

bill I introduced nearly 16 months ago, which was recently modified and reintroduced to reflect the collective view of a wide range of experts, both inside Government and in the veterans community. S. 22, the bill I originally introduced, now enjoys strong bipartisan support. We have 57 cosponsors in the Senate. That includes 11 Republicans. Among the cosponsors on this bill are the Senator from Missouri; Senator WARNER, former chairman of the Armed Services Committee; and many others, Senator HAGEL, who, along with myself, is the only ground combat veteran from the Vietnam war. A majority of the House is cosponsoring the exact version of S. 22 that we reintroduced. Most, if not all, of our leading veterans organizations have endorsed S. 22. In fact, it is important to note that the major pieces in this legislation were specifically endorsed in the recent Independent Budget submitted by a consortium of our top veterans organizations.

The proponents of this newly introduced legislation, Senators BURR, MCCAIN, and GRAHAM, maintain S. 22 would be too generous to today's veterans of Iraq and Afghanistan, would be too difficult to administer, and would unduly harm the retention of our active duty military people. I emphasize that these assertions are incorrect. I would say to all those Senators, whom I deeply respect—and I enjoy a long friendship with Senator MCCAIN that goes back 30 years—we have a lot of issues to debate in this Senate. We have a lot of issues to debate in the campaign this year. But this should not be one of them.

S. 22 is hardly too generous, unless people are prepared to say that the World War II GI bill was too generous. To the contrary, we have taken 15 months, with daily cooperation with all the major veterans groups and with many Members of the Congress. We have listened to them. We have refined this legislation in many important ways, and it is our best collective, bipartisan effort to mirror the types of benefits that were given to those who served in World War II.

Nor would this bill be too difficult to administer. There was a list of concerns about our bill when they introduced this other version, which is the reason that compels me to explain this. We worked closely with the Department of Veterans Affairs and with committee staff on the Senate Committee on Veterans' Affairs. We have addressed every major concern. For these reasons, Chairman AKAKA of the Veterans' Affairs Committee and Chairman LEVIN of the Armed Services Committee have cosponsored this bill.

Finally, there is no indication this bill would unduly harm active duty retention. Recent statistics from the Army and Marine Corps show that 70 to 75 percent of soldiers and marines who enlist return to civilian life at, or before, the end of their first enlistment. This is the pool that is having read-

justment difficulties, and this is the pool we are trying to assist with this legislation. The military is already doing a very good job of managing its career force. It is not doing a very good job of assisting this large group of people as they attempt to readjust to civilian life, and this is the primary focus of S. 22. With respect to active duty retention, a good GI bill will increase the pool of people interested in serving, lower first-term attrition, and would have a negligible impact on retention itself.

I see my time is about to be called by the Presiding Officer.

Mr. President, I yield the floor.

The ACTING PRESIDENT pro tempore. The Senator from Missouri.

GAS PRICES

Mr. BOND. Mr. President, I come to the floor today to note an anniversary. Although you may have noticed there has been no gift giving, no celebration, no remembrances of the day, the promise was made. That is because the people who made the promise failed to keep their promise. They failed to bring the change they promised.

Now, to what promise am I referring? I am referring to the day, 2 years ago today—April 24, 2006—when then-House minority leader NANCY PELOSI announced “Democrats have a commonsense plan to help bring down skyrocketing gas prices.” She told the American people that if they put Democrats in charge of the House and the Senate, we would all see lower gas prices. The then-minority leader, the senior Senator from Nevada, said, on that same day, that it was just “about priorities.”

Well, it is time to get real about energy. Democrats running for office across the Nation in 2006 said change would come with a Democratic Congress. Well, we certainly got change all right. Since the Democrats have come to power in the House and Senate, pain at the pump has increased by 50 percent. Americans who paid, on average, \$2.33 a gallon in January 2007 now pay \$3.53 a gallon, on average—hardly a change any of us bargained for. However, \$3.53 is just the national average. Some are paying much more. To just take a few States, in California, it is \$3.87; in Nevada, it is 3.60; in Illinois, it is \$3.67; in New York, it is \$3.67. Mr. President, \$1.30 more for a gallon of gas is certainly not the kind of change I would believe in or support.

What is this doing to hardworking families struggling just to get by? “With gas hitting record highs, drivers [are] feeling squeezed,” as my home State Kansas City Star reported this week. For example, Carol Licata, a 75-year-old retiree, told in the story of how a larger part of her fixed income is now going toward gas. She said that “to get to the doctors . . . it's an awful lot of money . . . I don't drive that often, but I have to take necessary trips . . . and [gas] takes a big chunk out of our budget.”

