

They run at 96 to 97 percent capacity, so there is not much room to refine more than they are refining.

What people do not realize, my son works in a refinery. He is an electrician in a refinery. They are getting ready for a 4- or 8-week shutdown where they stop refining. They have to do this to different parts of the refinery annually, and sometimes twice a year, because the refinery runs at such high temperatures, such high pressures, certain pipes and valves and things all have to be replaced every so many months.

□ 1730

So they shut the refinery down and rebuilt all those lines and rebuilt all those things so that it is safe. Otherwise, these lines would wear out from heat and pressure, and the refinery would blow up. They are a very dangerous facility.

So refineries have to shut down for weeks and months and sometimes 2 months at a time. It depends on if it is a minor overhaul or major overhaul, and they just have to do it. Some of the shortages that we have had is when we have had refineries down longer than they anticipated.

I can remember when my son said they were going to have a 4-week shutdown, and they ended up with a 6-week shutdown because they had problems they did not realize they had.

So this is not a simple process. Suddenly saying we are going to set some oil aside for New England could actually cause us a national shortage that would double the price. So I think those from New England ought to think carefully that we need to fill the pipeline of oil that we refine, we need to get some more normal reserves that we historically have had before we start setting some aside for any one part of the country. It is not a simple issue.

I also was a little amused. I am not going to say that wind does not have some potential in a few parts of the country. We spent billions on wind. We have not had much progress. The researchers have told me they have just about researched wind to death.

I heard a speaker last year that said if we built windmills, the latest type of windmills, a mile wide from coast to coast, that would be 3,000 miles of windmills a mile wide. Now think of the imprint that makes on the landscape. Think of the environmental impact statement one would have to get to do that. We would produce 11 percent of our electricity.

Is it the answer to our future energy needs? No, I do not think wind will ever be. It is not dependable. So many parts of the country, one just cannot count on it. One cannot store it when one has it. It is not a resource that we can count on. So I think to pour a lot of money in wind is throwing the

money to the wind from my point of view.

I do have to say that those who are suddenly trying to say the Republicans are the cause of high oil prices in this country, I was one a couple years ago that said \$10 oil will destroy our country's ability to produce its own oil. In Pennsylvania, most of the producers have gone broke. In Texas and Oklahoma, many of the producers went broke.

Mr. Speaker, \$10 oil destroyed our oil infrastructure; and because of that, one just cannot turn the spigot on. We have to find ways to get them the resources they need so they can rebuild, because a lot of them went broke with \$10 oil; and the infrastructure is no longer in place. It is not a simple issue.

RECESS

The SPEAKER pro tempore. Pursuant to clause 12 of rule I, the Chair declares the House in recess subject to the call of the Chair.

Accordingly (at 5 o'clock and 32 minutes p.m.), the House stood in recess subject to the call of the Chair.

□ 2138

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. DREIER) at 9 o'clock and 38 minutes p.m.

CONFERENCE REPORT ON H.R. 4475, DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 2001

Mr. YOUNG of Florida submitted the following conference report on the bill (H.R. 4475) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2001, and for other purposes:

CONFERENCE REPORT (H. REPT. 106-940)

The committee of conference on the disagreeing votes of the two Houses on the amendment of the Senate to the bill (H.R. 4475) "making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2001, and for other purposes", having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the House recede from its disagreement to the amendment of the Senate, and agree to the same with an amendment, as follows:

In lieu of the matter stricken and inserted by said amendment, insert: *That the following sums are appropriated, out of any money in the Treasury not otherwise appropriated, for the Department of Transportation and related agencies for the fiscal year ending September 30, 2001, and for other purposes, namely:*

Section 101. (a) The provisions of the following bill are hereby enacted into law, H.R. 5394 of the 106th Congress, as introduced on October 5, 2000.

(b) In publishing the Act in slip form and in the United States Statutes at Large pursuant to section 112, of title 1, United States Code, the Archivist of the United States shall include after the date of approval at the end an appendix setting forth the text of the bill referred to in subsection (a) of this section.

And the Senate agree to the same.

FRANK R. WOLF,
TOM DELAY,
RALPH REGULA,
HAROLD ROGERS,
RON PACKARD,
SONNY CALLAHAN,
TODD TIAHRT,
ROBERT B. ADERHOLT,
KAY GRANGER,
C.W. BILL YOUNG,
MARTIN OLAV SABO

(except for provisions to withhold highway funds from states that do not adopt 0.08 blood alcohol concentration laws),

JOHN W. OLVER,
ED PASTOR,
CAROLYN K. KILPATRICK
(except for provisions to withhold highway funds from states that do not adopt 0.08 blood alcohol concentration laws),
JOSÉ E. SERRANO,
MICHAEL P. FORBES,
DAVID R. OBEY

(with exception to denial of funds to states without 0.08 BAC),

Managers on the Part of the House.

RICHARD C. SHELBY,
PETE V. DOMENICI, (except for WILSON BRIDGE),
ARLEN SPECTER,
CHRISTOPHER S. BOND,
SLADE GORTON,
ROBERT F. BENNETT,
BEN NIGHTHORSE
CAMPBELL,
TED STEVENS,
FRANK R. LAUTENBERG,
ROBERT C. BYRD,
BARBARA A. MIKULSKI,
HARRY REID,
HERB KOHL,
PATTY MURRAY,
DANIEL K. INOUE,

Managers on the Part of the Senate.

JOINT EXPLANATORY STATEMENT OF THE COMMITTEE OF CONFERENCE

The managers on the part of the House of Representatives and the Senate at the conference on the disagreeing votes of the two Houses on the amendment of the Senate to the bill (H.R. 4475) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2001, and for other purposes, submit the following joint statement to the House of Representatives and the Senate in explanation of the effect of the action agreed upon by the managers and recommended in the accompanying conference report.

The Senate deleted the entire House bill after the enacting clause and inserted the Senate bill.

The conference agreement would enact the provisions of H.R. 5394 as introduced on October 5, 2000. The text of that bill follows: