

THREATENED AND ENDANGERED SPECIES
SYSTEM (TESS)

DELISTED SPECIES REPORT AS OF MARCH 15, 2003

Date species first listed	Date delisted	Species name	Reason delisted
03/11/1967	06/04/1987	Alligator, American (<i>Alligator mississippiensis</i>)	Recovered.
02/17/1984	02/06/1996	<i>Bidens, cuneate (Bidens cuneata)</i>	Taxonomic revision.
04/28/1976	08/31/1984	Butterfly, Bahama swallowtail (<i>Heraclides andraemon bonhoti</i>)	Act amendment.
10/26/1979	06/24/1999	Cactus, Lloyd's hedgehog (<i>Echinocereus lloydii</i>)	Taxonomic revision.
11/07/1979	09/22/1993	Cactus, spineless hedgehog (<i>Echinocereus triglochidiatus var. inermis</i>)	Not a listable entity.
09/17/1980	08/27/2002	Cinquefoil, Robbins' (<i>Potentilla robbinsiana</i>)	Recovered.
03/11/1967	09/02/1983	Cisco, longjaw (<i>Coregonus alpenae</i>)	Extinct.
06/02/1970	09/12/1985	Dove, Palau ground (<i>Gallicolumba canifrons</i>)	Recovered.
03/11/1967	07/25/1978	Duck, Mexican (U.S.A. only) (<i>Anas "diaz"</i>)	Taxonomic revision.
06/02/1970	08/25/1999	Falcon, American peregrine (<i>Falco peregrinus anatum</i>)	Recovered.
06/02/1970	10/05/1994	Falcon, Arctic peregrine (<i>Falco peregrinus tundrius</i>)	Recovered.
06/02/1970	09/12/1985	Flycatcher, Palau fantail (<i>Rhipidura lepta</i>)	Recovered.
04/30/1980	12/04/1987	Gambusia, Amistad (<i>Gambusia amistadensis</i>)	Extinct.
04/29/1986	06/18/1993	Globeberry, Tumamoc (<i>Tumamoca maddockii</i>)	New information discovered.
03/11/1967	03/20/2001	Goose, Aleutian Canada (<i>Branta canadensis leucopareia</i>)	Recovered.
10/11/1979	11/27/1989	Hedgehog cactus, purple-spined (<i>Echinocereus engelmannii var. purpureus</i>)	Taxonomic revision.
12/30/1974	03/09/1995	Kangaroo, eastern gray (<i>Macropus giganteus</i>)	Recovered.
12/30/1974	03/09/1995	Kangaroo, red (<i>Macropus rufus</i>)	Recovered.
12/30/1974	03/09/1995	Kangaroo, western gray (<i>Macropus fuliginosus</i>)	Recovered.
04/26/1978	09/14/1989	Milk-vetch, Rydberg (<i>Astragalus perianus</i>)	Recovered.
06/02/1970	09/12/1985	Owl, Palau (<i>Pyroglaux podargina</i>)	Recovered.
06/14/1976	01/09/1984	Pearlymussels Sampson's (<i>Epioblasma sampsoni</i>)	Extinct.
06/02/1970	02/04/1985	Pelican, brown (U.S. Atlantic coast, FL, AL) (<i>Pelecanus occidentalis</i>)	Recovered.
07/13/1982	09/22/1993	Pennyroyal, Mcklitrick (<i>Hedeoma apiculatum</i>)	New information discovered.
03/11/1967	09/02/1983	Pike, blue (<i>Stizostedion vitreum glaucum</i>)	Extinct.
10/13/1970	01/15/1982	Pupfish, Tecopa (<i>Cyprinodon nevadensis calidae</i>)	Extinct.
09/26/1986	02/28/2000	Shrew, Dismal Swamp southeastern (<i>Sorex longirostris fisheri</i>)	New information discovered.
03/11/1967	12/12/1990	Sparrow, dusky seaside (<i>Ammodramus maritimus nigrescens</i>)	Extinct.
06/04/1973	10/12/1983	Sparrow, Santa Barbara song (<i>Melospiza melodia graminea</i>)	Extinct.
11/11/1977	11/22/1983	Treefrog, pine barrens (FL pop.) (<i>Hyla andersonii</i>)	New information discovered.
09/13/1996	04/26/2000	Trout, coastal cutthroat (Umpqua R.) (<i>Oncorhynchus clarki clarki</i>)	Taxonomic revision.
06/14/1976	02/29/1984	Turtle, Indian flap-shelled (<i>Lissemys punctata punctata</i>)	Erroneous data.
06/02/1970	06/16/1994	Whale, gray (except where listed) (<i>Eschrichtius robustus</i>)	Recovered.