Fixed-income seniors, though, are not the only ones suffering record pain at the pump. Consider the plight of low-income workers struggling to get to work. Their affordable housing is a great distance, maybe, from where they have a good-paying job. Maybe they are driving from the inner city out to a suburban job or from a distant suburb, where housing prices are lower, to the city. Either way, modest-income folks with the least ability to pay higher gas prices are hit especially hard.

What about truckers? For all the hard work they put in on the open roads, they never seem to make more than a modest living. Now they are being hit with even higher diesel prices. At \$4.20 a gallon, diesel prices are 40 percent higher than they were a year ago.

Unfortunately, this pain at the pump is just one more burden families and workers are bearing at the same time as a housing meltdown, higher food prices, higher health care prices, higher power bills, higher heating bills, and I expect, this summer, higher air-conditioning bills.

So what is the Democrats' “commonsense plan” to lower gas prices and help working families? With record-high gas prices, it is clear we are still waiting for the “commonsense” part of the solution. About the only thing we have heard proposed from the other side is to increase taxes on oil companies. Since when does raising taxes on something increase its supply or lower its price? Never. Again, that is all we hear.

What is so sad is the fact that we are sitting on top of a big part of the solution. We can lower the prices by tapping the millions of barrels of oil just waiting for us here in America.

In Alaska, above the barren Arctic Circle, Democrats refuse to allow us to tap millions of barrels of oil in an environmentally safe manner. They say drilling in an area smaller than the size of Dulles Airport would have too great an impact on an area the size of the State of South Carolina. Congress, in 1996, passed a budget resolution which would have allowed the opening of ANWR. However, President Clinton vetoed that resolution, pointing out that he opposed and would not support opening ANWR. Had ANWR been opened, there would be a million more barrels of oil a day flowing into the United States.

Now, speaking of South Carolina, Democrats refused to let us get at millions of barrels of oil and natural gas a safe distance off our coastal shores, literally unseen because it is over the horizon. Some say this is another example of “not in my backyard,” or “NIMBY,” but this is really a case of not in “your” backyard because the people, for example, of Alaska and Virginia are happy with and want to tap the oil and gas on their lands and off their shores.

But Democrats still refuse to unlock the vast untapped natural resources

here at home. Our dependence on foreign sources of energy grows greater, and families continue to suffer. Is it any wonder Americans are fed up? Democrats are looking at thirsty Americans and saying: You should drink less or drive less. Now, do not get me wrong, I support and have supported aggressive but achievable automobile fuel efficiency increases, incentivizing low-emission vehicles such as hybrids and plug-ins, and more fuels from renewable sources, but these are long-range solutions that will not pay dividends for years.

Some say opening our reserves would not pay dividends for years. While it will take time for the oil to start flowing, there would be a message. Right now, the market is factoring in the present U.S. attitude which says we will do nothing to increase our supplies of oil. A change in our attitude would change their attitude for the future. Saying we are going to increase supply and cut demand would help relieve the pressure. I think we need to support it.

Another pressure I support relieving is continuing to add to the strategic petroleum reserves during times of record-high prices. We need to stop supplying these strategic petroleum reserves when gas hits \$3 a gallon.

Unfortunately, my friends on the other side, predominantly, support legislation that will send gas prices even higher. I am referring to the Warner-Lieberman climate bill the majority plans to bring to the floor in early June. In pushing forward that bill, Democrats are willing to say that \$3.53 a gallon gas is not enough. They will be telling the American people that gas prices should be even higher.

The Environmental Protection Agency recently estimated that Lieberman-Warner will force gasoline prices to rise \$1.44 per gallon higher. For those of you keeping score at home, that would mean \$5-a-gallon gasoline. It boggles the mind, the majority advocating \$5-a-gallon gas in just over a month, but that is what they would be doing supporting that bill. That is not the kind of change our families and workers need. That is not common sense. That is why there are no flowers today, no fancy dinner tonight. On this anniversary, there will only be more pain at the pump.

Mr. President, I thank the Chair and yield the floor.

The ACTING PRESIDENT pro tempore. The Senator from Texas.

Mr. CORNYN. Mr. President, I thank the distinguished Senator from Missouri for making enormous common sense on a subject where, frankly, the Congress can only be characterized as having a schizophrenic approach to our energy crisis today. Congress always seems to talk a good game, but when it comes to actually doing something about it, the solutions seem to be few and far between.

