

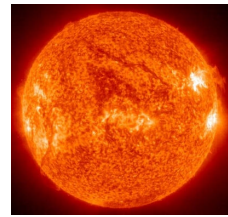
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Army: Sun, Not Man, Is Causing Climate Change

<http://blog.wired.com/defense/2008/06/army-vs-global.html>

By Noah Shachtman
June 03, 2008 | 1:46:00

The Army is weighing in on the global warming debate, claiming that climate change is not man-made. Instead, [Dr. Bruce West](#), with the Army Research Office, argues that "changes in the earth's average surface temperature are directly linked to ... the short-term statistical fluctuations in the Sun's irradiance and the longer-term solar cycles."



In an advisory to bloggers entitled "Global Warming: Fact of Fiction [sic]," an Army public affairs official promoted a conference call with West about "the causes of global warming, and how it may not be caused by the common indicators [sic] some scientists and the media are indicating."

In the March, 2008 issue of *Physics Today*, West, the chief scientist of the Army Research Office's [mathematical and information science directorate](#), wrote that "the Sun's turbulent dynamics" are linked with the Earth's complex ecosystem. These connections are what is heating up the planet. "[The Sun could account for as much as 69 percent of the increase in Earth's average temperature](#)," West noted.

It's a position that puts West at odds with nearly every major scientific organization on the planet. "The American Meteorological Society, the American Geophysical Union, and the American Association for the Advancement of Science all have issued statements in recent years concluding that [the evidence for human modification of climate is compelling](#)," *Science* magazine observes. So has the United Nations' [Intergovernmental Panel on Climate Change](#) (IPCC), which shared the 2007 Nobel Peace Prize with Al Gore, for their work on global warming.

West acknowledges that the IPCC and other scientific groups have "conclude[d] that the contribution of solar variability to global warming is negligible." He argues that these groups have done a poor job modeling the Sun's impact, however, and that's why they have "significantly over-estimated" the "anthropogenic contribution to global warming."

In recent days, the science and politics of climate change have once again taken center stage. NASA's Inspector General just issued a report, acknowledging that political appointees "[reduced, marginalized or mischaracterized climate change](#)

[science made available to the general public.](#)" Yesterday, the Senate began debating a bill that would cap carbon dioxide emissions -- considered one of the leading causes of man-made global warming.



Cap and Destroy

http://www.spectator.org/dsp_article.asp?art_id=13309

By [Larry Thornberry](#)
Published 6/3/2008

Yesterday the U.S. Senate began what it insists on calling "debate" (more like serial dopey speeches designed for home consumption) on the worst piece of legislation introduced into that body in the new century. Perhaps worse than anything in the last century as well.

There's nothing good to be said about the disingenuously named Lieberman-Warner Climate Security Act of 2008. A better name would be the Let's Destroy the Economy by turning it Over to Left-Geek Bureaucrats in 2008 Act.

The heart of Lieberman-Warner is a cap and trade system that would turn decisions on how much and what kind of energy to use in the private sector over to government. This is the approach, you'll recall, that worked so well in the Soviet Union that that dismal country's first five-year plan lasted 74 years before the whole sorry business caved-in on its own command and control butt. If adopted, this would be the most fundamental change in the nature of this country in the country's history.

Perhaps we could call this the New New Deal. The first New Deal, cooked up by a lot of smart but impractical professors and hack politicians in FDR's administration, succeeded in making the Great Depression deeper and longer than it otherwise would have been. The current plan, more ambitious than all of FDR's alphabet soup groups, could put paid to the entire economy, and thus to America as we've known it.

THE REASON A CAP and trade system is such a horrible idea, other than the fact that it would turn America's dynamic and complex economy over to the kind of folks who directed the Katrina relief effort, is that it sets very low levels of use of **fossil fuels, the only relatively inexpensive, reliable, and available energy we have in large amounts. The boutique sources of energy like wind, solar, and biomass, the ones that excite environmentalists, just aren't available in more than trifling amounts.** And aren't likely to be for years. Restricting the use of fossil fuels for energy would drive the price of everything -- not just gasoline or power to light homes, everything -- up

dramatically.

We've already seen increases in the price of food thanks to our insane policy of trying to grow our fuel through ethanol and other bio-fuels. If we're daft enough to cap our use of fossil fuels, as environmentalists and their political enablers want us to, we'll first see increased prices, then severe shortages, and finally unavailability of everything else as well. Choking off the use of carbon-based fuels could and would make an utter dog's breakfast of the American economy, which has been the most powerful engine of wealth the world has ever seen. (To be sure, this legislation would solve our illegal immigration problem -- no one would want to come here anymore -- and, oh yeah, we could pretty much quit worrying about obesity too as the food supply dwindled.)

