



T. Boone Pickens Media Coverage 2.26.10

Total of 6 Placements

- Print: 3
- Blog/Online:2
- Broadcast: 1

Coverage Summary:

As a result of Pickens' meeting yesterday at the *Houston Chronicle*, the paper ran an article highlighting his push for natural gas, noting Pickens' belief that the NAT GAS Act will be passed by Memorial Day.

Andrew Littlefair was a guest on CNBC's Mad Money discussing the NAT GAS Act and the growth of the natural gas industry, namely the increased use of LNG trucks in the Southwest corridor of the United States. Littlefair also mentioned Pickens' meetings in Washington yesterday.

Highlighted Placements (Full Articles Below)

 **Pickens Expects Approval Of Key Natural Gas Plan** – *The Houston Chronicle* – 2/25/10

Print Placements (Full Articles Below)

 **EVCARCO Inc. (OTCBB: EVCA) Introduces Foton Light and Medium-Duty Diesel and CNG Commercial Trucks in Effort to Help Businesses Reduce Greenhouse Gases (GHGs) (PRESS RELEASE)**

 **Petro Metro Aims To Clean Up Its Act** – *The Times Colonist* – 2/26/10

Blog/Online Placements (Full Articles Below)

 **Cramer's Mad Money - Thursday's Magnificent Sale (2/25/10)** – *SeekingAlpha.com* – 2/26/10

 **Pickens (CLNE) Expects Natural Gas Act To Be Passed By Memorial Day** – *GreenStocksCentral.com* – 2/26/10

HIGHLIGHTED COVERAGE

Pickens Expects Approval Of Key Natural Gas Plan – *The Houston Chronicle* – 2/25/10

By Brett Clanton

"I'm for everything American — all of it — coal, nuclear, anything American," T. Boone Pickens says. The oilman considers the money the U.S. spends on foreign petroleum "the greatest transfer of wealth in the history of mankind."

While the U.S. may never achieve energy independence, billionaire Texas oilman T. Boone Pickens predicts Congress will pass key energy legislation by Memorial Day that can "start us back in the right direction."

"I think Congress is ready to address the problem. The problem is we are dependent on oil from the wrong places," he said in a meeting Thursday with the Houston Chronicle editorial board.

The legislation, known as the Natural Gas Act, would dramatically expand the use of natural gas as a transportation fuel among heavy-duty fleets. House and Senate versions of the bill provide tax breaks for natural gas-powered vehicles and fueling stations.

Pickens, 81, has been one of the most vociferous advocates of using abundant domestic natural gas supplies in the transportation sector, which accounts for most of the 21 million barrels a day of crude oil that America consumes.

Since the summer of 2008, he has spent more than \$62 million of his own money promoting his Pickens Plan, which also touts the importance of wind power.

But the plan has evolved in recent months. Pickens is no longer focused on natural gas as a fuel for everyday passenger cars and trucks.

He has turned his attention instead to heavy commercial vehicles like garbage trucks and city buses, which account for much of the petroleum used in the U.S.

Wind power also is no longer front and center after the recession and low natural gas prices made the business less profitable.

But Pickens said the guiding idea of his plan has never changed: "I'm for everything American — all of it — coal, nuclear, anything American," he said. "I'll take anything over OPEC oil."

Pickens has urged the Obama administration — even as it pursues reforms in health care and the financial sector — not to ignore what he calls the ongoing crisis posed by the nation's dependence on oil from the Organization of the Petroleum Exporting Countries and other sources.

Last year, the U.S. imported over 4 billion barrels of oil — more than 65 percent of what it consumed — at a cost of nearly a third of a trillion dollars. As recently as 1970, the U.S. imported just 24 percent of its oil needs.

Pickens has called it the "the greatest transfer of wealth in the history of mankind."

His natural gas-focused plan recently has gotten a lift from major discoveries of gas in shales and other rock formations once thought too difficult to explore.

