

Jerry Waldor was president of the United Jewish Federation of MetroWest, an umbrella social organization that provided services to thousands in northern New Jersey. He was a beloved community leader who took a serious role in so many areas of importance to communities in our area of New Jersey. As is well known in these days of serious philanthropy, it is not an uncommon practice to delay or even avoid meetings or discussions with friends who volunteer to solicit funds no matter how good and important the organization's agenda. Jerry Waldor would phone me every year to solicit my contribution to the local Jewish Federation, and I welcomed his call because his manner was so pleasant and his own giving so generous. He also served as national vice chairman of the United Jewish Appeal and a director of the Council of Jewish Federations. He served on the boards of the American Jewish Committee and the New Jersey YMHA camps. He also served as a director of the National Conference of Community and Justice and a trustee of Cerebral Palsy of North Jersey.

Jerry also had a distinguished record of military service. He entered the U.S. Military Academy at West Point in 1946 and graduated as a second lieutenant in the Air Force.

During 5 years in the Air Force, he rose to the rank of captain, and worked as a deputy assistant for logistics in the Pentagon. After completing his active duty, he entered the Air Force Reserve, where he served until 1983. He retired as a major general. During his military career, Jerry received the Distinguished Service Medal and the Legion of Merit with Oak Leaf Cluster.

Jerry touched many lives during his time on Earth, and his deeds and memory will live on. I am proud to call him my friend. He will be missed by all who knew him. I hope his family will take comfort in the recall of their good fortune to have had him as husband, father, and grandfather in these dark days.●

#### INTRODUCTION OF BILLS AND JOINT RESOLUTIONS

The following bills and joint resolutions were introduced, read the first and second times by unanimous consent, and referred as indicated:

By Mr. DURBIN:

S. 1648. A bill to amend title 49, United States Code, to improve the system for enhancing automobile fuel efficiency, and for other purposes; to the Committee on Commerce, Science, and Transportation.

By Mr. BURR:

S. 1649. A bill to require the Secretary of Energy to submit to Congress a report describing the method by which existing reporting systems within the Department of Energy can be coordinated to provide timely reporting of significant supply interruptions in the transmission of petroleum and petroleum-related products; to the Committee on Energy and Natural Resources.

By Mr. COBURN (for himself, Mr. GRASSLEY, Mr. GRAHAM, Mr. LEVIN, Ms. SNOWE, Mr. LAUTENBERG, Mr.

ISAKSON, Mr. SANTORUM, Mr. THOMAS, Mrs. DOLE, Mr. THUNE, Mr. HAGEL, and Mr. LUGAR):

S.J. Res. 23. A joint resolution supporting the goals and ideals of Gold Star Mothers Day; to the Committee on the Judiciary.

#### ADDITIONAL COSPONSORS

S. 65

At the request of Mr. INHOFE, the name of the Senator from Idaho (Mr. CRAIG) was added as a cosponsor of S. 65, a bill to amend the age restrictions for pilots.

S. 633

At the request of Mr. JOHNSON, the name of the Senator from Georgia (Mr. ISAKSON) was added as a cosponsor of S. 633, a bill to require the Secretary of the Treasury to mint coins in commemoration of veterans who became disabled for life while serving in the Armed Forces of the United States.

S. 713

At the request of Mr. ROBERTS, the name of the Senator from Nevada (Mr. ENSIGN) was added as a cosponsor of S. 713, a bill to amend the Internal Revenue Code of 1986 to provide for collegiate housing and infrastructure grants.

S. 769

At the request of Ms. SNOWE, the name of the Senator from Arkansas (Mr. PRYOR) was added as a cosponsor of S. 769, a bill to enhance compliance assistance for small businesses.

S. 1615

At the request of Mrs. CLINTON, the name of the Senator from Illinois (Mr. DURBIN) was added as a cosponsor of S. 1615, a bill to establish the Federal Emergency Management Agency as an independent agency, and for other purposes.

S. 1622

At the request of Mrs. CLINTON, the names of the Senator from Illinois (Mr. DURBIN) and the Senator from California (Mrs. FEINSTEIN) were added as cosponsors of S. 1622, a bill to establish a congressional commission to examine the Federal, State, and local response to the devastation wrought by Hurricane Katrina in the Gulf Region of the United States especially in the States of Louisiana, Mississippi, Alabama, and other areas impacted in the aftermath and make immediate corrective measures to improve such responses in the future.