At least in the past when the Congress passed terrible legislation that made problems worse, there was actually an underlying problem. The Great Depression, for example, was quite real. In the current case, Congress is considering (just how seriously we've yet to learn) altering the essential nature of America, replacing the free decisions of the marketplace with Soviet-like energy commissars, in the name of saving us from something that almost certainly isn't even a problem at all. (And if it were a problem, it would be one that Man's puny efforts could do little or nothing about.)

We've allowed casuists, left politicians, gullible and sensationalist journalists, and a few dodgy, grant-hungry scientists to stampede us into hysteria about global warming, or in the new preferred phrase "climate change" (which is intellectually incoherent -- climate is always changing), on the basis of nothing more than wild speculation dreamed up by computer jockeys who couldn't tell us whether or not it will rain tomorrow if their lives depended on it. An increasing number of scientists are coming forward to pin the tail on the global warming donkeys, but no one much seems to be paying attention.

WE'VE REACHED the "Do something even if it's wrong" phase. The Senate is seriously considering (seriously as these things are measured in Washington) creating a *Department of Not Using Energy* and saddling a dynamic and remarkably clean economy with it. The only comfort we can take is that there is no companion bill to this Senate monstrosity in the House (though Michigan Democrat John Dingell's House Energy and Commerce Committee is thinking of cooking one up), and Dubya has promised to veto the legislation if it arrives on his desk in its current form.

But something is almost bound to get through at some point. John McCain and the two Democrat contenders all say they want cap and trade systems. *The major business organizations have almost given up the fight against the global warming superstition. Bill Kovacs, VP for environment, technology, and regulatory affairs at the U.S. Chamber of Commerce, told me his group is convinced that some kind of climate change legislation will be adopted. He just*

wants it to be the least harmful he can get.

"If you try to argue against global warming, you're just not part of the conversation," Kovacs said.

So we have yet another case where the truth doesn't matter, and no one much is pursuing it. No one on the side of the angels seems to believe victory is possible. We're following what could be described as a policy a detente with the hysterics. Maybe we should call Henry Kissinger out of retirement.

Larry Thornberry is a writer living in Tampa.



GLOBAL WARMING DRAWS HEAT FROM DEMOCRATS

Roll Call, 3 June 2008

http://www.rollcall.com/issues/53_145/roadmap/25560-1.html

By Emily Pierce

In the heat of Monday afternoon, Senate Environment and Public Works Chairman Barbara Boxer (D-Calif.) fumbled with her kickoff speech on global warming legislation as she tried to wax poetic about the need to save the planet, and the United States, from environmental disaster.

Boxer couldn't find parts of her speech - Sen. John Kerry (D-Mass.) leaned in to help at one point - rifled through her notes, went off in several directions and even stopped to talk to her staff in the middle of the speech. Her disorganized comments might have gone unnoticed, but they seemed to symbolize the disarray that many Democrats say has plagued and will continue to afflict the Senate debate on climate change this week.

"We are about to take up the most important fight of our generation, and we have no strategy, no message and no plan to get out of this," one senior Senate Democratic aide said.

Another senior Senate Democratic staffer echoed those sentiments: "Everyone knows this bill is going nowhere. The president is opposed to it. The House is not inclined toward action on this, and now we're going to spend valuable floor time on a bill that's going nowhere ... while Republicans are champing at the bit to accuse Democrats of raising gas prices."

Aides also said some Democrats fear that having a global warming debate this year will only end up aiding the campaign of the presumptive Republican presidential nominee, Sen. John McCain (Ariz.), who has broken with his party to support climate change legislation.

The furor in the Democratic caucus has been brewing for weeks, with Sen. Max Baucus (Mont.) and other Senators voicing their concerns in weekly Democratic luncheons. Their concerns include whether the party has laid the groundwork to win the public relations campaign as well as how to deal with politically difficult amendments offered by Republicans, a Senate Democratic source said.

And meetings of Democratic legislative directors as well as those of Democratic chiefs of staff on the bill recently featured sharp exchanges with Boxer's senior staff on the Environment panel, several sources said.

Even environmental groups are wary of bringing up the bill now.

"There is a political concern, with people asking why are we doing this now, gas prices are \$4 a gallon, we're at the beginning of the summer driving season, why are we doing this when the opposition is going to say we're screwing the American consumer?" said a staffer at an environmental group backing the legislation.