I, too, think it is important to remember that since Speaker PELOSI made that promise 2 years ago, we have

not had anything happen in the Congress that would indicate that this "commonsense plan to help bring down skyrocketing gas prices" is any closer today than it was 2 years ago. You would think, if any party has a commonsense solution to help reduce the pain at the pump, they would be eager to unveil it and to debate it on the floor, to show it off. But, of course, as we finished out the 2006 session of Congress, we got no such bill.

So again, as elections are heating up, and, as we all know, our constituents back home are feeling the pain at the pump—and whereas there is a lot of concern today about food prices—a lot of the increase in food prices is caused because of increased costs of production on the farm, primarily energy costs. Again, we see that as it becomes a political football, it has become something to talk about in election season. But when it comes to the fact that now our Democratic friends have control of both Houses of Congress, we have seen no action—zero action—taken to reduce the price of gas.

The price of gas, as we know, has continued to go up. Here is a chart that indicates—right here on Capitol Hill—that back in, I guess we can call it, the good old days, unleaded regular was \$3.09 a gallon. Today, in April 2008, it is \$3.49 a gallon, right here in Washington, DC. In some parts of the country, it is approaching \$4 a gallon.

While \$3.09 is certainly not a low price by anybody's reckoning, it certainly looks pretty good today. But, frankly, we have not seen our colleagues on the other side of the aisle work with us to support any legislation that would be calculated to bring down the price of gas at the pump. As a matter of fact, this is calculated into the inaction as a result of the energy policies by the majority, and you see it costs the average American family \$1,400 a year in additional energy costs, additional gasoline costs.

So while the majority, which really runs the Congress, is quick to blame others for high oil prices, it is, in fact, their inaction that continues to raise gas prices. I wonder how long it will be before our friends on the other side of the aisle—who won the last election, who claimed a mandate as a result of that election—are actually going to act like the majority that they now are and help work with us to bring down prices at the pump. How long will it be before they stop pointing the finger of blame and start looking in the mirror for the solutions?

The only way we are going to resolve this schizophrenia when it comes to our energy policy is by Republicans and Democrats working together to pass commonsense legislation which will have the effect of bringing down the price of gasoline at the pump. I will talk about some of those in a minute.

The simple truth is, those who have been entrusted with the majority in the Senate and the House have failed to act to lower energy prices at all.

Rather than show us their commonsense solution, as Speaker PELOSI talked about, they have opted to pursue political posturing, which has done nothing to deal with the problem. So, as we see, the problem just gets worse and worse and worse.

Now, our side does not have all the answers, but we have proposed some good solutions, I think, which would help address America's growing energy crisis that we should and could act upon to start bringing the price of gas down.

Let me say, first of all, there are several reasons why the price of gasoline is so high today. First and foremost is skyrocketing consumption in other parts of the world. This commodity is in great demand, and we are competing literally with the entire world for this scarce commodity known as oil that is then refined to make gasoline. Of course, we know there remains political unrest in producing countries as well.

Every one of these problems could be mitigated, if not solved outright, by promoting and investing in America's natural resources rather than continuing to be so dependent on imported oil and gas from dangerous parts of the world and from our enemies such as Hugo Chavez in Venezuela.

We are a politically stable nation with the resources to invest in maintaining our infrastructure and to add production that would greatly increase the available oil and gas supply. All of that adds up to lower costs at the pump and more money in the pockets of American citizens.

There is a lot Congress can do that would be positive, but the one thing we can't do is to repeal the law of supply and demand. When you have a fixed supply and the demand goes up, the price invariably goes up. I don't know why Congress refuses to acknowledge that simple law of economics of supply and demand, and add to the supply.

First and foremost, we need to increase American energy production right here at home. Unfortunately, we see time after time and, again, our colleagues on the other side of the aisle block commonsense energy policies that would give American companies access to valuable resources such as oil deposits in the Arctic, in Alaska, the Outer Continental Shelf, on Government lands, and shale oil sites that have great promise in terms of the volume of oil that can be produced, the major component of gasoline. Of all of the cost drivers in gasoline, it is the price of oil that causes the greatest increase. If we could increase the supply of oil by increasing America's supply of oil by developing the resources we have in our country, it would vastly improve the situation we are in now.

