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that an environmental problem? Yes, it is. And once you bury that stuff you don't know what it is till you have a problem. I think we need to lay this thing over a year. I think we need to do a study. I think we need to look at what's going on and quit rushing this issue. I think there's too many unanswered questions, and that's where I'm at. I'm not dealing with petroleum marketers. I'm not dealing with ethanol back there. I'm dealing with concerns that I have personally with this. I would like to support the ethanol people and get the corn prices higher. I haven't taken any money from any of these people behind the glass. I don't owe them anything. It's all I've got to say for now. I may speak on it later. Thank you.

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

SENATOR CHAMBERS: Mr. President, members of the Legislature, cornflakes, yes; compulsory ethanol, no; cornbread, yes; corn fritters, yes; alcohol, ethanol, no. I'm for corn, as I said yesterday. Members of the Legislature, price is what the issue is here, not the Duchess who sits next to me, Senator Price, but price in the sense of what is charged for this product. This bill cannot force retailers to sell their ethanol blend at any given level. This bill doesn't deal with price. It deals with octane and it's designed to destroy the availability of unleaded regular. Senator Baker doesn't talk loud enough for you all to pay attention to him, but he pointed out from this Koch letter that costs and problems are going to result, and here are the issues; refinery production restrictions, pipeline delivery constraints, terminal storage limitations, and customer delivery logistics along with the dynamic and competitive wholesale market pricing system. They cannot guarantee that 85 octane is going to be in this state. They have a refinery in Minnesota that produces 85 octane. They have a refinery in Minnesota that produces it and they don't have a refinery in Nebraska that produces it. What they want to do is drive unleaded regular off the market, and here's how they will do it. They draft the bill to say the lowest grade of gasoline must be an ethanol mixture; don't even talk about octane at that point; the lowest grade. Currently, the ethanol blend is 89 octane. Senator Bruning, having not followed the discussion, mentions it as a middle grade, but what he doesn't know is that the way the bill is