It appears that the Democratic discord has less to do with the bill's specifics, the bulk of which most Democrats support, and more to do with the communications strategy - or lack thereof - employed to maximize any political gains if the bill fails to garner the 60 votes necessary to beat back a likely filibuster.

"This is what happens when the committee staff and the chairman get so deep into the weeds of the bill that they can no longer see the political realities," said a senior Senate Democratic aide.

"Boxer is walking us off a cliff," another senior Senate Democratic aide said.

Many Democrats across the ideological spectrum foresee a public relations disaster looming, given that whip counts show that not even a majority of Senators - less than 45 by most aides' counts - are likely to vote for Boxer's substitute, which was authored by Sens. Joe Lieberman (ID-Conn.) and John Warner (R-Va.).

Some Democratic aides said they fear that a lackluster vote could hinder what many foresee as the real debate next year, when either McCain or a Democratic president will be more favorable than President Bush to

climate change legislation.

At a post-rally press conference Monday, Boxer acknowledged that there are "a lot of voices saying, 'Why now?'"

Asked what she is doing to assuage her Democratic colleagues' concerns, Boxer said she is using "intellectual argument - debate like you do in the Senate, when you go to a very pressing issue and you make your arguments. ... At this point, my concern is just getting the bill out there. We've done that. From here on out, it's up to each Senator to decide."

Adding to the fragile nature of the debate, Boxer said even the bill's sponsors could reject the measure during floor debate if certain amendments are adopted or provisions stricken.

Lieberman and Warner "need a certain amount to stay on it, and I need certain things to not get off it, and we're looking for that sweet spot," said Boxer, after being asked about the prospects for a Warner amendment on nuclear energy that she is likely to oppose.

Because Senate Majority Leader Harry Reid (D-Nev.) has signaled a willingness to proceed with an open debate process that would allow Republicans to offer all manner of amendments, some Democrats are concerned that by bringing the bill to the floor, they will be playing into the Senate Republicans' hands on issues of rising gas prices and increased taxes.

Republicans have begun a drumbeat that the bill will spark dramatic price increases on gasoline.

"Democrats would love to bypass the economic portion of this debate and make it about who supports the environment, but Republicans will be focused on the effect this legislation will have on Americans' pocketbooks," one Senate GOP leadership aide said.

GOP Senators are preparing amendments that would undo the measure's mandates for cleaner energy if gas prices reach thresholds - perhaps \$5 a gallon or higher.

At some point - possibly next Tuesday - senior Democrats acknowledge, Reid might shut down debate on the measure by restricting Republican amendments and filing a motion to close debate.

Boxer and other bill supporters tried to swat down GOP arguments, estimating that gas prices would rise no more than 2 cents a gallon each year as a result of the measure. On Monday, Bush threatened to veto the

bill in part because of its potential effect on gas prices.

"This is coming from the people who have given us nothing ... but eight years of higher gas prices," said David Sandretti, spokesman for the League of Conservation Voters. "They don't have any credibility on this point."

Despite the internal Democratic disputes, Members and staff are still trying to cobble together a communications strategy that will help them get their message out - particularly the notion that passing a global warming bill will be better for Americans going forward than not acting to rein in pollutants and demand for gasoline.

In addition to Boxer's rally, Senate Democrats plan to hold daily events highlighting the divergent interests that have signed onto the bill. Today, for example, they plan to hold a press conference with business and labor backers of the bill. Wednesday's event will feature faith-based groups and representatives from the scientific community, while Thursday's event will seek to highlight the measure's importance to national security and technological innovation.

House Democrats, meanwhile, have been looking at the Senate action to help them determine whether that chamber will take up a climate change bill this year. Without a Senate catalyst and little enthusiasm for the legislation from House Republicans, House Democrats have slow-walked their bill behind the scenes and might wait until next year if the Senate shelves its effort.

2008, Roll Call



Tuesday, June 3, 2008

Inhofe EPW Press Blog
www.epw.senate.gov/inhofeblog

Posted By Marc Morano – 6:25 PM ET – Marc_Morano@EPW.Senate.Gov

Democrats Call Largest Tax Increase -- A 'Big Tax Cut!'

[Link to Blog](#)

Read More About the Impacts of Lieberman-Warner:
www.epw.senate.gov/lieberman-warnerbillexposed

The Lieberman-Warner global warming cap-and-trade bill has been called many things, but this appears to be the first time it has been called a “huge tax cut.” The reference to the bill as a “big tax cut” was made by Senator Barbara Boxer (D-CA), despite the bill’s being considered the largest tax increase in American history.