S. 1637

At the request of Mr. REID, the name of the Senator from Connecticut (Mr. DODD) was added as a cosponsor of S. 1637, a bill to provide emergency relief to meet the immediate needs of survivors of Hurricane Katrina for health care, housing, education, and financial relief, and for other purposes.

S. CON. RES. 48

At the request of Mr. DURBIN, the name of the Senator from New Jersey (Mr. LAUTENBERG) was added as a cosponsor of S. Con. Res. 48, a concurrent resolution expressing the sense of Con-

gress that a commemorative postage stamp should be issued to promote public awareness of Down syndrome.

AMENDMENT NO. 1659

At the request of Mr. HARKIN, the names of the Senator from New York (Mrs. CLINTON) and the Senator from Massachusetts (Mr. KERRY) were added as cosponsors of amendment No. 1659 proposed to H.R. 2862, a bill making appropriations for Science, the Departments of State, Justice, and Commerce, and related agencies for the fiscal year ending September 30, 2006, and for other purposes.

AMENDMENT NO. 1660

At the request of Mrs. CLINTON, the names of the Senator from Illinois (Mr. DURBIN) and the Senator from California (Mrs. FEINSTEIN) were added as cosponsors of amendment No. 1660 intended to be proposed to H.R. 2862, a bill making appropriations for Science, the Departments of State, Justice, and Commerce, and related agencies for the fiscal year ending September 30, 2006, and for other purposes.

#### STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

By Mr. DURBIN:

S. 1648. A bill to amend title 49, United States Code, to improve the system for enhancing automobile fuel efficiency, and for other purposes; to the Committee on Commerce, Science, and Transportation.

S. 1648

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

##### SECTION 1. SHORT TITLE.

This Act may be cited as the "Automobile Fuel Efficiency Improvements Act of 2005".

##### SEC. 2. PHASED INCREASES IN FUEL ECONOMY STANDARDS.

(a) PASSENGER AUTOMOBILES.—

(1) MINIMUM STANDARDS.—Section 32902(b) of title 49, United States Code, is amended to read as follows:

"(b) PASSENGER AUTOMOBILES.—Except as otherwise provided under this section, the average fuel economy standard for passenger automobiles manufactured by a manufacturer in a model year—

"(1) after model year 1984 and before model year 2008 shall be 25 miles per gallon;

"(2) after model year 2007 and before model year 2011 shall be 28 miles per gallon;

"(3) after model year 2010 and before model year 2014 shall be 32 miles per gallon;

"(4) after model year 2013 and before model year 2017 shall be 36 miles per gallon; and

"(5) after model year 2016 shall be 40 miles per gallon."

(2) HIGHER STANDARDS SET BY REGULATION.—Section 32902(c) of title 49, United States Code, is amended—

(A) by striking paragraph (2); and

(B) in paragraph (1)—

(i) by striking "Subject to paragraph (2) of this subsection, the" and inserting "The"; and

(ii) by striking "amending the standard" and inserting "increasing the standard otherwise applicable";

(iii) by striking "Section 553" and inserting the following:

"(2) Section 553".

(b) NON-PASSENGER AUTOMOBILES.—Section 32902(a) of title 49, United States Code, is amended—

(1) by striking “At least 18 months before each model year,” and inserting the following:

“(1) The average fuel economy standard applicable for automobiles (except passenger automobiles) manufactured by a manufacturer in a model year—

“(A) after model year 1984 and before model year 2008 shall be 17 miles per gallon;

“(B) after model year 2007 and before model year 2011 shall be 19 miles per gallon;

“(C) after model year 2010 and before model year 2014 shall be 21.5 miles per gallon;

“(D) after model year 2013 and before model year 2017 shall be 24.5 miles per gallon; and

“(E) after model year 2016 shall be 27.5 miles per gallon, except as provided under paragraph (2).

“(2) At least 18 months before the beginning of each model year after model year 2017.”; and

(2) by adding at the end the following:

“(3) If the Secretary does not increase the average fuel economy standard applicable under paragraph (1)(E) or (2), or applicable to any class under paragraph (2), within 24 months after the latest increase in the standard applicable under paragraph (1)(E) or (2), the Secretary, not later than 90 days after the expiration of the 24-month period, shall submit to Congress a report containing an explanation of the reasons for not increasing the standard.”.

