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LB 75, 536

not an inferior product; it raises the octane of fuel, it's clean-burning, it's...I...I...my notes here, superior product at the same price. We're talking about ethanol 89 octane fuel being a superior product to 87 octane ethanol. And I have not said ethanol was an inferior product; Senator Chambers did, but not me. I defend ethanol and I am a cosigner of LB 536, and I hope that this whole discussion here doesn't drag down LB 536, because that's a bill that's critical to be addressed in this session of the Legislature, as so many potential ethanol plants looking to build in Nebraska, that they have to know where we stand on that and get some...for some long-range planning. So please, if you misunderstood something I said, I need to right that or make sure you understand that ethanol is not an inferior product at all; it's much, much superior. Back to the bill itself, and I obviously am not changing my position on the amendments. I think the amendments are going to create tons of mischief out there. Senator Chambers pointed out there is no penalty to this bill anyway, so I'm not sure that it's workable at all the way it's put together. Back to the bill itself, I look at this as a bill based upon hope, you know, hope that the refiners get this 85 octane fuel to us at a reasonable price, a price that's less, and even...even the study, the Purvin Gertz, or whatever it is, study right in there says it averaged a half a cent a gallon less. We're not talking big, big pennies here, we're talking a half of a penny. That was in Minnesota, I believe without pulling the article up, it was a penny to two cents a gallon less in Iowa. We're not talking a major price break here, folks. That's the first hope, that the refiners are going to get it refined. The second hope is that the pipeline companies are going to get it to Nebraska and not charge us too much for building the facilities. This is going to include a tank at each terminal and rack piping and so on, to get it from the tank out to the trucks. If by chance this bill would somehow proceed to pass and with the time lines it has in it and not have these facilities in here, we'd be trucking our 85 octane fuel in Nebraska. And you talk about expensive, then you're talking about big cents, you know, you're talking 15, 20 cents a gallon to truck this material to Nebraska from wherever it's coming from, until the pipeline people would get their facilities up and running. Then, of course, they're going to charge us more to recover their costs. That's the first two