

has ever conducted. Last Friday, Secretary of the Air Force Michael Wynne said:

Today's announcement is the culmination of years of tireless work and attention to detail by our Acquisition professionals and source selection team, who have been committed to maintaining integrity, providing transparency, and promoting a fair competition for this critical aircraft program.

The Air Force advises us that 25,000 American workers at 230 U.S. companies located in 49 States will support the assembly of these aircraft. The winning proposal was submitted by the team led by Northrup Grumman and includes EADS North America and General Electric Aviation. It was judged to provide the best value for the U.S. Air Force and for the U.S. taxpayer. General Litché said the winning proposal gives the military more passengers, more cargo, more fuel to off-load, more availability, more flexibility, and more dependability.

I am pleased to congratulate the winners of the competition, and I look forward to the day when this new aircraft joins the fleet.

I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mr. PRYOR. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

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

MORNING BUSINESS

Mr. PRYOR. I ask unanimous consent that the Senate proceed to a period of morning business with Senators permitted to speak for up to 10 minutes each.

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

Mr. PRYOR. I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mr. NELSON of Florida. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

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

CONSUMER PRODUCT SAFETY COMMISSION REFORM ACT

Mr. NELSON of Florida. Mr. President, I wish to speak as to why the Consumer Product Safety Commission Reform Act is so desperately needed.

Most parents, and consumers for that matter, will not forget in the past—and it was as recent as this past summer—the huge amount of toy recalls. There were children's jewelry and toys that were covered in lead paint. There were toys with detachable magnets that can cause fatal intestinal obstructions. There were stuffed animals with small parts that can detach and become a

choking hazard. There was a children's craft kit containing beads that when swallowed became ingested into the child's digestive system; and what came out of those beads was the same chemical compound, believe it or not, as GHB, which is the date rape drug.

The Laugh & Learn Bunny became a choking hazard. This magnetized building set, as shown on this chart—over 4 million units were sold—those magnets became ingested into the child's digestive track. Thomas the Train, over 1.5 million units were sold, and lo and behold those were painted with lead paint. And then the Barbie accessories—675,000 units of those were sold—had lead paint. And there were other toys. In fact, one of them was some kind of little doll where the nose came off. It was exactly the size that could get into a child's windpipe and cause them to choke to death.

As a matter of fact, one of the children's hospitals in Florida I visited about this very thing gave me a plastic thimble of about the size they said they hand out to the children's parents because they want them to see the size of anything that could detach—if it did from a toy—that is a choking hazard for a child.

So in visiting with this team of emergency room doctors, they showed all these things in real life to me and told me about the invasive surgery that then they had to do on children that was traumatic for a child who is 4 or 5 years old.

Then, I had the very sad duty to visit with a momma and a daddy in Jacksonville, who left two of their children in a room with a disco ball toy. What happened? It became overheated because it was illuminated. It became overheated. It caught fire, and it emitted enough carbon monoxide to kill both the children.

Now, these incidents simply should not be happening. Yet with this bill Senator PRYOR is managing on the floor, we can better ensure American parents do not have to face another summer of recalls.

So this act is going to do a number of things. It would increase the number of professional staff who work at the Consumer Product Safety Commission. It would ensure consumer access to information about these products. It would eliminate lead from children's products. It increases civil penalties for wrongdoers. And it protects employees from retribution who report violations of consumer product safety. This bill also requires the first mandatory standard for toy safety, and it requires third-party testing of toys and other children's products.

What has come to the floor is a combination of different legislation. What this Senator had contributed was S. 1833, the Children's Products Safety Act, which would require third-party testing of products intended for children aged 7 and under. I am very pleased it has been included in this overall package.

There are two provisions that are critical. First, the third-party testing provision ensures that all of those toys and products undergo testing by a third party prior to entering the stream of commerce. Any that did not have the third-party testing would be banned from importation. Now, why is this necessary? Because we were letting the Chinese industry police itself, and it wasn't doing it, and the Government of China wasn't doing the inspecting. So we had the substandard and indeed unsafe toys coming to the American consuming public.

Second, this bill would set the first mandatory safety standards by adopting the ASTM—the international consumer safety specifications for toy safety. That is often referred to as standard F-963. ASTM is a nonprofit standard-setting organization. It is an independent organization that involves the CPSC—the Consumer Product Safety Commission—consumer groups, and the industry in toy standards and the development process. The standards contain 100 other toy safety specifications, including testing for shock points, flammability, toxicity, and noise.