In addition to lowering prices at the pump and increasing domestic energy production, it would also create more jobs in America. At a time when Congress is passing economic stimulus programs, spending enormous sums of taxpayer money, one of the best things we

could simply do is to change the policies that would allow us to explore and develop our own natural resources rather than depend on imported oil from foreign sources. Personally, I have always liked to see the "Made in America" label when I buy a product. Wouldn't it be nice to see that on the side of a gas pump here at home? Think of the thousands of jobs that could help kick-start our economy if we actually encouraged American energy production and less dependence on foreign sources.

Beyond increasing the supply of oil, we also need to increase our refinery capacity, the place where that oil is then made into gasoline. We haven't built any new refineries in this country since the 1970s because of restrictive policies of the Federal Government. One of the most costly steps in producing gasoline is refining oil to make it usable in vehicles. Since we have limited refining capacity—again, the law of supply and demand—a fixed supply and increasing demand is driving up the cost of gasoline because we don't have the refinery capacity to make the gasoline out of the oil. So prices continue to go up.

Finally, any American energy policy must, of course, include alternative sources of energy. We need to look to technology in our American legacy of innovation and research to help reduce our need on oil and gas, whether domestic or foreign. But that is not going to happen overnight. It is not going to happen even in the near term. But long term, clean coal technology, nuclear energy, even biofuels and wind energy can help reduce the strain on our gas supply by taking some of the energy load off of oil.

We need to be careful not to cherry-pick a few politically correct solutions. We have already seen the increase in the cost of food, in significant part because of food being used for fuel. Even with the best of intentions of an ethanol policy, it has created an impending crisis when it comes to using food for fuel.

I think it is time for us to take definitive steps to help reduce the cost of gasoline at the pump. We have some solutions, if we would get some cooperation on the other side of the aisle. Since the Democrats are now in charge, we would expect them to lead, to keep the promise that Speaker PELOSI made 2 years ago. We wish to help them come up with a common-sense plan to help bring down skyrocketing gas prices. But continued obstruction, continued schizophrenia, and continued reliance on politically correct solutions which sometimes end up backfiring is not the way forward. The American people are looking to us for a solution and it is high time we deliver. I yield the floor.

The ACTING PRESIDENT pro tempore. The Senator from Florida is recognized.

Mr. MARTINEZ. Mr. President, I want to follow my colleague from

Texas in pursuing that very same discussion on the issue of energy. I was here before the Presiding Officer joined the Senate and I remember daily diatribes about how Republicans being in charge was leading Americans to have higher gas prices. In fact, I recall a great deal being made about what the gas prices were then, when they reached \$3 a gallon in April of 2006, and I recall a big show up here at the gas station on the corner, right here on Capitol Hill, about how if Democrats were in charge, this wouldn't be happening; it was only because Republicans were in charge that gas prices had reached \$3 a gallon. Now we are looking at a situation where they are \$3.69 in April of 2008, 2 years later.

The Democrats, as my colleague from Texas said, the House and the Senate leadership, with great enthusiasm, took control of both Houses of the Congress and promised the American people they would lower gas prices, they would change the dynamics, and they would deliver. We were promised an alternative to paying \$3 a gallon. I don't think what they meant was to pay \$4 a gallon, but it was an alternative to pay less.

American families are hurting. AAA reports that today's price of \$3.50 a gallon is the highest average price they have ever had on record. Families are paying record high gas prices and we still haven't passed a sensible energy policy that gets to the heart of this matter. Until that policy is passed, we ought to do what we can to offer Americans who are frustrated with the current prices some much needed relief.

Currently, oil is nearly \$120 a barrel. High fuel prices are translating into higher prices for groceries. What families need is relief. We need to do what we can to stem the rise of gasoline prices at the pump.

One of the ways I think we could do that and benefit our economy at the same time is a summer holiday from the 18-cent-a-gallon Federal gas tax. I have joined with several of my colleagues in supporting a gas tax holiday from Memorial Day to Labor Day. What a concept. Wouldn't it be nice. By suspending the gas tax 18 cents a gallon on gas and 24 cents on diesel, it would be putting money back into the pockets of American families. This would help those who have to drive great distances for work.

