

Specifically, I want to voice my support for legislation creating a hybrid vehicle tax credit. A hybrid vehicle combines an electric motor and battery pack with an internal combustion engine. The engine and the electric motor work in tandem, with either system providing primary or secondary power depending on driving conditions. For example, when stopped at a light, the vehicle shifts from an internal combustion engine to electric power and then back again upon acceleration. In addition, the batteries are re-charged during operation, eliminating the need for an external charger. This is new technology and the result of years of hard work.

I would like to see my colleagues join me in passing legislation to create a tax credit that would encourage consumers to purchase hybrid vehicles. I have known for years that this technology would become available and I have been looking for the right opportunity to draft legislation that would help put hybrid vehicles on our roads. I think that there are two components that must be addressed in a tax credit bill. To begin, I firmly believe that we must reward the integration of the technology into the vehicle with a base credit. In addition, however, I feel strongly that an important goal that must be achieved through legislation is to reward a vehicle that significantly decreases the amount of fuel consumed. I have proposed a plan that provides both a base credit of up to \$2000 for the use of the technology, as well as a bonus credit, up to \$1000, calculated based upon the lifetime fuel savings of the vehicle.

I think that this approach is a sound one. Placing the emphasis on gallons saved speaks directly to the importance of conservation and with our country facing an energy crisis is critical. And I also know that the biggest improvements in the reduction of fuel consumption will come from getting larger volumes of hybrid vehicles into the hands of consumers.

But in crafting this legislation, there are certain realities that we must accept. Today, there is a significant portion of the population that wants to drive a larger vehicle. This is America and people are entitled to personal choice. It is for this reason that I applaud the efforts of car manufacturers who have chosen to place hybrid technology in larger vehicles and SUV's. For example, DaimlerChrysler has committed to hybridizing the popular Dodge Durango with the vehicle scheduled to come on like in 2003 and this will bring a 20 percent improvement in fuel consumption.

I am also aware that others have advocated different approaches to crafting legislation that creates a tax credit for hybrid vehicles. My colleague Senator HATCH has introduced a bill, S. 760, that would provide a tax

credit for hybrid vehicles as well as other advanced motor vehicle technologies. While his bill provides a base credit, up to \$1,000, for the inclusion of hybrid technology, the bonus credit in this bill, up to \$3,000, is calculated depending upon the fuel economy performance of the vehicle.

In addition to the Hatch bill and the administration's general statements, members of the automobile industry as well as environmentalists are also engaged in discussions to draft language that will create an incentive for consumers to purchase a hybrid vehicle. In the next few weeks, we need to have a thorough discussion among members of the automobile industry and environmentalists so that we can reach consensus on the language of this important legislation and move forward to passage of a bill. There is not just one approach that solves the problem and I am prepared to listen to all views. I hope that the other stakeholders are also ready to work for a compromise. While we may differ on our approach to drafting the legislation, I am sure that we can all agree that the goal should be passage of legislation that creates a tax credit for hybrid vehicles and provides the necessary encouragement to bring this important technology into the marketplace.

LOCAL LAW ENFORCEMENT ACT OF 2001

Mr. SMITH of Oregon. Mr. President, I rise today to speak about hate crimes legislation I introduced with Senator KENNEDY last month. The Local Law Enforcement Act of 2001 would add new categories to current hate crimes legislation sending a signal that violence of any kind is unacceptable in our society.

I would like to describe a heinous crime that occurred December 12, 1999 in Washington County, PA. Three men who went to an adult bookstore to rob a gay man now face charges of kidnapping, robbery, aggravated assault, murder, tampering with evidence, and one count of conspiring to commit those crimes in the disappearance of Ira Swearingen, 49, a medical consultant from Stout, NV. The gruesome details of the abduction, beating, and murder of Swearingen were revealed in court. After being abducted, Swearingen was stuffed inside the trunk of his rental car, during which time, one of the perpetrators said "Did ya hear it? I broke his jaw." Another perpetrator heard gurgling of blood and heard the victim screaming. They yelled "Shut up faggot! Shutup, pickle." Later, the victim was driven to an isolated area, forced to strip and marched into the woods as he pleaded for his life at which point, one perpetrator testified, he shot the victim between the eyes at close range.

I believe the Government's first duty is to defend its citizens, to defend them

against the harms that come out of hate. The Local Law Enforcement Enhancement Act of 2001 is now a symbol that can become substance. I believe that by passing this legislation, we can change hearts and minds as well.

THE VERY BAD DEBT BOXSCORE

Mr. HELMS. Mr. President, at the close of business yesterday, Tuesday, May 15, 2001, the Federal debt stood at \$5,651,674,551,618.32, five trillion, six hundred fifty-one billion, six hundred seventy-four million, five hundred fifty-one thousand, six hundred eighty-two dollars and thirty-two cents.

One year ago, May 15, 2000, the Federal debt stood at \$5,665,245,000,000, five trillion, six hundred sixty-five billion, two hundred forty-five million.

Five years ago, May 15, 1996, the Federal debt stood at \$5,115,694,000,000, five trillion, one hundred fifteen billion, six hundred ninety-four million.

Ten years ago, May 15, 1991, the Federal debt stood at \$3,460,389,000,000, three trillion, four hundred sixty billion, three hundred eighty-nine million.

Fifteen years ago, May 15, 1986, the Federal debt stood at \$2,030,072,000,000, two trillion, thirty billion, seventy-two million, which reflects a debt increase of more than \$3.5 trillion, \$3,621,602,551,618.32, three trillion, six hundred twenty-one billion, six hundred two million, five hundred fifty-one thousand, six hundred eighteen dollars and thirty-two cents during the past 15 years.

ADDITIONAL STATEMENTS

TRIBUTE TO S. ROBERT LEVINE

• Mr. SMITH of New Hampshire. Mr. President, I rise today to pay tribute to S. Robert Levine of Stratham, NH for being honored as a significant contributor to New Hampshire's growth and development.

Robert co-founded Cabletron Systems, Inc., in 1983, expanding the computer networking company into a \$1.5 billion corporation employing more than 6,000 people in 110 offices throughout the world. He was the recipient of the "Entrepreneur of the Year" award by Inc. Magazine in 1991, and was included among the Nation's wealthiest people on the "Forbes 400" list for several years.

Robert also has operated his own business, Robert Associates, in Natick, MA, selling cable products. He earned a B.S. in Business Management from the University of Miami, FL.

Robert Levine has been a generous supporter whose personal gifts include millions of dollars for police departments, schools and hospitals. One of his largest gifts funds cancer research at a teaching hospital in Worcester, MA.