Still, getting the natural gas legislation passed by Memorial Day is a "very aggressive" goal, given the limited amount of floor time in Congress and other measures competing for lawmakers' attention, said Lou Hayden, senior director of government affairs at the American Petroleum Institute, the oil and gas industry's top lobbying group in Washington.

But Pickens said that if the measure is enacted, the U.S. can reduce its dependence on imports from OPEC by 50 percent in seven years and create millions of jobs with a new energy economy.

"You have to start somewhere," he said.

PRINT COVERAGE:

EVCARCO Inc. (OTCBB: EVCA) Introduces Foton Light and Medium-Duty Diesel and CNG Commercial Trucks in Effort to Help Businesses Reduce Greenhouse Gases (GHGs) (PRESS RELEASE)

EVCARCO (OTCBB: EVCA) confirms the agreement with VENTA Inc. to distribute Foton's Diesel and Compressed Natural Gas (CNG) Light and Medium-Duty commercial trucks through its network of franchised dealerships in North America. "This will allow the company to offer an environmentally responsible solution not only to the general public, but also to businesses trying to be more environmentally friendly while saving money on their transportation needs. Adding a product suitable for commercial application to the mix allows our company to create other streams of potential revenues and provide a better diversification for our dealers," stated, Dale Long, CEO of EVCARCO Inc.

According to EPA, Transportation is the fastest-growing source of U.S. GHGs, accounting for 47 percent of the net increase in total U.S. emissions since 1990. Transportation is also the largest end-use source of CO₂, which is the most prevalent greenhouse gas.

Natural gas vehicles show an average reduction in ozone-forming emissions of 80 percent compared to gasoline vehicles. Delivery trucks that are running on natural gas are also cheaper, cleaner and the fuel is produced domestically.

Dmitri Tisnoi, CEO of VENTA Inc., stated, "CNG may be one of the most potentially viable ways to fuel millions of cars and trucks on a clean-burning, domestically available, and readily usable fuel that's well-suited for consumers, private and government fleets, and large commercial operations nationwide." Mr. Tisnoi, continued by stating, "As part of a broader national effort to provide more environmentally friendly transportation solutions for America, the plan would seem to dovetail nicely with what has been proposed by T. Boone Pickens. In addition to advocating for more wind energy to power our light cars and trucks, Pickens supports converting the nation's truck-fueling infrastructure to natural gas."

About VENTA

VENTA Inc. (www.ventainc.com) is dedicated to finding, developing, and distributing environmentally friendly products and technologies in the automotive arena from all over the world to a network of car dealerships and other automotive end users.

About EVCARCO

EVCARCO (www.evcarco.com) is the first automotive retail group dedicated to deploying a coast-to-coast network of eco-friendly dealerships and vehicles. EVCARCO is bringing to market the most advanced clean technologies available in plug-in electric and alternative fuel vehicles. EVCARCO has developed a dealer network allowing growth into most US States by 2012.

Forward-Looking Statement

This release contains forward-looking statements that reflect EVCARCO Inc. plans and expectations. In this press release and related comments by Company management, words like "expect," "anticipate," "estimate," "forecast," "objective," "plan," "goal" and similar expressions are used to identify forward-looking statements, representing management's current judgment and expectations about possible future events. Management believes these forward-looking statements and the judgments upon which they are based to be reasonable, but they are not guarantees of future performance and involve numerous known and unknown risks, uncertainties and other factors that may cause the Company's actual results, performance, achievements or financial position to be materially different from any future results, performance, achievements or financial position expressed or implied by these forward-looking statements.

Petro Metro Aims To Clean Up Its Act – *The Times Colonist* – 2/26/10

By Chris Baltimore

Houston, nicknamed the Petro Metro for the profusion of oil and gas companies that dot its skyline, is an unlikely host for an electric-car revolution.

But the fourth-biggest U.S. city that claims the title of the "Energy Capital of the World" is competing with cities like San Francisco to be the nation's electric car capital.

