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is based upon miles per gallon ratings developed by uniform testing procedure to be conducted by the Environmental Protection Agency.

Basically the tax would establish a national automobile standard of 20 miles per gallon. Cars getting that mileage or better would pay no excise tax. Less efficient cars would pay a tax proportional to their fuel consumption.

Because of differences in construction and operation, commercial vehicles and farm vehicles are exempt from the tax.

The tax would be imposed only once on the manufacturers or importers of new automobiles.

The tax would be enacted now but would not take effect until July 1, 1976 in order to allow the automobile industry sufficient advance lead time to design and produce a standard size car which, because of more efficient use of gasoline, would not be subject to the tax.

The tax applying to 1976 models would be only about one-third of the final tax, which would become effective on July 1, 1978. In this way, the manufacturers could observe the effect of the tax in changing consumer preference and plan their designs accordingly.

This amendment will give sufficient warning and lead time to the U.S. industry without giving a competitive advantage to foreign automobiles.

#### GOVERNMENTAL STUDIES SUPPORTING THE TAX

A recent Department of the Treasury staff study, which recommended a fuel economy tax, stated that "the (automobile) industry can produce large cars which yield close to 30 miles per gallon using existing technology without sacrificing comfort, styling, or exhaust emission standards."

It's mileage that counts, not size. Convincing evidence exists that Americans can have full sized automobiles which will get far better mileage. The average American vehicle converts only 25% of the energy supplied to it to useful work. Average American automobile mileage has been decreasing every year.

In September, 1972, a federal interagency research committee issued a summary technical report of the Transportation Energy R. and D. goals which said:

"In the near term, within the next few years, it appears possible to demonstrate as much as a 30% reduction in fuel consumption by standard automobiles with 1976 emission controls without substantially affecting performance or losing the gains made in controlling emissions. This reduction in fuel consumption would be accomplished by using existing technology and optimizing vehicle and engine designs for that purpose rather than for lowest first cost, as is now the industry practice."

The EPA study indicates clearly that lighter cars do make significant savings in gasoline. This test was made of six-hundred thirty 1973 vehicles. It shows that the mileage of the heaviest vehicle (5,500 lbs.) averaged 8.8 miles per gallon while that of the smallest vehicles (2,000 lbs.) averaged 25.5 miles per gallon.

#### FOREIGN COMPETITION

This proposal will not enable foreign cars to push American cars off the market. The effect will ultimately be the opposite. America is very strong technically, and with the right incentive will develop cars which not only give better mileage than foreign cars, but also will be safer and more comfortable. In the long run we can look towards increased sales of American cars in foreign countries. With high gas prices abroad, comfortable, safe American cars with good mileage will be a very competitive product.

#### RESULT

The tax should have the following effects: Through including manufacturers to pro-

duce more efficient cars and reducing automobile purchases of large cars, it would save increasing amounts of gasoline.

Using a tax schedule similar to the one proposed, the Treasury Department has estimated that 1 million barrels of gasoline per day could be saved by 1980—that is the equivalent to the projected output of the Alaska pipeline by 1980.

The revenue from the tax would be about two billion dollars the first year. Thereafter, it would rapidly decline as cars became more efficient and motorists increase their purchases of smaller cars. By 1980, the tax would raise about \$600 million per year in revenues.

Mr. MOSS. There are differences in the estimated savings such a measure would produce. However, there seems to be agreement that it would save a whale of a lot of oil.

So where do we go from here? Do we allow our economy to be pulled down by high priced foreign oil or do we buckle down with a few tough conservation measures that will tide us over until we develop our own energy sources sufficiently?

May I suggest again that a tax incentive to produce more efficient engines and to swing away from the gas guzzlers is a sound and practical way to go. Already our car manufactures are making more cars which get more miles per gallon, but with the added incentive of S. 2036 the trend would be stimulated and our national consumption of petroleum would fall.

Mr. President, I suggest the absence of a quorum.

The ACTING PRESIDENT pro tempore. On whose time? On the time of the Senator from West Virginia?

Mr. MOSS. On the time of the Senator from West Virginia.

The ACTING PRESIDENT pro tempore. The clerk will call the roll.

The second assistant legislative clerk proceeded to call the roll.

Mr. MANSFIELD. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The ACTING PRESIDENT pro tempore. Without objection, it is so ordered.

#### EXECUTIVE SESSION

Mr. MANSFIELD. Mr. President, I ask unanimous consent that the Senate go into executive session.

The ACTING PRESIDENT pro tempore. Without objection, it is so ordered.

Mr. MANSFIELD. Mr. President, it is my understanding that some nominations were confirmed by the Senate over the past several days but that the President was not requested to be notified. If that is correct, I ask that all such nominations which have been approved by the Senate be referred to the President.

The ACTING PRESIDENT pro tempore. Without objection, it is so ordered.

#### LEGISLATIVE SESSION

Mr. MANSFIELD. Mr. President, I ask unanimous consent that the Senate now return to legislative session.

The ACTING PRESIDENT pro tempore. Without objection, it is so ordered.

#### MESSAGES FROM THE PRESIDENT

Messages from the President of the United States were communicated to the Senate by Mr. Heiting, one of his secretaries.

#### APPROVAL OF BILLS AND JOINT RESOLUTION

A message from the President of the United States stated that on October 11, 1974, he had approved and signed the following bills and joint resolution:

S. 1276. An act for the relief of Joe H. Morgan;

S. 2337. An act for the relief of Dulce Pilar Castin (Castin-Casas);

S. 2382. An act for the relief of Caridad R. Balonan; and

S.J. Res. 192. A joint resolution to grant the status of permanent residence to Ivy May Glockner formerly Ivy May Richmond nee Pond.

The message also stated that on October 15, 1974, he had approved and signed the following bill:

S. 3044. An Act to impose overall limitations on campaign expenditures and political contributions; to provide that each candidate for Federal office shall designate a principal campaign committee; to provide for a single reporting responsibility with respect to receipts and expenditures by certain political committees; to change the times for the filing of reports regarding campaign expenditures and political contributions; to provide for public financing of Presidential nominating conventions and Presidential primary elections and for other purposes.

#### EXECUTIVE MESSAGE REFERRED

A message from the President of the United States submitting the nomination of Charles W. Robinson, of California, to be Under Secretary of State for Economic Affairs was referred to the Committee on Foreign Relations.

#### MESSAGES FROM THE HOUSE

MESSAGE FROM THE HOUSE RECEIVED DURING THE ADJOURNMENT OF THE SENATE

A message from the House of Representatives received during the adjournment of the Senate, under the authority of the order of October 15, 1974, stated that the House has passed without amendment the following bill and joint resolutions:

S. 3979. An act to increase on an emergency basis the availability of reasonably priced mortgage credit for housing;

S.J. Res. 236. A joint resolution to provide for the indemnification of the Metropolitan Museum of New York for loss or damage suffered by objects in exhibition in the Union of Soviet Socialist Republics; and

S.J. Res. 251. A joint resolution to extend the authority of the Export-Import Bank of the United States.

The message also stated that the House has agreed to, without amendment, the following concurrent resolution:

S. Con. Res. 119. A concurrent resolution directing the Clerk of the House of Representatives to make corrections in the enrollment of H.R. 15427.

The message further stated that the House agrees to the report of the committee of conference on the disagreeing