 years, a new national goal for fuel efficiency of our cars and trucks. It changed a lot of things and was viewed as threatening by many people.

My wife and I have made a point of doing our very best to buy American cars. We are loyal to the American automobile industry. With very few exceptions we have tried to make sure our purchases were on behalf of American workers. It was painful last night to be engaged in a debate where my good friends in the automobile industry, not just management—but I guess I have to be totally open with you, I am closer to those who work the lines, in Belvidere, IL and Bloomington, the United Auto Worker employees. I know these men and women. These are good people. They are hard-working people. They take pride in what they do.

They have been disappointed. I have as well. But our automobile industry in this country has been falling farther and farther behind. Just a few months ago, the CEOs, the major corporate officers of the Big Three came, just a few feet away, and met with the leadership in Congress. I had a chance to ask a question of the CEOs of Ford and General Motors and Chrysler. I asked a pretty hard question, but it was one that has been bothering me.

I said to them at the time: You know, I am one of your most loyal customers. I have owned cars and trucks from each of your companies and plan on continuing to try to buy your products in the future. But I am troubled because of the simple fact—I asked them—I said: Have any of you ever heard of a magazine called "Consumer Reports"?

There was this kind of embarrassed silence in the room. I said: Well, I want you to explain something to me. Why, for the last 20 years, have American cars consistently shown poorer performance results than imported cars? Why have foreign cars, particularly from Japan, over the last 20 years consistently shown better performance results, better trade-in value? Why? What has been happening out there? We have the best engineering schools in the world. We started this industry, at least on a mass volume basis. Why is there such a difference in quality?

There was this pained silence while they waited for one of them to respond. Finally, one of the CEOs said: Well, we are getting better.