The PRESIDING OFFICER (Mrs. DOLE). The Senator from New Mexico.

Mr. BINGAMAN. What is the order?

The PRESIDING OFFICER. The time for morning business is equally divided. The minority controls 28 minutes 19 seconds.

Mr. BINGAMAN. Madam President, I ask I be allowed to speak for up to 10 minutes as in morning business.

The PRESIDING OFFICER. Without objection, it is so ordered.

CRITICAL ECONOMIC SITUATION

Mr. BINGAMAN. Madam President, I appreciate the chance to speak for a few minutes on the critical economic situation we are facing in the United States and the direct effect that low crude oil inventories, combined with high energy prices, are having on the American economy. This is a particularly important time to focus on this issue because of the impending conflict with Iraq that we all are keenly aware of.

We have a situation today of constrained supply of crucial products and very high prices. We saw nearly 3 million barrels of oil per day come off the market during the Venezuela crisis which began in December. This—combined with an unusually cold winter in the eastern part of the United States and refiners drawing down their crude oil inventories—has left crude oil and crude product markets extremely tight.

From a supply standpoint, we are operating on very thin margins. Any accident that unexpectedly shuts a refinery or interrupts flow through a major pipeline is capable of producing real shocks in our supply of these products. It has happened before. In 1996, a pipeline emergency blocked deliveries to refineries in the Midwest during a

similar period of tight supplies. In the year 2000, a dock collapsed along the Intracoastal Waterway near Lake Charles, LA, curtailing supplies to two major gulf coast refineries.

The sharp increase in energy prices that we have seen so far this year has caused a major problem for our economy. The Nation's manufacturing sector continues to struggle. Consumers across America are faced with real hardships because of these high prices. Nearly all of the inflationary pressures that our economy is experiencing are coming from increased energy costs, which jumped 4.8 percent in January. They jumped an even sharper 7.4 percent in February—the largest 1-month jump since 1990. Excluding increases in the food and energy items, the core inflation index actually dropped 0.5 percent in February, instead of rising as it did.

The simple truth of the matter is this. Rising energy prices are keeping Americans from spending their hard-earned dollars elsewhere. Given the current energy price environment, consumers are likely to pay more than \$200 billion in higher energy costs this year. This \$200 billion works out to be about 2 percent of our gross domestic product, which is no small item.

The obvious question we need to be asking is, Where does this money come from? Companies are not hiring. In fact, they are laying people off.

A looming crisis that should worry all of us exists in the Nation's chemical industry. We are in danger of losing our domestic chemical industry as high natural gas prices push it to operate offshore. That, of course, will result in the loss of thousands of more good, high-paying American jobs.

U.S. oil and natural gas stocks are dangerously low and the risk that energy price spikes will continue to sig-

nificantly damage our economy is a very real prospect.

Gasoline and diesel prices are at near decade highs. In fact, in my home State of New Mexico and across the country, diesel prices are at an all-time high—\$1.75 per gallon today.

High diesel prices have a direct impact on the trucking industry. There was an article in the Albuquerque Journal this weekend that talked about the impact of high energy prices on consumers and on the trucking industry. I ask unanimous consent to have that article printed in the RECORD.

The PRESIDING OFFICER. Without objection, it is so ordered.

(See exhibit 1.)

