

about these things, and tell you the hardship that we are going to put on these people. And I know Senator Hall doesn't represent an agriculture district, so he probably doesn't realize some of these things. Also, I want to talk to you just a little bit about some industries in Nebraska. We had a "dehy" alfalfa plant person testify yesterday at the hearing, and he was telling us how much the energy cost to run that "dehy" plant, and that is where they dry the alfalfa and then pellet it and sell it for animal feed. The "dehy" industry has had a rough 10 years. The last 10 years were rough years on the "dehy" industry. In fact, when you drive along the Platte Valley on I-80 or Highway 30, you will notice that a lot of these "dehy" plants have closed, and the reason they have closed is because energy costs have gone up so much. But now if we put another...now if we put sales tax on energy, well, that is just about going to finish the last ones off that are out there. And so I want to call your attention to these things. I don't think that we can put a surcharge on depreciation plus a 5 percent sales tax on energy to agriculture and industries. I just think that it will create such a hardship that many of them will just go broke. What is the answer? I don't know. I have an amendment coming up a little later...

SPEAKER BAACK: One minute.

SENATOR HEFNER: ...that tries to address that, and maybe we just need to increase the sales and income tax a little bit to take care of this. Thank you.

SPEAKER BAACK: Senator Beyer.

SENATOR BEYER: Well, Mr. Speaker and colleagues, I rise to oppose Senator Lamb's amendment. Senator Hefner talks about a double whammy that farmers and that will get. Well, under the same principle here the trucking industry would get that in the fact that we get caught on the depreciation surcharge. Also then we would get caught on the sales tax exemption for repair parts. Senator Lamb has on here that it would be...raise about 12.5 million, but there is an awful lot of our trucking companies that have operations all over the United States that can have their trucks repaired in other locations, which would cut down on that amount of money. Basically, they could move the biggest share of their operations out of the state, and it would put...then would saddle the very ones that we want to keep in business, our local carriers, our livestock carriers, and