### SEC. 3. INCREASED INCLUSIVENESS OF DEFINITIONS OF AUTOMOBILE AND PASSENGER AUTOMOBILE.

(a) AUTOMOBILE.—

(1) IN GENERAL.—Section 32901(a)(3) of title 49, United States Code, is amended—

(A) by striking “6,000 pounds” each place it appears and inserting “12,000 pounds”; and

(B) in subparagraph (B)—

(i) by striking “10,000 pounds” and inserting “14,000 pounds”; and

(ii) in clause (ii), by striking “an average fuel economy standard” and all that follows through “conservation or”.

(2) SPECIAL RULE.—Section 32908(a)(1) of such title is amended by striking “8,500 pounds” and inserting “14,000 pounds”.

(b) PASSENGER AUTOMOBILE.—Section 32901(a)(16) of title 49, United States Code, is amended to read as follows:

“(16) ‘passenger automobile’—

“(A) means, except as provided in subparagraph (B), an automobile having a gross vehicle weight of 12,000 pounds or less that is designed to be used principally for the transportation of persons; but

“(B) does not include—

“(i) a vehicle that has a primary load carrying device or container attached;

“(ii) a vehicle that has a seating capacity of more than 12 persons;

“(iii) a vehicle that has a seating capacity of more than 9 persons behind the driver’s seat; or

“(iv) a vehicle that is equipped with a cargo area of at least 6 feet in interior length that does not extend beyond the frame of the vehicle and is an open area or is designed for use as an open area but is enclosed by a cap and is not readily accessible directly from the passenger compartment.”.

(c) APPLICABILITY.—The amendments made by this section shall apply with respect to automobiles manufactured for model years beginning after the date of enactment of this Act.

### SEC. 4. CIVIL PENALTIES.

(a) INCREASED PENALTY FOR VIOLATIONS OF FUEL ECONOMY STANDARDS.—Section 32912(b) of title 49, United States Code, is amended—

(1) by inserting “(1)” before “Except as provided”;

(2) by striking “\$5” and inserting “the dollar amount applicable under paragraph (2)”;

(3) by redesignating paragraphs (1), (2), and (3) as subparagraphs (A), (B), and (C), respectively; and

(4) by adding at the end the following:

“(2)(A) The dollar amount referred to in paragraph (1) is \$10, as increased from time to time under subparagraph (B).

“(B) Effective on October 1 of each year, the dollar amount applicable under subparagraph (A) shall be increased by the percentage (rounded to the nearest one-tenth of one percent) by which the price index for July of such year exceeds the price index for July of the preceding year. The amount calculated under the preceding sentence shall be rounded to the nearest \$0.10.

“(C) In this paragraph, the term ‘price index’ means the Consumer Price Index for all-urban consumers published monthly by the Department of Labor.”.

(b) CONFORMING AMENDMENT.—Section 32912(c)(1) of title 49, United States Code, is amended—

(1) by striking subparagraph (B); and

(2) by redesignating subparagraphs (C) and (D) as subparagraphs (B) and (C), respectively.

(c) APPLICABILITY.—The amendments made by subsection (a) shall apply with respect to automobiles manufactured for model years beginning after the date of enactment of this Act.

### SEC. 5. ACCURATE FUEL ECONOMY TESTING.

(a) BIENNIAL REPORT ON TESTING QUALITY.—

(1) REQUIREMENT FOR REPORT.—

(A) IN GENERAL.—Chapter 329 of title 49, United States Code, is amended by adding at the end the following:

#### “§ 32920. Biennial report on testing quality

“(a) REQUIREMENT FOR REPORT.—Not later than October 1 of each odd-numbered year, the Secretary of Transportation shall submit to Congress a report on the quality of the testing for determining automobile fuel economy under this chapter for all currently available technologies for automobiles.

“(b) CONTENT OF REPORT.—The report shall include the following information:

“(1) An assessment of the accuracy of the fuel economy determined for automobiles in relation to actual highway and road vehicle fuel economy.

“(2) A discussion of changes in testing methodology that are planned to be made, together with an assessment of the effects that such changes are expected to have on the accuracy of the measures of automobile fuel economy resulting from the use of the testing methodology as changed.