Many people in Florida who want to find affordable housing have to be a long ways from work. Florida doesn't have the kind of mass transit system many places in the Northeast and other parts of the country have. They have no option but to get in a car. When they do, they get hammered at the gas pump. People in the trucking industry are finding increasing problems in meeting their needs because diesel fuel costs are so high, so the cost of transporting goods is also going up. One of the things that benefits my State greatly is when the American family jumps in their car and goes for

a summer vacation. As the gas prices begin to hurt the pocketbook of the American family, fewer and fewer of them will have the joy of enjoying a vacation and more and more Floridians, already threatened by a weak economy, would have an additional problem of seeing vacationers not come to our attractions and beaches and maybe hurt our tourism economy as well.

Something else we can do is to seriously consider suspending the production of so-called boutique fuels. This is a requirement by States that mandate the use of different fuel blends to meet clean air standards. As States develop more and more requirements, the blends of fuel increase in number and now there are dozens of these fuel blends. Each one of them puts a strain on oil refineries which already are stretched to the max. States need to work to reduce the number of boutique fuels and increase their cooperation with oil refineries to harmonize fuel blend requirements. In other words, we all want clean air, but every State's version of how we get there ought to not be an individual act, but ought to be harmonized so we can then shorten or lessen the number of additional fuel blends that have to be made.

In addition, we need to expand refinery capacity in this country. We haven't built a new refinery in 30 years, yet we keep saddling our fuel system with more and more mandates. We do need to find a way where we can create more avenues for refining fuel. Our industry refines approximately 18 million barrels a day, but we use over 20 million barrels a day. That means we have a shortfall between what we can refine, what we can actually do in that regard, and what must be imported from other parts of the world. So as unthinkable as it is, the United States has to import refined fuel. We shouldn't be in that fix; we should be able to stay ahead of the demand.

We need long-term solutions to our energy problems. There are alternative sources of fuel, such as cellulosic ethanol, where it is synthesized using agricultural waste, biomass, and other byproducts that are renewable sources of energy and that do not compete with the food chain, which is an increasing problem we are finding. Florida could play a huge role in developing these fuels of the future and fuel technologies.

I was pleased that our energy bill last year included a very robust focus on these new emerging technologies that will require 21 billion gallons of cellulosic ethanol by the year 2022. Florida has a real potential to be a leader in biomass production, and we are quickly becoming leaders in this field.

So for the long term, we have taken some steps necessary to provide Americans with more alternatives to paying high gas prices at the pump, but more must be done. We must increase, where possible, more domestic production. We

need to also continue to expand avenues of research and opportunities for new fuel breakthroughs. I continue to believe that America's ingenuity is our greatest strength and we can look to ways in which we can utilize that ingenuity to find ways so we might conquer this addiction, as it might be called, to refined fuel. We must do better. We also have to help the American family to get away from \$3 and \$4 a gallon for gasoline. It is time we find a way to help the American family.

Beyond that, I think there is one thing every American can do today, and that is to conserve. If we were to conserve fuel and do that in a significant way, I know we would lower the prices of gas, not only of fuel in the barrel but also at the pump. I think all Americans have an interest in conservation and we should seek and lead our people to do more and more conservation, because until we have alternative fuels available, this may be the very best way in which we can lower our fuel prices.

We need leadership. We look for leadership from the majority party, and we hope part of that will include opening additional sources of exploration in America, where possible and where prudent, in compatibility with our environment; creating more options for fewer fuel blends, and more refining capacity; also, looking to cellulosic, but also conserving more energy.

I yield the floor.

The ACTING PRESIDENT pro tempore. The Senator from North Carolina is recognized.

Mr. BURR. Mr. President, I yield back any morning business time.

CONCLUSION OF MORNING BUSINESS

The ACTING PRESIDENT pro tempore. Morning business is closed.

VETERANS' BENEFITS ENHANCEMENT ACT OF 2007

The ACTING PRESIDENT pro tempore. Under the previous order, the Senate will resume consideration of S. 1315, which the clerk will report.

The bill clerk read as follows:

A bill (S. 1315) to amend Title 38, United States Code, to enhance life insurance benefits for disabled veterans, and for other purposes.

Pending:

Burr amendment No. 4572, to increase benefits for disabled United States veterans and provide a fair benefit to World War II Filipino veterans for their service to the United States.

AMENDMENT NO. 4572

The PRESIDING OFFICER (Mr. BROWN). Under the previous order, there is 60 minutes of debate equally divided on the Burr amendment. Who yields time?

The junior Senator from Hawaii is recognized.

Mr. AKAKA. Mr. President, I see that my colleague is here, Senator INOUE.

of Hawaii. Before I make my statement on S. 1315, I yield time to the senior Senator from Hawaii, Mr. INOUE.

