

The powerful promise of ethanol to dramatically reduce foreign oil imports has just been demonstrated by Brazil. As a result of its ethanol production and technological development, Brazil has cut its dependence on foreign oil from about 80 percent in the 1970's to nearly zero today—despite being the 10th largest energy consumer in the world. Ethanol now accounts for 20 percent of Brazil's transportation fuel—we should be able to do that here.

The ethanol that the U.S. currently produces—3.4 billion gallons in 2004, or the equivalent of 250,000 barrels of oil a day—is made from corn. Producing ethanol from corn has been tremendously successful in the Midwest and now we must look to replicate that success all across the country, even in places where corn doesn't grow. There is great potential in ethanol refined from sources of cellulose, which are abundant and widely available in every corner of America. Experts tell us that biomass as diverse as switchgrass, sawgrass, tree bark, or wastes such as sawdust, paper pulp or sugar cane waste could now be turned into ethanol. Cellulosic ethanol holds incredible potential—by many estimates, the ability to replace 1–2 million barrels of oil a day or nearly the amount of oil that we consume from the Middle East.

But cellulosic ethanol can be derived not just from new crops grown in the farm belt, but also the waste streams of every city and village in urban and suburban America. Right now this surplus cellulose is being trucked to a landfill at great cost. But this so-called “waste stream” is actually the potential backbone of an alternative auto fuel. Turning cellulosic waste into ethanol would also have the virtue of helping to relieve the immense pressure in urban areas on landfills while also producing a protein rich animal food.

We need to make ethanol a national program here as Brazil has done. Right now ethanol is a boutique fuel for the Midwest that is not widely used in the urban areas or our coasts because the costs of transporting it there make it uneconomic. We need to give every region of our country an ability to produce and use ethanol. We need to give every sector of industry a stake in developing ethanol from the byproducts produced at plants in urban areas.

Right now, there are nearly five million vehicles already on the road in the U.S. that are capable of running on E85, a fuel mix that is 85 percent ethanol and 15 percent gasoline. Recently, automakers such as Ford and GM have announced plans to ramp up production of flexfuel vehicles, planning to produce a combined 650,000 such vehicles in 2006. Making vehicles that are capable of running on 85 percent ethanol is also not significantly more expensive than making cars that run on gas only. Right now, vehicles that have flexfuel models retail for the same prices as their gas-only counterparts.

Today, I am introducing the “Fuel Security and Consumer Choice Act”—legislation mandating that within 10 years all cars, trucks and SUV's sold in the United States be flex-fuel vehicles, capable of running on gasoline, ethanol or a combination of both. This legislation would also gradually phase out the so-called “dual fuels loophole” over a 4 year period—expiring roughly around the year 2010, when the credit is currently set to expire under the Energy Bill passed last year. This phase out

will ensure that as we move forward as a Nation towards using these new fuels, we do not inadvertently move backwards in overall fuel economy standards for our Nation's fleet of cars, trucks and SUVs.

Mandating that U.S. cars be capable of running on ethanol will spur the development of these new cellulosic ethanols and improve technology for producing ethanol from corn. We are a technological giant and we must develop fuels for the future for our transportation sector if we ever want to replace our dependence on oil, reduce greenhouse gas emissions and provide relief to American consumers from high gas and energy prices.

TRIBUTE TO CLEAN OCEAN
ACTION

HON. FRANK PALLONE, JR.

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Tuesday, January 31, 2006

Mr. PALLONE. Mr. Speaker, I rise today to recognize the work of the volunteers for Clean Ocean Action, an organization that has made tremendous efforts to clean up the Jersey Shore over the past 22 years.

Clean Ocean Action, COA, was established in 1984 by individuals with a deep-rooted concern for the environment and a strong desire to help clean up our oceans and beaches. Today we can say with certainty that the waters of the New York/New Jersey Bight have benefited greatly from the efforts of COA, its volunteers, and the many citizens who have participated in COA activities.

In the late 1980s, medical waste and other trash washing up on the Jersey Shore closed our beaches for an entire summer. Off our coast, eight separate ocean dumpsites collected all kinds of foul waste. COA and its volunteers helped lead the charge, in conjunction with Federal and State efforts, to keep trash off our beaches and close the dumpsites, and we can see the results every day.

More than 30,000 Clean Ocean Action volunteers gather for biannual beach cleanups that have removed millions of pieces of trash and debris that typically wash up on our shores. COA compiles statistics on the trash collected during their sweeps, providing a very valuable tool to determine the leading source of debris pollution on our beaches and in our coastal waters.

Having spent much of my career in elected office working on policies to protect our oceans and our coastline, I am keenly aware of the contributions that this organization have made to the Jersey Shore. The efforts of groups like the COA, and their unpaid volunteers often pass with little notice, but we all benefit from their work and we should support their efforts.

Mr. Speaker, Clean Ocean Action is holding a brunch to thank its volunteers for their hard work. I urge my colleagues to join me in also thanking these volunteers as well as the hard-working staff that has done so much to clean up the Jersey Shore and protect the New York/New Jersey Bight.

IN RECOGNITION OF MR. CHARLES S. WARREN ON THE OCCASION OF HIS RETIREMENT AS CHAIRMAN OF MANHATTAN COMMUNITY BOARD 8

HON. CAROLYN B. MALONEY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, January 31, 2006

Mrs. MALONEY. Mr. Speaker, I rise to acknowledge the achievements of Mr. Charles S. Warren on the occasion of his retirement as chairman of New York, City's Community Board 8. A tireless and dedicated community activist and civic volunteer, Charles Warren is a consummate New Yorker who has distinguished himself throughout a remarkable career in the public and private sectors.

A highly regarded attorney in private practice, Charles S. Warren has also distinguished himself through his public and community service. After earning a bachelor of arts degree from the University of Florida, an L.L.B. from Columbia University Law School, and an advanced L.L.M. degree from the New York University School of Law, Mr. Warren launched a remarkable career in public service. He became the chief legislative assistant to the senior United States Senator from New York, the late Jacob K. Javits, serving as the top advisor to that eminent statesman. In this capacity, Charles Warren was the principal drafter of the 1973 War Powers Resolution and developed extensive expertise on issues ranging from housing and urban development to environmental protection and conservation.

Because of Mr. Warren's outstanding reputation, President Jimmy Carter reached across party lines to tap him to serve as director of the Office of Legislation of the United States Environmental Protection Agency. He was subsequently promoted to the position of EPA administrator for Region II with jurisdiction over New York, New Jersey, Puerto Rico, and the U.S. Virgin Islands. As Region II administrator, Charles S. Warren supervised implementation and enforcement of critical environmental laws and oversaw the awarding of grants and contracts valued at more than \$500 million for various environmental protection and related programs to states, communities, and other recipients.

Mr. Warren then went on to distinguish himself in the not-for-profit and private sectors. He served as the senior vice president for the Public Broadcasting Service's flagship public television station, WNET/Channel 13. He went on to be named a partner at the Manhattan law firm of Berle, Kass & Case. Since 1994, he has been a Partner at the highly regarded firm of Bryan Cave LLP, where he currently serves as the deputy director of the Environmental Client Group. Mr. Warren's practice includes regulatory, administrative, environmental review, permitting, and enforcement matters, and his clients have included banks, railroads, industrial and commercial corporations and local and regional authorities.

It is for his volunteer service as a member and chairman of Community Board 8 for which Mr. Warren is being honored by his fellow Board members and community residents on the evening of January 30, 2006. Community Board 8, which encompasses Manhattan's Upper East Side and Roosevelt Island, serves as the representative town meeting of the historic and nationally prominent neighborhoods