“(c) CONSULTATION REQUIREMENT.—The Secretary of Transportation and the Administrator of the Environmental Protection Agency shall consult on the preparation of the biennial report under this section.”.

(B) CLERICAL AMENDMENT.—The table of sections at the beginning of chapter 329 of title 49, United States Code, is amended by adding at the end the following new item:

“32920. Biennial report on testing quality”.

(2) FIRST REPORT.—The first report under section 32920 of title 49, United States Code, as added by paragraph (1), shall be submitted to Congress in 2007.

(b) IMPROVEMENT OF PROCESS FOR MEASURING FUEL ECONOMY.—

(1) STUDY.—

(A) REQUIREMENT FOR STUDY.—The Secretary of Transportation shall provide for the John A. Volpe National Transportation Systems Center to carry out a study—

(i) to determine what practicable automobile fuel economy testing process provides the most accurate measures of actual automobile fuel economy in highway use, in urban use, and in combined highway and in urban use; and

(ii) to compare the average automobile fuel economy ratings calculated under the testing process determined under clause (i) for each category of automobile use described in that clause with the corresponding automobile fuel economy ratings calculated under the testing process in use under chapter 329 of title 49, United States Code, on the date of enactment of this Act.

(B) REPORT.—Not later than 2 years after the date of enactment of this Act, the Secretary shall submit to Congress a report on the results of the study under subparagraph (A), which shall include—

(i) the determination and comparisons made under subparagraph (A); and

(ii) an estimate of the average adjustment to automobile fuel economy ratings calculated under the testing process used for the purposes of chapter 329 of title 49, United States Code, as of the date of enactment of this Act that is needed to conform those ratings closely to the automobile fuel economy ratings calculated under the testing process determined most accurate under subparagraph (A)(i).

(2) TESTING PROCEDURE REVISION.—

(A) REQUIREMENT FOR REVISED PROCEDURE.—Not later than 180 days after the date on which the report required under paragraph (1)(B) is submitted to Congress, the Secretary of Transportation shall prescribe, by regulation—

(i) a revised testing procedure for accurately measuring the actual automobile fuel economy of each model of automobile; and

(ii) a requirement that the revised testing procedure be applied for the purposes of chapter 329 of title 49, United States Code, to determine the average fuel economy of the automobiles manufactured in model years after model year 2008.

(B) MODEL FOR REVISED PROCEDURE.—The testing procedure prescribed under subparagraph (A) shall be based on the testing process identified in the report required under paragraph (1)(B) as providing the most accurate measures of actual automobile fuel economy.

(3) COMPARABLE ADJUSTMENT IN AVERAGE FUEL ECONOMY STANDARDS.—

(A) REQUIREMENT FOR ADJUSTMENT.—For automobiles manufactured in model years after model year 2008, the Secretary of Transportation shall amend each average fuel economy standard prescribed under section 32902 of title 49, United States Code, to take into account improved accuracy in the calculation of automobile fuel economy that results from use of the revised testing procedure applied as required under paragraph (2).

(B) CONDITION.—The Secretary shall ensure that each average fuel economy standard applied as amended under subparagraph (A) is at least as stringent as the corresponding average fuel economy standard that the Secretary would have applied under section 32902 of title 49, United States Code, if the fuel economy testing procedure had not been revised as required under paragraph (2).

### SEC. 6. STANDARDS FOR EXECUTIVE AGENCY AUTOMOBILES.

Section 32917 of title 49, United States Code, is amended—

(1) in subsection (b)—

(A) by amending paragraph (1) to read as follows:

“(1) The President shall prescribe regulations that require automobiles leased for at least 60 consecutive days or bought by executive agencies in a fiscal year to achieve—

“(A) in the case of non-passenger automobiles, a fleet average fuel economy for that year of at least the average fuel economy standard applicable under section 32902(a) of this title for the model year that includes January 1 of that fiscal year; and

“(B) in the case of passenger automobiles, a fleet average fuel economy for that year of at least the average fuel economy standard applicable under subsection (b) or (c) of section 32902 of this title for such model year.”;

(B) in paragraph (2)—

(i) by striking “Fleet average fuel economy is—” and inserting “For the purposes of paragraph (1), the fleet average fuel economy of non-passenger or passenger automobiles in a fiscal year is—”;