"We are the Petro Metro but we are also a car city," said newly elected Mayor Annise Parker, speaking at an event earlier this month to promote the Nissan LEAF, an all-electric, five-passenger vehicle that can travel 160 kilometres on a single charge. "To have an electric vehicle that appeals to a car culture will make the real difference for market penetration."

Cities like Houston and San Francisco are forging partnerships with automakers and power companies to make the vision a reality.

In Houston, for instance, Japanese-based Nissan has signed a deal where the city and power provider Reliant, a unit of NRG Energy Inc, will build a handful of public charging stations to allow electric car drivers to recharge their cars.

Nissan has signed agreements with other cities like San Diego, Seattle and Orlando and states like Tennessee and Oregon to ensure that public charging stations are built.

Such agreements are key to easing skeptical consumers' fears of running out of juice if their car batteries run low before they can reach their garage charging stations.

For beleaguered U.S. automakers General Motors Co. and Ford Motor Co., electric cars could be a way to boost shrinking market share.

"Detroit needs something to be exciting and new," said William Hederman, a senior vice-president at Concept Capital's Washington Research Group.

General Motors' highly anticipated battery-powered Chevy Volt hits showrooms in November, about the same time that Nissan begins U.S. sales of the LEAF.

Texas drivers have a well-established affinity for over-sized cars, but the case for electric cars is strong.

Even if a small percentage of Texas drivers switch to electric cars, the payoff could be substantial. The Houston area alone is home to 4.5 million vehicles that travel millions of kilometres a day, according to state statistics.

And Texas leads the nation in producing clean, carbon-free electricity from windmills. But the state must build billions of dollars worth of transmission lines needed to channel the wind power to urban centres.

For U.S. utilities that have seen electric demand slump five per cent over the last two years due to a recession, the electric car is a godsend, said Kevin Book, managing director of research at ClearView Energy Partners.

"What a salvation the electric car revolution would be for generators that are well below their capacity margins and trying to figure out how to make money," Book said.

In a strange bedfellows story of sorts, U.S. utilities have moved in recent months to cement ties with automakers.

"We've worked very closely together," said Tony Earley, chief executive of a Detroit utility and chairman of the U.S. electric industry's main lobbying group who also sits on Ford's board of directors.

Such co-ordination has helped utilities fend off clean-car competition in the form of natural gas-powered vehicles promoted by Texas oil man T. Boone Pickens, Hederman said.

Utilities see electric cars as a perfect market for spare electricity that is generated by power plants in off-peak hours that could be sold to consumers who will recharge their electric cars during late-night and early-morning hours when power is the cheapest.

"If it works the way utilities envision, it's growth that fills in the valleys of their demand patterns, and that would be a wonderful thing," Hederman said.

Utilities must build or buy generation to meet the one day of the year when electricity demand is the highest. "The other 364 days of the year our system is under-utilized," said Earley, also chief executive of DTE Energy Co. in Detroit. "There is a lot of capacity that is unused."

For utilities and auto companies watching climate-change legislation advance on Capitol Hill, electric cars are a useful tool to reduce heat-trapping carbon dioxide emissions to comply with looming first-ever U.S. greenhouse gas restrictions.

"We know that our utility partners face the same pressures that we do to reduce emissions," said Mark Perry, Nissan's director of product planning.

About one-quarter of U.S. carbon dioxide emissions are linked with cars. U.S. President Barack Obama wants to put one million electric vehicles on the road by 2015 to cut greenhouse gas emissions.

And even without climate change legislation, smog-enveloped cities like Houston are already under the gun from federal regulators to reduce smog-causing pollutants like nitrogen oxide, which comes mainly from vehicles.

One big question mark for utilities is how they will be compensated for building charging stations. One study by the University of California, Berkeley pegged the cost of building U.S. charging stations at \$320 billion in coming decades.

State public utility commissions will have to give utilities permission to recover infrastructure costs via higher rates, but won't approve electric charging stations until they are widely used, Hederman said.