“The biggest pieces of this bill, is funds for the American people, a big tax cut. If my [colleague] opposes a tax cut, he ought to say it. It is a huge tax cut for the American people,” Boxer said on the Senate floor on June 3. Boxer also said on Monday, “This bill has one of the largest tax cuts in it that we’ve seen around this place in a very long time.”

But the Lieberman-Warner bill does not have a tax cut provision in it. Boxer’s claim of “tax relief” in the bill is based on a non-binding Sense of the Senate resolution that says some funds “should be” used to protect consumers from the coming “increases in energy and other costs” caused by the bill (Section 585, page 204 of substitute version, Sense of the Senate on Tax Initiative to Protect Consumers).

Assuming Congress does devote those funds to the tax relief as intended, families and workers will still have to pay \$6.735 trillion into the new bureaucratic system over the next 50 years in the form of higher energy costs to get back \$802 billion in tax relief. That’s a return of only \$1.00 for every \$8.38 paid. Boxer is essentially claiming that taking \$6.7 trillion from the American people and giving back only \$838 billion is somehow a “big tax cut.”

In reality, the bill represents the largest tax increase in American history. The Congressional Budget Office (CBO) says the bill would effectively raise taxes on American families by a trillion dollars just over the next 10 years. CBO says “most of that cost would ultimately be passed on to consumers in the form of higher prices for energy and energy-intensive goods and services.”

The *Wall Street Journal* said on May 27 that the bill “would impose the most extensive government reorganization of the American economy since the 1930s.” ([LINK](#)) The *Cleveland Plain Dealer* said the bill “will just bore new holes into an already battered economy. It also doesn’t have a prayer of becoming law.” ([LINK](#)) On June 2, the *Wall Street Journal* further opined: “This is easily the largest income redistribution scheme since the income tax.” ([LINK](#))

Boxer’s claim that the Lieberman-Warner global warming cap-and-trade bill is a “huge tax cut” follows her claim Monday that a “recession is the precise time to” enact the Lieberman-Warner global warming cap-and-trade bill because it “brings us hope.” ([LINK](#))



A LOOK AT U.S. CLIMATE BILL'S DEMOCRATIC SCEPTICS

Congress Daily, 3 June 2008

http://www.nationaljournal.com/congressdaily/cda_20080603_3849.php

by Darren Goode

With an eye toward the 111th Congress, the Senate Monday took up global warming legislation opponents are expected to block but which is expected to help frame the debate next year and beyond.

Democrats and Republicans gave wide support, 74-14, to an initial procedural vote to limit debate on moving to the bill. The measure aims to reduce heat-trapping greenhouse gas emissions from the United States by about 70 percent by mid-century.

Senate Majority Leader Reid has not indicated what the parameters of the global warming debate will be, although a Senate Democratic aide said Reid is expected to keep the bill on the floor until at least early next week.

While few expect the Senate to approve the measure this year, proponents are watching Democrats from heavy manufacturing and energy producing states to help determine how legislation might eventually pass Congress and get signed into law.

"The people to watch for are those who say 'yes, if' instead of 'no, because,'" said Tony Kreindler, a spokesman for Environment Defense Fund, a leading supporter of the bill among environmental activists. "Every speech I think is going to count."

Sen. Sherrod Brown, D-Ohio, said energy-intensive manufacturers from the domestic cement, glass, aluminum, steel and other industries need to be better protected in the bill against Chinese exports that can be made and imported cheaper because they are not subject to stringent environmental laws.

"When the Chinese or anyone else exports a product that they make in their country under very weak environmental rules, that there is no cost of the environment ... then there needs to be some equalization at the border," he said. "I'm not going to let them be put out of business because of some unfair trade advantage that China today enjoys."

So-called "border equalization" language already in the bill needs to be expanded and better enforced, said Brown, who is working on an amendment with some Republicans.

Sen. Ben Nelson, D-Neb., who opposes the bill, said he is working on amendments to at least partially address the impact on U.S. manufacturers. "I'm worried about cap and trade and I'm worried about mandating technology within a time frame," Nelson said. "You've got to be sure that you can meet deadlines."

Sen. Kent Conrad, D-N.D., said he will not support the bill at least until he sees a full analysis on how it would affect his state, where about 90 percent of electricity comes from coal. "I'm waiting to see how it's altered," he said. Other than ensuring that the coal industry can meet the bill's requirements, Conrad said other issues important to him include allowing enough agricultural activities to offset emission requirements and containing the overall cost of the measure.