(ii) in subparagraph (A), by striking “passenger automobiles leased for at least 60 consecutive days or bought by executive agencies in a” and inserting “the non-passenger automobiles or passenger automobiles, respectively, that are leased for at least 60 consecutive days or bought by executive agencies in such”; and

(iii) in subparagraph (B), by inserting “such” after “the number of”; and

(2) by adding at the end the following:

“(c) MINIMUM NUMBER OF EXCEPTIONALLY FUEL-EFFICIENT VEHICLES.—The President shall prescribe regulations that require that—

“(1) at least 20 percent of the passenger automobiles leased for at least 60 consecutive days or bought by executive agencies in a fiscal year have a vehicle fuel economy rating that is at least 5 miles per gallon higher than the average fuel economy standard applicable to the automobile under subsection (b) or (c) of section 32902 of this title for the model year that includes January 1 of that fiscal year; and

“(2) beginning in fiscal year 2011, at least 10,000 vehicles in the fleet of automobiles used by executive agencies in a fiscal year have a vehicle fuel economy that is at least 5 miles per gallon higher than the average fuel economy standards applicable to such automobiles under section 32902 of this title for the model year that includes January 1 of that fiscal year.”.

#### AMENDMENTS SUBMITTED AND PROPOSED

SA 1672. Mr. DURBIN submitted an amendment intended to be proposed by him to the bill H.R. 2862, making appropriations for Science, the Departments of State, Justice, and Commerce, and related agencies for the fiscal year ending September 30, 2006, and for other purposes; which was ordered to lie on the table.

SA 1673. Mr. SHELBY submitted an amendment intended to be proposed by him to the bill H.R. 2862, supra.

SA 1674. Mr. SHELBY (for Ms. MIKULSKI) proposed an amendment to the bill H.R. 2862, supra.

SA 1675. Mr. SHELBY (for Mr. BURNS) proposed an amendment to the bill H.R. 2862, supra.

SA 1676. Mr. SHELBY (for himself and Mr. BAUCUS) proposed an amendment to the bill H.R. 2862, supra.

SA 1677. Mr. SHELBY (for Mr. TALENT (for himself, Mrs. FEINSTEIN, and Mr. FRIST)) proposed an amendment to the bill H.R. 2862, supra.

SA 1678. Mr. LIEBERMAN proposed an amendment to the bill H.R. 2862, supra.

SA 1679. Mr. KERRY (for himself and Ms. LANDRIEU) submitted an amendment intended to be proposed by him to the bill H.R. 2862, supra; which was ordered to lie on the table.

SA 1680. Mr. GRASSLEY submitted an amendment intended to be proposed by him to the bill H.R. 2862, supra; which was ordered to lie on the table.

SA 1681. Mr. GRASSLEY submitted an amendment intended to be proposed by him to the bill H.R. 2862, supra; which was ordered to lie on the table.

SA 1682. Mr. GRASSLEY submitted an amendment intended to be proposed by him to the bill H.R. 2862, supra; which was ordered to lie on the table.

SA 1683. Mr. GRASSLEY submitted an amendment intended to be proposed by him to the bill H.R. 2862, supra; which was ordered to lie on the table.

SA 1684. Mr. GRASSLEY submitted an amendment intended to be proposed by him to the bill H.R. 2862, supra; which was ordered to lie on the table.

SA 1685. Mr. GRASSLEY submitted an amendment intended to be proposed by him to the bill H.R. 2862, supra; which was ordered to lie on the table.

SA 1686. Mr. GRASSLEY submitted an amendment intended to be proposed by him to the bill H.R. 2862, supra; which was ordered to lie on the table.

#### TEXT OF AMENDMENTS

SA 1672. Mr. DURBIN submitted an amendment intended to be proposed by him to the bill H.R. 2862, making appropriations for Science, the Departments of State, Justice, and Commerce, and related agencies for the fiscal year ending September 30, 2006, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

#### SEC. \_\_\_\_ . WAIVER OF LICENSING AND CERTIFICATION REQUIREMENTS APPLICABLE TO CERTAIN HEALTH PROFESSIONALS.

(a) IN GENERAL.—Notwithstanding any other provision of law, an eligible health professional may provide health-related services under the medicare, medicaid, or SCHIP program under title XVIII, XIX, or XXI of the Social Security Act (42 U.S.C. 1395 et seq., 1396 et seq., and 1397 et seq.), regardless of the licensing or certification laws of the State in which such services are being provided, during the 90-day period that begins on the date of enactment of this Act.

