same way you put gasoline in a 2007 Ford. Everything else about the vehicle has changed. Everything. There is more computing power in a 2007 brand new car than there was on the lunar lander that put the astronauts on the moon. Everything about these vehicles has changed except you still have to stick a gas hose in the tank and start pumping.

We did that in the 1924 model car, and you do it today in a 2007 model car. I would like to see us move and pole-vault to a new future. I happen to believe we ought to move to a hydrogen fuel cell future, where you have twice the efficiency of power to the wheel and put water out the tailpipe.

What a wonderful thing that would be. And hydrogen, of course, is ubiquitous. It is everywhere. You can take wind energy, produce electricity from the wind, use the electricity through the process of electrolysis, separate hydrogen from water, store hydrogen for vehicle transportation.

There are so many things we can do, but let's start, let's at least start, with the current vehicle fleet, saying to the automakers that we intend and expect you to produce more efficient automobiles.

The CAFE standards we have created that are in this legislation are called ten-in-ten. It is not unreasonable to believe that we should expect greater efficiency in these vehicles. Yes, we know the improvements that have been made in vehicles: better cupholders, more adept sound systems, all of the wonderful things that come with all of these new cars. But what about more efficiency? Nothing has changed.

A friend of mine looked at an identical vehicle they purchased 10 years prior. They loved the vehicle. So 10 years later they are ready for a new vehicle. They looked at the sticker on the window and discovered that in 10 years, the efficiency of that vehicle had not changed by 1 mile per gallon, not 1.

That describes the failure. We ought to certainly expect better than that.

Let me say also, in addition to supporting the automobile efficiency standards we will be voting on—standards that are bipartisan, standards that are reasonable, standards that have an off ramp so if they are not achievable, the industry will not have to meet them—they will have to demonstrate they are not capable scientifically of doing so.

In addition to that issue, which is so important, I wish to mention the issue of fossil fuels. We are, in fact, going to use fossil fuels in our future—coal, oil, and natural gas. I am a big supporter of renewable energy sources and renewable fuels. I believe that strongly. Whether it is wind, biomass, geothermal, renewable fuels, all of those are critically important. We will continue to use fossil fuels. It is important to me that we find ways to unlock opportunities to continue to use coal in a way that doesn't degrade the environment.

We have now finally come to an intersection. That intersection includes energy policy and climate change. We need to find a way, through clean coal technology and other issues—I will be working on that in the appropriations subcommittee which I chair—to continue to use those resources, particularly coal.

My colleagues have included, with my support, the efficiency titles of this legislation which are very important. Everything we do every day, from turning on a light switch to using appliances, everything we do every day and in every way uses energy. There are dramatic advances in lighting and dramatic savings to be had with respect to lighting standards in this bill. We fought for a long while about an obscure term called SEER 13 standards for air conditioners. We fought tooth and nail. The requirement for SEER 13 standards on air conditioners is very important and will require us to build fewer new energy plants because of the savings and the conservation that comes from that efficiency standard.

There is a lot to commend in this legislation. The next important step will be an amendment offered by Senator BINGAMAN that I will cosponsor with others called the renewable energy standard which will require 15 percent of our electric energy to come from renewable energy. That is an important standard and one I hope the Congress will embrace and support.

I am going to be speaking on other amendments as well. I again commend Senator BINGAMAN and Senator DOMENICI. We have a good start. I come from not only the Energy Committee but Senator STEVENS and Senator INOUYE on the Commerce Committee on which I serve, Senator BOXER and Senator INHOFE and others who have worked on this legislation. We are off to a start that can be a very important policy change and a new direction for the country in energy policy.

I yield the floor.

The PRESIDING OFFICER. The Senator from Connecticut

AMENDMENT NO. 1508 TO AMENDMENT NO. 1502

Mr. LIEBERMAN. Madam President, before the Senator from North Dakota leaves the floor, I would like to clarify something he said. He indicated his first car was a 1924 model car. I wanted to clarify that he did not purchase it in 1924.

Having done so, I now call up amendment No. 1508.

The PRESIDING OFFICER. Without objection, the pending amendment is set aside.

The clerk will report.

The legislative clerk read as follows:

The Senator from Connecticut [Mr. LIEBERMAN], for Mr. BAYH, for himself, Mr. BROWNBACK, Mr. LIEBERMAN, Mr. COLEMAN, Mr. SALAZAR, Mrs. LINCOLN, Ms. CANTWELL, Mr. KERRY, Mr. DODD, Mr. KOHL, Mr. REED, and Ms. COLLINS, proposes an amendment numbered 1508 to amendment No. 1502.

Mr. LIEBERMAN. I ask unanimous consent that reading of the amendment be dispensed with.

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

The amendment is as follows:

(Purpose: To provide for the publication and implementation of an action plan to reduce the quantity of oil used annually in the United States)

Strike section 251 and insert the following:

SEC. 251. OIL SAVINGS PLAN AND REQUIREMENTS.

(a) OIL SAVINGS TARGET AND ACTION PLAN.—Not later than 270 days after the date of enactment of this Act, the Director of the Office of Management and Budget (referred to in this section as the ''Director'') shall publish in the Federal Register an action plan consisting of—

(1) a list of requirements proposed or to be proposed pursuant to subsection (b) that are authorized to be issued under law in effect on the date of enactment of this Act, and this Act, that will be sufficient, when taken together, to save from the baseline determined under subsection (e)—

(A) 2,500,000 barrels of oil per day on average during calendar year 2016;

(B) 7,000,000 barrels of oil per day on average during calendar year 2026; and

(C) 10,000,000 barrels per day on average during calendar year 2031; and

(2) a Federal Government-wide analysis demonstrating—

(A) the expected oil savings from the baseline to be accomplished by each requirement; and

(B) that all such requirements, taken together, will achieve the oil savings specified in this subsection.

(b) STANDARDS AND REQUIREMENTS.—

(1) IN GENERAL.—On or before the date of publication of the action plan under subsection (a), the Secretary of Energy, the Secretary of Transportation, the Secretary of Defense, the Secretary of Agriculture, the Secretary of the Treasury, the Administrator of the Environmental Protection Agency, and the head of any other agency the President determines appropriate shall each propose, or issue a notice of intent to propose, regulations establishing each standard or other requirement listed in the action plan that is under the jurisdiction of the respective agency using authorities described in paragraph (2).

(2) AUTHORITIES.—The head of each agency described in paragraph (1) shall use to carry out this subsection—

(A) any authority in existence on the date of enactment of this Act (including regulations); and

(B) any new authority provided under this Act (including an amendment made by this Act).

(3) FINAL REGULATIONS.—Not later than 18 months after the date of enactment of this Act, the head of each agency described in paragraph (1) shall promulgate final versions of the regulations required under this subsection.

(4) CONTENT OF REGULATIONS.—Each proposed and final regulation promulgated under this subsection shall—

(A) be sufficient to achieve at least the oil savings resulting from the regulation under the action plan published under subsection (a); and

(B) be accompanied by an analysis by the applicable agency demonstrating that the regulation will achieve the oil savings from the baseline determined under subsection (e).

(c) INITIAL EVALUATION.—

(1) IN GENERAL.—Not later than 2 years after the date of enactment of this Act, the Director shall—

(A) publish in the Federal Register a Federal Government-wide analysis of—

(i) the oil savings achieved from the baseline established under subsection (e); and