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course, only 3, but North Platte-Sidney is 29 percent, there's 51 of them don't. I'm thinking those are small stations, very low volume. And I think we're probably targeting this bill at the 38 percent that don't sell the ethanol blend at this time, but they probably, I'm thinking, have 10, 15 percent of the market share. I can tell you from firsthand experience that the major companies, when you affiliate with a major brand, they require you to sell ethanol. They're generally 5 to 7-year contracts when you associate with Total, or Conoco, Amoco, Texaco, whomever, it's right in the contract. You'll notice, if you go look now, that most of the major companies, I think they all do actually, require the sale of ethanol. These people that are not selling it are the small, two or three-product sales retailers that have very low volume. I think we're targeting this bill at those people. It's going to be a real financial burden. And I do have a comment from one of my constituents that says he just will close; he's tired of putting up with the federal mandates, now a state mandate, he upgraded his equipment, he dug up his old tanks, which was proper, set them above the ground, the new tanks, containment and so on, it's a concrete vault type thing, he's going to have to tear that out if he's going to add another tank, and he's just saying it's not worth it anymore. It's the only retailer in this town, too. So, I think we may be targeting this to the smallest of the retailers, "volumewise", even though they're 38 percent of the total number of stations, their volume is very small. I am trying to prepare an amendment here that...the Connealy amendment, as I read it, requires, and I think Senator Vrtiska...somebody asked a question, all these stores, stations now are selling ethanol, the bigger volume retailers are now selling ethanol at 89 octane; they're simply taking 87 octane fuel, blending at 10 percent ethanol, and that's where you get your 89. One of the reason 85 octane fuel is going to cheaper is it's...it's a cheaper fuel, there's not as much energy in it. Octane, you have to remember what octane is, that's a hydrocarbon. I was trying to find out, I can't remember my organic chemistry very well, but I think it's C₈H₁₈ is the formula for it. So, the more of that you have in the gas, the more energy you have in it. So, if we're going to blend 85 octane fuel to get it up to 87, why, there's a reason it's cheaper. I'm concerned with the retailers that are flying the flag of a Texaco, or Phillips or whatever, right now, that are