Sen. John (Jay) Rockefeller, D-W.Va., said he is worried about how the bill affects his coal-rich state.

"The bill isn't going anywhere anyway; that's something you have to put in the back of your mind and I want more time and better faith from some of the principals in talking about my state of West Virginia," Rockefeller said.

While he did not go into specifics about possible amendments, Rockefeller said, "2012 isn't doable." He was referring to the first year the bill's cap-and-trade program would be implemented.

Fellow West Virginia Sen. Robert Byrd was the only Democrat to vote against the motion Monday to proceed to the bill. Twelve senators did not vote, including any of the three presidential candidates.

Perhaps because few if any expect a cap-and-trade program to become law this year, moderate Democrats might not be under intense scrutiny to sign off on a bill. Brown said Senate Democratic leaders have not put any pressure on him.

Remarks Monday by those outspokenly for or against the measure -- including a veto threat by the White House -- have outlined what many expect to be a largely partisan public relations battle on whether the bill would hurt consumers by raising gas prices and otherwise impeding the economy.

"Gas prices are, without doubt, the single most pressing issue for Americans at the moment," Senate Minority Leader McConnell said on the floor. "And that's why it's so hard to comprehend the majority's decision to move to a bill -- at the start of the summer driving season -- that would raise the price of gas by as much as \$1.40 a gallon, home

electricity bills by about 44 percent, and natural gas prices by about 20 percent." He said the timing of the bill "could not be worse, and the substance is just as bad."

Environment and Public Works ranking member James Inhofe called it the "largest tax increase in the history of America," echoing a White House veto threat contained in a Statement of Administration Policy issued Monday.

Environment and Public Works Chairwoman Barbara Boxer -- who is sponsoring the bill with Sens. Joseph Lieberman, D-Conn., and John Warner, R-Va. -- said Republicans are spouting "misinformation and untruth," saying that the measure would give consumers about \$800 billion in tax credits and would give another \$911 billion to local utilities to pass on in rebates to their customers. "This is not a tax bill," Boxer said.

Lieberman said "the argument of the day against the bill" that it would raise gas prices "gets it exactly backward."

The bill, Lieberman said, will actually lower gasoline prices because it would reduce U.S. dependence on foreign oil and invest in alternative fuels and other technologies. "This is the answer to the problem of gas prices," Lieberman said.

He then cited the Energy Information Administration in stating that gas prices would rise fewer than 2 cents per gallon annually. "The American people would be thrilled to have the price of gasoline raised only 2 cents a gallon per year," Lieberman said. "And the great news is they'd be particularly thrilled that that 2 cents would be an investment in a whole new set of ways to power their cars and trucks that will actually make the cost of gasoline less."

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BUSH WOULD VETO U.S. CLIMATE CHANGE BILL

Reuters, 3 June 2008

<http://uk.reuters.com/article/environmentNews/idUKNo225568220080603?sp=true>

By Deborah Zabarenko, Environment Correspondent

WASHINGTON (Reuters) - Even before debate began on Monday on the first comprehensive climate change bill to reach the Senate floor, the White

House said President George W. Bush would veto it in its current form.

Bush himself slammed the bill, saying it would cost the U.S. economy \$6 trillion. His estimate drew quick denials from those who support the legislation, including Sen. Barbara Boxer, a California Democrat and longtime environmentalist.

The Bush administration has consistently opposed economy-wide measures to limit climate-warming emissions of carbon dioxide. The United States is alone among major developed countries in rejecting the carbon-capping Kyoto Protocol, which sets more stringent targets than the bill headed for Senate debate.

"I urge the Congress to be very careful about running up enormous costs for future generations of Americans," Bush said at a White House meeting on the economy and taxes. "We'll work with the Congress, but the idea of a huge spending bill fueled by tax increases isn't the right way to proceed."

He said the bill, known as the Lieberman-Warner Climate Security Act and set for its first debate in the Senate late on Monday, "would impose roughly \$6 trillion of new costs on the American economy."

White House spokeswoman Dana Perino said Bush would veto the bill if it arrived on his desk as currently drafted, but added, "It's very unlikely to pass the Senate anyway."

Most Capitol Hill observers acknowledge the bill is highly unlikely to become law before Bush leaves the White House in January.

FENCE-SITTERS IN THE SENATE

The number of uncommitted senators is impressive, said Jeremy Symons of the National Wildlife Federation.

