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on the Jones amendment.

SENATOR BAKER: Thank you, Senator Cudaback, members. I...we're trying to get some additional information here and I did pass out a couple handouts here. One of them is from Koch Industries. If you will look at that for just a minute, actually the fourth paragraph down, and I have dealt with Koch Industries for 28 years, I checked, since 1973. The fourth paragraph down, this is a...Koch refines a lot of the fuel that we consume in this area, along with Ashland, but it says: Add to these factors, you can read it, such as refinery production restrictions, pipeline delivery constraints, which this is going to all enter in to 85 octane being available in Nebraska, terminal storage limitations, that's going to be a factor that's not available in west...or eastern Nebraska right now, they're going to have to change their storage procedures, and they can do it,...the customer delivery logistics along with a dynamic and competitive wholesale marketing...market pricing system, and guarantees become meaningless. They, Koch, will tell you they can't guarantee what the price 85 octane fuel is going to be. I can give you a fact. As of this morning at seven o'clock, the rack price on 85 octane fuel at Sidney terminal was three cents...a little over three cents a gallon higher than 87 octane. That's a fact this morning. I don't know what it will do in the future. As the Koch letter says, guarantees become meaningless in this situation. I don't know. If you're going to mandate this and they know that you have to have it, I've dealt with Koch a lot of years, they're going to take advantage of that situation. There just isn't any getting around it. Folks, they have a captive market. They know we have to have it. It may not be competitive with 87 octane. Today, for a fact, it's over three cents a gallon higher than 87 octane in Sidney terminal. It's not...there's not that much of it used in the Midwest. They're going to have to develop a different storage limit...storage system and rededicate some tanks at these terminals or build some new tanks. We're going to pay for that, the consumer. And I need to state also I'm not opposed to ethanol use. I grow a lot of corn, wheat. The more ethanol we use, the better. It's great. But I don't want to stand here with my head in the sand and say that this is the cure-all here. Also, the other chart or handout I had shows the direct relationship, the price of ethanol in relation to no-lead