Mr. BINGAMAN. In my home State, again, 12 percent of the State's population is estimated to be involved in the trucking industry. High diesel prices are shutting down small trucking companies every day. These are real economic effects. We are all well aware of the problems in the airline industry as well and the threatened bankruptcy of some of our major airlines; in part traceable to the high price of energy.

In our discussion of the current situation and use of the SPR, we have used several phrases. One—"Likely to cause a major adverse impact on the national economy. . . ."—that description matches very closely the statutory provisions we wrote into the law when we created the Strategic Petroleum Reserve.

As I read that statute and look around at what is happening, it is clear to me that the time has come to act on that statutory authority. I have repeatedly asked the administration to clearly state what its policy is with regard to the Strategic Petroleum Reserve, and they have refused to do so as

yet. It has become apparent from what has been said by the administration that it is not likely to use the Strategic Petroleum Reserve to correct this rapidly deteriorating situation. Rather, the administration seems to be relying on OPEC to increase production and to send that production to our shores.

At their meeting last week, OPEC Ministers asserted that they would provide additional supplies in the event that there is a war with Iraq, but they also made it clear that those new supplies would be costly.

The administration appreciates the promise of the Saudis to raise production in the event of a shortage, and I appreciate that as well. Some Saudi oil, evidently, is already on its way to United States ports. But the fact is, given the present situation, this is not enough. This is long-haul oil. We need oil in our system now to keep the system functioning and prevent refineries from running on empty.

We have a timing problem. If war begins—and we all are well aware it may begin at any time—Iraqi oil production and perhaps some Kuwaiti production will cease. This will cause a shortfall of somewhere between 2 percent and 6 percent of the world oil supply. We seem to be assuming that the Saudis can make up that difference, and it is possible that they can. Some analysts estimate however that they are already operating at full capacity.

But let's suppose they can make it up. They still have to get that oil here. It takes 40 days for an oil tanker to get here from the Persian Gulf, and we need to release oil from the SPR now in order to keep liquidity in the system, to keep our refineries running, and to prevent further harm to our economy. If it takes 40 days for Persian Gulf oil to reach our shores, and those tankers set sail perhaps 10 days ago, there are still 30 days left before we will see any of that oil.

The delivery process has started, but the extra oil is still far away at sea. We need liquidity in the system now, and I am saying the smart thing to do is to take out a little insurance policy to cover that period, from today until that oil can arrive.

I am urging the President to allow private companies to exchange up to 750,000 barrels of oil per day from the SPR, until this long-haul crude from the Middle East reaches our ports. Companies taking part in this swap that I am proposing would pay the Government a fee plus a future price differential for leasing the oil, and would replace the oil with an equivalent grade of crude within 6 to 12 months.

This modest release would complement and not compete with the oil that is headed this way. It would provide supply in a crucial time. I believe this swap drawdown could begin immediately and could continue until additional oil that OPEC producers have promised actually arrives.

This 750,000 barrels-per-day swap is well-short of the 4.3 million barrels-per-day of drawdown capacity we have within the Strategic Petroleum Reserve. I understand President Bush does not want to release all of the Strategic Petroleum Reserve as our Nation is on the brink of war. But what I am proposing leaves nearly 85 percent of that total SPR drawdown capacity untouched. We will be minimizing the damage to our economy by putting these extra barrels out there into the system now, and we will be helping to prevent a gasoline supply shortage and further price spikes.

The U.S. refining sector already is functioning at minimum operating levels. Without new crude supplies, refiners may be forced to reduce those production levels, leading to higher gasoline, higher jet fuel, and higher diesel prices, and causing even more damage to our economy.

Our economic security is at stake. We cannot afford not to do this. The American people also cannot afford for us not to do this. I urge the administration to seriously consider this proposal. In my view, it is time for us to act.

I yield the floor.

EXHIBIT 1

[From the Albuquerque Journal, Mar. 15, 2003]

N.M. GETS SHOCK AT PUMP

(By Diane Velasco)

"It's just ridiculous," said Bill Andes of Albuquerque as he pumped \$1.69-a-gallon gasoline into his company car at a Chevron station in the Northeast Heights.