These standards, in their development process, also provide a fast, collaborative process to address these changing conditions. So when the detachable magnet issue arose last year, the ASTM standards development team recognized the seriousness of the issue. They came up with a new magnet safety standard 9 months after the problem was first reported.

Well, under the provisions of the bill, the updates to the ASTM standard will automatically be incorporated into the Federal toy safety standard, unless for some reason the CPSC would determine that it wasn't going to improve the public safety. So as a result, the consumers are going to have the benefit of new toy safety standards immediately after the adoption of this legislation.

Taken together, these provisions will ensure that toys will be tested by a rigorous third-party testing process that is constantly updated to address new and emerging hazards to our children. Third-party testing has been endorsed by a number of consumer groups and a number of the manufacturers that realize we have a problem here. So we need to build a consensus and get this legislation passed.

Last year, over 46 million children's products were recalled—can my colleagues believe that, 46 million recalled—and almost a fifth of those were recalled after a child was seriously injured or killed. It is not enough just to recall these toys; we need to make sure they never enter the stream of commerce in the first place, and this bill provides that safety.

I wish to say there is also something in here about generators, portable generators. If you live in a coastal State such as mine and you get hit by a big hurricane—and especially gasoline stations are learning they need them because people need to be able to drive

their cars and they can't get gasoline—well, in any kind of natural disaster such as that, people really rely on these portable generators to provide electricity. Unfortunately, every year, a number of people are severely injured or killed by the carbon monoxide poisoning that results from improper generator use. They crank this thing up in an enclosed room, and they ultimately are harmed or killed as a result of carbon monoxide.

Section 32 of the CPSC Reform Act requires the CPSC to complete a long-pending rulemaking on portable generator carbon monoxide poisoning within 18 months of the enactment. When this rule is finalized, it is going to require new technologies to stop these tragedies, and it will save lives. It is a wonder that the CPSC hadn't already done this when folks such as myself are articulating what has happened with the deaths in the aftermath of a hurricane and have asked them to do it. Now we are going to bring it to fruition because it is going to be required under this legislation.

I again thank my colleague, Senator PRYOR, who is shepherding this legislation through a tortuous legislative process. I hope all of our colleagues will join in supporting this critical legislation.

Mr. President, I yield the floor, and I suggest the absence of a quorum, unless the Senator from Arkansas—it looks as if his eloquent self is rising to speak.

The PRESIDING OFFICER. The Senator from Arkansas is recognized.

Mr. PRYOR. Mr. President, before my dear colleague from Florida leaves the floor, I would like to acknowledge his work on this legislation. He has been a real go-to guy on these toy issues. In fact, he had filed a bill—before we even filed our bill that became the committee bill, he filed a bill that basically—I don't want to say we took verbatim, but we took large pieces of it and all the concepts of it and incorporated his legislation, and it really became the bedrock piece of the committee bill, which has now been amended and substituted, and now it is the bipartisan bill the Senate is working on. So Senator BILL NELSON of Florida really deserves a lot of credit for helping to get the ball rolling and getting things moving in the right direction.

In fact, we have so many colleagues who have helped in this process, and I will thank them more as the week goes on. But I think of SUSAN COLLINS of Maine, who came in probably, I don't know, several months ago—I don't remember exactly when—and she had a very important role. Of course, Senator STEVENS really worked hard to make this bipartisan. Both of them are Republican cosponsors.

Again, for all of the Senators who are listening, I would love to talk to more Republican Senators about maybe possibly becoming cosponsors in the next day or two because, as we saw from the vote tonight, this bill does have broad-

based bipartisan support. I appreciate the effort all of our colleagues have done, but I did want to single out Senator BILL NELSON, who has been so instrumental in moving this forward.

Mr. President, if there is no one else who is planning on speaking, I suggest the absence of a quorum.

The PRESIDING OFFICER (Mr. NELSON of Florida). The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mr. PRYOR. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

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

Mr. PRYOR. Mr. President, it looks as if we are at the close of our business today. Tomorrow, I look forward to returning to the consideration of S. 2663, the Consumer Product Safety Commission Reform Act.

COLLOQUES REGARDING H.R. 6

Mr. LEVIN. Mr. President, I have been asked about the timing of the colloquy that I entered into with Senators INOUE and FEINSTEIN on December 13, 2007, during consideration of H.R. 6, the Energy Independence and Security Act of 2007.

