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back up, back up, they're going to sell an 87 octane ethanol blended fuel, an 87 octane no-lead fuel, which they're doing now, and drop the 89 octane ethanol. He'll still sell the 91 octane premium, it's still there, but what they're going to do is sell two 87 octane fuels, one of them 10 percent ethanol, which started out as 85 octane fuel. Blended with ethanol, gets the octane up to 87. And then they're going to have the standard no-lead that's 87 octane with no ethanol. Do I make myself clear? They're going to drop that 89 octane ethanol that you're buying now, which is what I buy too. They're going to drop that because the bill, as it reads now, says the lowest octane rating will be 10 percent ethanol. So the 87 octane is now going to be 87 octane ethanol by blending 85 octane no-lead with 10 percent ethanol. Am I as clear as mud? I won't repeat what Senator Chambers said there. We're getting there. I have nothing further. Thank you. I'd be glad to answer any questions if they have them, but, with that, I'll turn my time back to the Chair.

SENATOR CUDABACK: Thank you, Senator Baker. Senator Schrock, on AM3147.

SENATOR SCHROCK: Senator Cudaback, Senator Baker's amendment would do what we don't want it to do, because we want a low-cost ethanol-blended fuel to be sold in this state, like Minnesota has, and the only way to do that is to stick with the Connealy amendment, and Senator Baker takes the heart out of the Connealy amendment. So I would ask you to defeat this proposal. Senator Baker, I understand what you're saying, but we want to be able to compete "pricewise" with an ethanol product at the same octane level as regular unleaded and that's what we're trying to do here. So sorry I can't support your amendment, Senator Baker, but I appreciate your attempt.

SENATOR CUDABACK: Thank you, Senator Schrock. Senator Chambers, on the Baker amendment.

SENATOR CHAMBERS: Mr. President, I'd like to ask Senator Connealy a question.

SENATOR CUDABACK: Would you respond, Senator Connealy?