(b) ELIGIBLE HEALTH PROFESSIONAL.—To be eligible to provide health-related services in a State during the period referred to in subsection (a) without State licensure or certification, a health professional shall—

(1) be a physician, nurse, dentist, pharmacist, mental health professional, or allied health profession, or any other professional determined appropriate by the Secretary of Health and Human Services;

(2) have a valid license from, or be certified in, at least one of the States affected by Hurricane Katrina, as described in subsection (c), and not be affirmatively barred from practicing in that State; and

(3) have applied for a license or certification in the State in which such professional will provide the health-related services under subsection (a) without State licensure or certification.

(c) STATES DESCRIBED.—The States described in this subsection are those States covered by the declarations of the President, pursuant to the Robert T. Stafford Disaster Relief and Emergency Assistance Act, on August 24, 2005 (Florida), on August 29, 2005 (Alabama, Louisiana, and Mississippi), and on September 2, 2005 (Texas), all due to Hurricane Katrina.

(d) RULE OF CONSTRUCTION.—Nothing in this section shall be construed as altering or affecting any procedures adopted by State health professional licensing or certification boards relating to waivers of licensing and certification requirements for health professionals affected by Hurricane Katrina.

SA 1673. Mr. SHELBY submitted an amendment intended to be proposed by

him to the bill H.R. 2862, making appropriations for Science, the Departments of State, Justice, and Commerce, and related agencies for the fiscal year ending September 30, 2006, and for other purposes, as follows:

On page 121, line 19, after “curity,” insert the following:

“of which \$152,546,000 shall be for national security infrastructure.”.

SA 1674. Mr. SHELBY (for Ms. MIKULSKI) proposed an amendment to the bill H.R. 2862, making appropriations for Science, the Departments of State, Justice and Commerce, and related agencies for the fiscal year ending September 30, 2006, and for other purposes; as follows:

Page 162, line 23, after the word “mission,” add the following “\$371,600,000 for the Webb Space Telescope to be launched no later than 2013.”

SA 1675. Mr. SHELBY (for Mr. BURNS) proposed an amendment to the bill H.R. 2862, making appropriations for Science, the Departments of State, Justice and Commerce, and related agencies for the fiscal year ending September 30, 2006, and for other purposes; as follows:

At the appropriate place in the bill, insert the following:

“Notwithstanding any other provision of this Act, no funds appropriated under this act shall be used to register, issue, transfer, or enforce any trademark of the phrase “Last Best Place”.”

SA 1676. Mr. SHELBY (for himself and Mr. BAUCUS) proposed an amendment to the bill H.R. 2862, making appropriations for Science, the Departments of State, Justice, and Commerce, and related agencies for the fiscal year ending September 30, 2006, and for other purposes; as follows:

On page 190, between lines 14 and 15, insert the following:

SEC. 5 \_\_\_\_ . (a) For the period beginning on October 1, 2005, and ending on April 1, 2006, none of the funds made available by this or any other Act may be used to pay the salaries or expenses of any employee of any agency or office to implement any change to part 302, 303, 306, or 318 of title 13, Code of Federal Regulations (as in effect on December 14, 1999), pursuant to the interim final rule published August 11, 2005 (70 Fed. Reg. 47002; relating to the implementation of, and regulatory revision under, the Economic Development Reauthorization Act (Public Law 108-373; 118 Stat. 1756)).

(b) Notwithstanding the interim final rule described in subsection (a), the public comment period with respect to parts 302, 303, 306, and 318 of title 13, Code of Federal Regulations, shall be not less than 30 days.

SA 1677. Mr. SHELBY (for Mr. TALENT (for himself, Mrs. FEINSTEIN, and Mr. FRIST)) proposed an amendment to the bill H.R. 2862, making appropriations for Science, the Departments of State, Justice, and Commerce, and related agencies for the fiscal year ending September 30, 2006, and for other purposes; as follows:

At the end of the bill, add the following:

#### TITLE VII—METHAMPHETAMINES

##### SECTION 701. SHORT TITLE.

This title may be cited as the “Combat Meth Act of 2005”.