Immediately prior to the vote on cloture, on the motion to concur with an amendment to the House amendment to the Senate amendment to the text of H.R. 6, I was recognized on the Senate floor and requested and obtained consent "that a colloquy between myself, Senator Inouye and Senator Feinstein be inserted in the record at this point."

Agreement among the three of us on the content of that colloquy was critical to both my vote for cloture and my later vote for final passage, as I indicated in my own statement prior to final passage that was submitted later in the day. The colloquy between Senator INOUE, Senator FEINSTEIN, and me read in its entirety, as follows:

NHTSA REGULATIONS ON FUEL ECONOMY

Mr. LEVIN. Mr. President, I support this bill and, in particular, the provisions that require the Department of Transportation, through the National Highway Traffic Safety Administration, NHTSA, to set new fuel economy standards for vehicles that will reach an industry fleet wide level of 35 miles per gallon by 2020 based on my understanding that these new Federal standards will not be undercut in the future by regulations issued by the Environmental Protection Agency regulating greenhouse gas emissions from vehicles.

I believe that we have taken historic steps in this legislation by putting in place ambitious but achievable fuel economy standards that will reduce our Nation's fuel consumption and greenhouse gas emissions. In this legislation, the Senate and House have come together and established the appropriate level of fuel economy standards and have directed NHTSA to implement that through new regulations. In this legislation, the Congress has agreed that the appropriate level of fuel economy to reach is 35 miles per gallon in 2020, or an increase of 10 miles per gallon in 10 years.

But it is essential to manufacturers that they are able to plan on the 35 miles per gallon standard in 2020. We must resolve now with the sponsors of this legislation in the Senate any ambiguity that could arise in the future when EPA issues new rules to regulate greenhouse gas emissions from vehicles pursuant to its authority under the Clean Air Act so that our manufacturers can have certainty. With that in mind, I want to clarify both Senator Inouye's and Senator Feinstein's understanding and interpretation of what the Congress is doing in this legislation and to clarify their agreement that we want all Federal regulations in this area to be consistent. We do not want to enact this legislation today only to find later that we have not been sufficiently diligent to avoid any conflicts in the future.

The Environmental Protection Agency has authority under the Clean Air Act to regulate greenhouse gas emissions from vehicles and to delegate that authority, as the agency deems appropriate, to the State of California. This authority was recently upheld by the U.S. Supreme Court, and it is not our purpose today to attempt to change that authority or to undercut the decision of the Supreme Court. We simply want to make clear that it is Congressional intent in this bill that, with respect to regulation of greenhouse gas emissions, any future regulations issued by the Environmental Protection Agency to regulate greenhouse gas emissions from vehicles be consistent with the Department of Transportation's new fuel economy regulations that will reach an industry fleet wide level by 35 miles per gallon by 2020.

Does the Senator from California and original sponsor of this legislation, Mrs. Feinstein, agree with my view that the intent of this language is for EPA regulations on greenhouse gas emissions from vehicles to be consistent with the direction of Congress in this 35 miles per gallon in 2020 legislation and consistent with regulations issued by the Department of Transportation to implement this legislation?

Mrs. FEINSTEIN. Yes, of course, we have worked hard to come together on this legislation directing NHTSA to issue new fuel economy regulations to reach an industry fleet wide level of 35 miles per gallon by 2020, and it is our intent in the bill before us that all Federal regulations in this area be consistent with our 35 miles per gallon in 2020 language.

Mr. LEVIN. I thank the Senator for her clarification of her intent.

Does the chairman of the Commerce Committee, the distinguished Senator from Hawaii, Mr. Inouye, agree with my understanding of the intent of this bill that any regulations issued by the Environmental Protection Agency be consistent with the direction of Congress in this legislation and regulations issued by the Department of Transportation to implement this legislation?

Mr. INOUE. Yes. I agree that it is very important that all Federal regulations in this area be consistent and that we provide clear direction to the agency that has responsibility for setting fuel economy standards, the Department of Transportation.

Mr. LEVIN. I thank my distinguished colleague from Hawaii, Mr. Inouye, for his clarification.

With the colloquy accepted and placed in the CONGRESSIONAL RECORD, I voted to invoke cloture. Sometime after the vote on cloture, later in the day, a separate colloquy between Senator FEINSTEIN and Senator INOUE was inserted in the CONGRESSIONAL RECORD. It was placed in the RECORD immediately following the Levin-Feinstein-