The PRESIDING OFFICER. The senior Senator from Hawaii is recognized.

Mr. INOUE. Mr. President, in 1898, when the United States defeated Spain in the Spanish-American War, we found ourselves suddenly becoming a colonial power. In opposition was the Philippines. Until the end of the war, World War II, we exercised jurisdiction over the Philippines like a colonial power.

However, in July of 1941, when we noted the presence of war clouds over the Pacific and Asia, we called upon the Filipinos to consider volunteering to serve the United States under American command. Thirteen days after December 7, we issued a command order inviting Filipinos to volunteer—it was a crucial time—and 470,000 Filipinos volunteered. From that number, we developed the Commonwealth Army of the Philippines—200,000. We set aside 200,000 of them to serve as guerrilla fighters and about 50,000 to serve as guards and patrols on the shore and along the borders.

History now shows us the Japanese attack, and as a result we had two tragic battles, Corregidor and Bataan. Before these battles were determined and ended, General MacArthur, the commander, was ordered to leave the Philippines, and he left with his staff and arrived in Australia. The Filipinos were left to do their part without proper armament, proper medicine, and with inadequate food. But they fought.

I think all of us remember the Bataan Death March when 75,000 were ordered to march 65 miles without food, medicine, or water. Along that trip, only 54,000 survived—the rest died. I think all of us recall the heroic movies that were filmed as a result of that march. The Bataan Death March became part of the vocabulary of the United States.

We saw Americans being bayoneted, hit, and killed. But the facts show that of the over 75,000 who had to undergo and suffer the Bataan Death March, 15,000 were Americans and 60,000 were Filipinos. They are the ones who got bayoneted. They are the ones who were slaughtered and killed.

Well, these Filipinos were willing to fight for the United States, to stand in harm's way on our behalf. They fought throughout the war as guerrilla fighters. They suffered thousands of casualties. Those who were fighting for America's cause and fighting under the command of American officers, strangely, could not receive American medals.

Now, if one should go to Baghdad, if he is wounded, he gets a Purple Heart. If he does something heroic, he gets a Bronze Star or Silver Star or DSC. Once in a while, someone gets a Medal of Honor. Well, in this case, these matters were not recognized.

The war ended on September 2, 1945, when the Japanese signed the surrender on the deck of the USS *Missouri*.

At that moment, we did not have an ambassador nor an embassy, but we had a high commissioner who was not authorized to accept applications for citizenship. Remember, one of the promises was citizenship.

So about December, Washington sent an official of the Immigration and Naturalization Service to receive applications from Filipinos. Well, he had no staff; he had to do it all on his own. But within a month, Washington decided to recall him. So here we had line upon line of Filipinos waiting to submit their application but no one to receive it.

Then, in early February of 1946, the Congress of the United States passed a measure signed by the President repealing and rescinding the act that we passed in July of 1941, and the Executive order that was issued right after December 7, in which we promised Filipinos if they fought for us, shed their blood, risked their lives and limbs, if they wished they could become citizens of the United States and get all of the veterans' benefits.

Keep in mind Manila was the most devastated city in World War II, so there were no veterans hospitals. That came later.

Well, this veterans bill has a provision in it—a provision of honor—in which, finally, after over 65 years, we will restore our honor and tell the Filipinos: It is late, but please forgive us. There are few remaining of the hundreds of thousands of Filipinos who volunteered and risked their lives. At this moment, I think there are about 18,000 left. As I speak, I am certain some are on their deathbed and dying.

This provision has some rather insulting provisions, but the Filipinos are willing to take it. Some of my colleagues have suggested that the cost of living in the Philippines is less than the cost of living here, so their pension should be one-third of an American GI's, who did the same thing, with the same injury—but one-third. That is all right. But to suggest only those who were in combat, I don't know what that means.

For example, in Iraq, whether you are out on the street or on the boulevard in a truck or in the so-called Green Zone, you are on the front line. Bombs can hit you anywhere. It is the same thing with a guerrilla fighter. Where is the front line for a guerrilla fighter? Is it the jungle? Is it the city? Is it his home?

My colleagues, I hope we will take this opportunity today to restore the honor of the United States and undo the broken promise and make it good. There are a few Filipino World War II veterans left. At least we can face them and say: Yes, it took us a little while, but we are going to carry out our promise. Let's do that.

I yield the floor.

The PRESIDING OFFICER. The junior Senator from Hawaii is recognized.

Mr. AKAKA. Mr. President, how much time is left?