Andes' reaction on Thursday evening was typical of many motorists as gasoline prices spiraled to record levels in Albuquerque, Las Cruces and statewide this week.

Andes doesn't pay personally for gasoline in his company car, but his wife's Suburban has a 60-gallon tank.

"\$1.69 times 60—you do the math," he said.

Andes was paying the average statewide price of \$1.69 a gallon for regular unleaded gasoline, five cents higher than a week earlier and a record. The previous record, set May 31, 2001, was \$1.68 a gallon.

Albuquerque's average price per gallon was lower than the statewide average. In Albuquerque, the price climbed 6 cents to \$1.66 a gallon for regular unleaded fuel, according to AAA New Mexico's Weekend Gas Watch, which was released Friday. The price tied a record set two years ago.

Santa Fe's average price rose 4 cents to \$1.73 a gallon, higher than the national average of \$1.72 but still below the city's record \$1.75 set two years ago.

In Las Cruces, the average price climbed 3 cents last week to \$1.63 a gallon, tying that city's record.

Rising prices have caused Albuquerque resident Lorenzo Gutierrez to think about parking his 1999 Dodge Ram pickup, which he said gets just 11 miles a gallon, and buying a motorcycle for daily use.

Nicole Monge used to spend \$20 a week to fill her Toyota Tacoma pickup. Now she spends \$26.

"The prices won't restrict my travel plans, but they will restrict my spending money," she said.

It could be worse.

Some places around the country are seeing prices above \$2 per gallon.

Rising prices at the pumps are caused by the record-high price of crude oil, said Bob Gallagher, president of the New Mexico Oil and Gas Association.

At the New York Mercantile Exchange on Friday, April crude oil futures closed at \$35.38 a barrel.

Crude now represents 50 percent of the cost of a gallon of gasoline, up from its usual 25 percent, he said.

The crude oil price has risen by \$7 to \$10 per barrel because of uncertainty about what will happen if the United States goes to war with Iraq.

"At this point, you have to start to become concerned that (price increases) will impact the daily activities of individuals as well as small and large businesses," Gallagher said.

"If daily activities are impacted, that will have a negative impact on the economy because there will be less money available to spend," he said. "I am hopeful we are all but topped out for the price of gasoline."

High gasoline prices will hinder Yvonne Shije's 45-mile trips from Zia Pueblo to Albuquerque. She will try to do all of her shopping at once to eliminate extra trips, she said.

The world political situation is also making her a more discerning consumer.

"I don't want to be purchasing gas from particular stations (whose companies) buy oil from Iraq," she said. "Why would you want to put money into their pockets when you could buy American?"

Diesel prices are also at an all-time high—more than \$1.75 a gallon nationwide—said Vic Sheppard, managing director of the New Mexico Trucking Association.

"We see a lot of people just closing their doors in New Mexico," he said. "We hear daily of people just saying, 'I can't make it any more.'"

About 86 percent of the state's trucking firms have six or fewer trucks and are thus more vulnerable to price swings in fuel, Sheppard said.

While Sheppard does not know how many jobs have been lost in the industry since prices began spiraling, he estimates 12 percent of the state's population is involved in trucking, including warehousing and distribution.

Henry Pacheco, owner of Pacheco Trucking Co., is currently charging his customers a 5 percent surcharge to cover rising fuel costs. He said he plans to increase that to 7 percent next week.

"It's put a slowdown on us—I'm not getting as much freight as I used to because I added the surcharge to my rates," he said.

Although he is getting more calls, potential customers are reluctant to pay the surcharge, Pacheco said.

His 20-year-old Pacheco Trucking Co. has 10 trucks and employs as many as 14 drivers.

IRAQ

Mr. LEVIN. Madam President, I would like to take a few minutes to speak about the current situation in Iraq.

There has been a broad consensus that Saddam Hussein is a murderous tyrant and that the world is a more dangerous place if he has weapons of mass destruction. There has also been consensus that he has not complied with his obligations under the U.N. ceasefire resolution at the end of the Gulf War and the numerous resolutions that followed, which called for him to disarm, particularly with respect to weapons of mass destruction. And