BLOG/ONLINE COVERAGE

Cramer's Mad Money - Thursday's Magnificent Sale (2/25/10) – SeekingAlpha.com – 2/26/10

While some despaired over the Dow's 188 point drop and the 1.7% decline in the S&P 500, Cramer told his viewers about the "magnificent sale" many investors missed. However, it is not too late to buy good stocks with winning long term themes. Overseas companies, gold, natural gas, mobile internet and homeland security are strong themes that are not going to go away any time soon. He recommended Apple (AAPL), Anadarko Petroleum (APA), Agnico Eagle Mines (AEM), Chesapeake Energy (CHK).

As a testament to Apple's success, TriQuint Semiconductor (TQNT) which makes components for smartphones, blew away its numbers with a fourth quarter year over year revenue increase of 55% with a 15% jump in its stock price. Triquint is the chipmaker for Apple's iPhone, and if TriQuint is strong, can Apple be far behind?

CEO Interview: Terry Lundgren, Macy's (M)

In spite of what he called "little meaningful improvement in near-term macroeconomic conditions," CEO Terry Lundgren saw an earnings beat of 8 cents a share after having raised guidance in January. Inventories were kept in check and sales were up, but Cramer wanted to know about Macy's future, not its past, performance. The largest national department store chain by revenue is "more immune than it used to be" remarked Cramer, thanks to its program designed to suit the needs of local consumers. "We are pulling ideas from the consumer rather than pushing them on the consumer," says Terry Lundgren.

While Lundgren is still "worried" about the macroeconomic picture, particularly unemployment, he says "credit card delinquencies are under control" and "online business is growing." He gives Martha Stewart credit for turning around home furnishing sales with her line of products.

CEO Jeffrey Bewkes, Time Warner (TWX), Time Warner Cable (TWC)

Cramer says Time Warner (TWX) is still "one of the best media plays out there," especially since Jeffrey Bewkes took the helm in 2008. The new CEO extricated the company from the non-profitable AOL and spun off the Time Warner Cable (TWC) which was riddled by competition. Time Warner is now leaner and meaner and still is a great diversified media play huge name recognition for its businesses such as HBO, TNT, Cinemax and magazines Fortune, People, Sports Illustrated, all of which are performing well in spite of competition from the internet. Time Warner's dividend boost expresses confidence in the future.

CEO Interview: Andrew Littlefair, Clean Energy Fuels (CLNE)

Clean Energy Fuels (CLNE), designs, builds and operates natural gas fueling stations and has plans to expand into Southern California. Littlefair says he was in Washington with T. Boone Pickens discussing with legislators the potential of natural gas. He said natural gas is 50% cleaner than fossil fuels and emits 26% less carbon. Littlefair discussed the advantages of possibly converting the 8 million 18-wheelers in the U.S. to natural gas, a move that would create jobs and ultimately save drivers \$1 per gallon of fuel. Even without government support, Clean Energy has doubled its backlog. Cramer says CLNE is still a speculative play but has a great future.

Pickens (CLNE) Expects Natural Gas Act To Be Passed By Memorial Day – GreenStocksCentral.com – 2/26/10

By Alison Kroulek

T. Boone Pickens told the Houston Chronicle yesterday that he expects Congress to pass the Natural Gas Act by Memorial Day. If it's passed, the act would greatly increase the use of natural gas as a fuel

for heavy-duty fleets, which would be a boon (pun most definitely intended) to Pickens' company Clean Energy Fuels. Consuming the equivalent of 21 barrels of crude oil per day, the oil used to fuel heavy-duty fleets represents a large percentage of America's petroleum use.

Pickens told the Chronicle "I think Congress is ready to address the problem. The problem is we are dependent on oil from the wrong places." However, Lou Hayden, a lobbyist for the American Petroleum Institute, called getting the legislation passed by Memorial Day a "very aggressive" goal considering everything else that Congress has to deal with right now.

Pickens expects the act to "reduce US dependence on imports from OPEC by 50??percent in seven years and create millions of jobs with a new energy economy."

