SENATOR SCHROCK: Senator Chambers, I would rise to oppose your amendment. I think when you change the word "shall" to "may", you make it option and I think we in Nebraska would like to see all of our retail outlets offer the product. We're not mandating that the consumer that pull up to the site buy it, we just want to make sure they offer it. And we think, if they offer it at the low octane level, we'll have a product that is priced competitively and we'll sell more of the ethanol. So, from that standpoint, I would rise to oppose your amendment.

SENATOR CUDABACK: Thank you, Senator Schrock. Senator Schmitt, followed by Senator Chambers and Vrtiska. Senator Schmitt.

SENATOR SCHMITT: Yes, Mr. President, members. I'm going to rise and support Senator Chambers' amendment. I think this makes a bad bill a lot better. Something I just wanted to finish, I guess, this might not pertain to his bill, but as I was talking about the price of corn and the increase in ethanol profitability, I wanted to finish reading that. It says, the outlook for the future is positive because corn prices are expected to remain below $3 per bushel. Even though coproduct pricing remains a question for now, the industry still might see an increase in the demand for ethanol from oil companies. If prices remain low, ethanol blending of octane enhancement will be revisited. This demand, along with stable corn prices, will surely continue to keep ethanol production profitable. Again, we're talking about the corn producers here on this bill, and it looks to me like as long as we can keep corn prices way down, the ethanol people are going to love it, if the price goes up, the ethanol people are not going to. So are we supporting the corn producers, or are we supporting ethanol? I just wanted to read you another little thing that I just got, and this was research done on aircraft from Baylor University. If the validity of the fuel is too high, fuel can vaporize in the tank causing undue venting losses, rapid vaporization also produces a cooling effect, which can cause ice formation in the carburetor under certain conditions of humidity and air pressure. The most serious effect from a safety standpoint is the tendency of fuels with a high, then it's RVP, which is Read Vapor Pressure, lock causing fuel starvation and engine shut down. And I believe if that can happen in aircraft, it can probably happen in your car, although we're probably not going to be driving our cars at