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you will recall, those committee amendments clarified various qualification standards and procedures and what plants could qualify for, put a drop-dead date, no more applications, and so on, et cetera, in the bill. That was adopted, which gets us to where we are now, and that was...that's Senator Chambers' motion to indefinitely postpone the bill, which I rise in opposition to, of course. That's not an option. We...it gives us some time to work on things. And I...Senator Chambers owes us one here. While he's talking to Senator Wehrbein over there about a proposal that he's working on, trying to work out some sort of a compromise, I guess. I still want to stick with the original bill. I need to reiterate that this bill was a result of a number of meetings with a number of organizations, senators, their staff, DED, DEQ, Department of Revenue, and so on, and on and on and on. That was a consensus that came out of that group that met last fall. I'm going to stick with the bill. I really think it's equitable and just. And I brought this up yesterday. It's not in the form of a handout, but I'm going to repeat it for those who were not here at the time, or were not listening perhaps. We have a captive supply of ethanol within the state of Nebraska now. It's there. And we have virtually no transportation charge from these plants that are scattered around the state now to the retailers. So in 2002, there were 325 million gallons of ethanol-blended fuel sold, that averaged 2.1 cents per gallon below the cost of unleaded gasoline. And I think that 2.1 cents below the cost of no-lead gasoline is significant. And as I said, one of the factors going into that is, we have basically no transportation costs being produced here in Nebraska and used in Nebraska. So that 325 million gallons at 2.1 cents a gallon below unleaded saved Nebraska motorists and those passing through the state, anyone who brought fuel in Nebraska, it saved them \$6.83 million, as opposed to the price of no-lead gasoline in 2002. 2003, ethanol-blended fuel, it was up to 365 million gallons. And I still say that's a reflection of the cost advantage it has at the pump now over standard no-lead. The cost advantage last year was 1.8 cents a gallon less than no-lead, times those 365 million gallons, accounts for a savings to Nebraska motorists, anyone using ethanol in Nebraska, \$6.57 million last year, as opposed to buying straight no-lead. So that's why I think we can justify .3 cent a gallon on all gasoline sold in