"The fence is so crowded you can hear it creaking," Symons said of the fence-sitters on global warming legislation.

Some estimates have put the number of uncommitted senators at up to 20 -- one-fifth of the 100-member Senate.

The bill's supporters maintain that the legislation's cap-and-trade provisions would create jobs and that the cost of doing nothing about climate change justifies action now.

Carbon dioxide, which is emitted by fossil-fueled vehicles and coal-fired power plants as well as from natural sources, is a powerful

greenhouse gas that contributes to global warming.

Boxer, who chairs the Senate Environment and Public Works Committee and who has shepherded this legislation to the Senate floor, offered a blistering response to Bush's comments.

"Just when we finally have a chance to get off of Big Oil and foreign oil, you can count on the Bush administration to fight us every step of the way," she said in a statement. "Where were they when gas prices went to 250 percent of what they were at the start of this administration? They did nothing."

The Lieberman-Warner bill contains tax relief for consumer energy costs, Boxer said.

"As you can imagine, our opposition to this will be quite strong and we'll be making these points throughout the week," said Keith Hennessey, director of Bush's National Economic Council.

U.S. gross domestic product could be reduced by as much as 7 percent in the year 2050 and gasoline prices -- already at record highs in the United States -- could soar by as much as 53 cents a gallon by 2030, he said.

The legislation the Senate will debate could cut total U.S. global warming emissions by 66 percent by 2050, according to a summary of the measure.

U.S. greenhouse gas emissions would drop by about 2 percent per year between 2012 and 2050, based on 2005 emission levels, under the measure.

The bill would cap carbon emissions from 86 percent of U.S. facilities, and emissions from those would be 19 percent below current levels by 2020 and 71 percent below current levels by 2050, according to a summary of the bill's details released by the Senate Environment and Public Works Committee.

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SHOWTIME: YOUR GUIDE TO U.S. SENATE CLIMATE-BILL SLUGFEST

WSJ Environmental Capital, 2 June 2008

<http://blogs.wsj.com/environmentalcapital/2008/06/02/showtime-your-guide-to-todays-senate-climate-bill-slugfest/>

Jeffrey Ball

The big day's here. Months of anticipation about a U.S. policy switch on global warming will culminate in today's Senate debate over the Lieberman-Warner bill, which would impose a cap on U.S. greenhouse-gas emissions starting in 2012.

Culminate is too strong a word, since virtually no one expects Congress to pass any climate legislation this year. Still, the political theater, due to start late this afternoon, will make interesting watching - and there's no Monday Night Football tonight anyway. So here are a few things to keep in mind as the show begins:

This fight is brown vs. green, not red vs. blue. "Where you stand depends on where you sit," goes an old saw about politics. That's particularly true about the politics of energy and the environment, where allegiances are less about party affiliation and more about regional fuel supplies. So, expect coal-state senators, whether Democrat or Republican, to push to ensure that no climate bill hits their constituents too hard. And expect senators from states with cleaner electricity mixes - say, California's Barbara Boxer- to push for constraints that would benefit their natural-gas-fired hometown teams.

Everyone at the table wants a bigger slice of the pie. That this bill will affect essentially everyone in the economy is clear from its list of whom it will give handouts - federal emission "allowances." Everyone from power companies to oil companies to hybrid-truck operators to Native American tribes is inscribed in the bill as a recipient of these permits to pollute, which they can either use or sell. Each is gunning to boost his or her take.

The tradeoff: the economy or the environment? There's no free lunch. A bigger emissions cut will cost more than a smaller cut. It will raise energy prices more, it will require more-expensive technology, it will deepen concerns about U.S. economic competitiveness against developing countries, like China, that haven't committed to emission caps. There are myriad studies about how much all this will cost the economy, but fundamentally the debate here is over where to draw this line. Should the bill err on the side of giving companies carbon-price certainty, as carbon-tax proponents want, or on the side of slashing emissions hard, as environmental groups want? Complex price-control mechanisms in the Boxer amendment to the bill attempt to strike a balance. Expect big pressure to shift it.

Nothing much will happen. With gasoline prices nearing \$4 a gallon as the summer driving season approaches, and with a presidential election five months away, essentially nobody expects the Senate now to actually pass climate legislation, because doing so would push up the energy

prices that voters pay. This week's fight on the Hill is about establishing talking points for the election - and battle lines for the real policy fight expected in 2009 or 2010. There will be lots of atmospheric this week, but they'll probably have little effect on the atmosphere.

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