BROADCAST COVERAGE

1. Mad Money

CNBC, National | DMA: 0

02/25/2010, 12:00 PM - 12:30 PM

[EC] 00:12:24 To find out how **naturalgas** is faring in Washington, I want to bring on Andrew Littlefair, the ceo of Clean **EnergyFuel**, cne, the natural gas station chain that's been a regular for Mad Money viewers. Welcome back to "Mad Money." Thanks for having me on high noon. Let's talk about the fact that there's a lot of money on the line, not just for the country and your company, but for me and **BoonePickens**. When **Boone** was on last , he bet me 100 bucks that by Memorial Day we would see some action perhaps the passage of a **naturalgas** act that would make your company be on fire. Jim, I was with **Boone** yesterday in Washington, and I want to tell you about that, but he wanted me to make sure, tell Cramer I'm ready to press him on the bet. We feel better about it now than we have in a long time. But you can't. We have a health care summit and that doesn't end until maybe baseba season. You know what's interesting, Jim, yesterday **Boone** and I were off the floor of the house where we met 27 members who came out to hear about the **NatGas** Act and several signed on as co-sponsors. Listen to this one, we met with Minority Leader **Boehner**. He's heard about it, and he said, **Boone**, I get it. We get it. Our caucus gets it and we're ready to act on it upon. So I think you're right, jim. We're in the bull pen behind health care and a couple of these other things, but there are more pathways today on natural gas. We met about ten days ago with this and John Kerry and Lieberman ..they want to put natural gas in their bill. So you have a lot of pieces at work. You have the Majority Leader Senator Reid who wants to bring this forward to a vote as a stand alone bill which has difficulties with it, but there's a lot of people working right now to try to push this forward. I was going to go double or nothing on the bet and maybe I'll hold off for now. I do try to explain to viewers that without this Natural Gas Act you still have a pretty darn good business given the fact that there are fleets using natural gas. I'm glad you bring that up, Jim, because since I was on here the last six months, our backlog and that is the stations that we now have in the pipeline to build has actually doubled. We have more national fleets now. Earlier this week we announced the first southwest corridor for LNG trucks and that is stations in L.A. and Bakersfield and down to the Mexican border and out to Arizona and in the next couple of months you'll be driving an LNG truck from L.A. f rom the ports to Phoenix and up to Las Vegas and Utah. So, you know, regardless o f the Nat Gas Act, the business is growing. It's growing here in the country and growing all around the world, and as we know, there's so much natural gas here that the nat gas spurs the whole thing along faster. I think it was interesting. Yesterday I was reading the Canadian papers, Rig Zone. Com, a very good site on oil, the energy board has deced to shift and no more will import lng and it will become export because there's so much in that country than ours. I think you also have to explain to viewers that what this would mean for truck pollution and how much it would be cut, not just energy independence but truck pollution if we went LNG for trucks around the country? It's a good point. I mean, **naturalgas** in a heavy-duty truck. Even diesel truck have gotten cleaner. We're still 50% cleaner on knox, and we're 26% cleaner on particulate carbon. So one of the points that we made to senators yesterday and the day before is, you know, one of the best things you can do for carbon is to replace diesel in the 8 million trucks in America and go with our own domestic **naturalgasfuel**. So pollution's a winner and --And the truckers save \$1 a gallon it's cheaper. One last quick thought. If we convert to trucks with a credit, they actually pretty much break even and the big trucking lines that go for this, right? Absolutely. They get about a six to eight-month payback on the incremental. That incremental cost on a heavy-duty truck will come down as we get the numbers up and then they'll save anywhere between 10 and \$20,000 on **fuel**. Cne, sounds like all systems go. I appreciate it. Don't be nervous. We'll get this thing done and in the meantime we're still growing. Tell **Boone** I said hi. Clean **EnergyFuels** is a speculative stock, but can you imagine what would happen if they get the **natgas** act through? The stock will go up at least 25%. 00:17:06

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Visuals:NaturalGas;

Speakers:Andrew Littlefair, Clean **EnergyFuel** Pres and CEO;

Audience: N/A **Spot Cost:** N/A

