

PickensPlan

T. Boone Pickens Media Coverage 4.16.10

Total of 9 Placements

Print: 2
Blog/Online: 4
Broadcast: 3

Coverage Summary:

Trucking Info covered the memo released by the Center for American Progress advocating the use of natural gas in heavy vehicles. The piece mentions Pickens' testimony urging the passage of the NAT GAS Act. Pickens' testimony was also discussed on the *Road Dog Trucking* station on Sirius radio yesterday.

Smart Money published the *Barron's* article on Pickens and Clean Energy Fuels on its website.

Highlighted Placements (Full Articles Below)

New Study Pushes Natural Gas Use in Heavy Trucks – *Trucking Info* – 4/16/10

T. Boone Pickens' Gassy Stock – *Smart Money* – 4/16/10

Print Placements (Full Articles Below)

T. Boone Pickens' New Minnesota Wind Project Hits Resistance – *Wind Power Monthly* – 4/16/10

Panel Approves Goodhue Wind Project – *Finance and Commerce* – 4/16/10

Blog/Online Placements (Full Articles Below)

Dallas Cabbies Win Restraining Order On Sending "Green" Taxis To Front Of Line At Love Field – *Dallas Morning News Blog* – 4/15/10

Oil-And-Gas Experts Debate Tax Incentives On Capitol Hill – *Smart Brief* – 4/15/10

HIGHLIGHTED COVERAGE

New Study Pushes Natural Gas Use in Heavy Trucks – *Trucking Info* – 4/16/10

The Center for American Progress released a memo Wednesday advocating the use of natural gas in heavy vehicles and incentives for making the switch, citing reduced oil use, investment in American energy sources, boosting energy independence and national security and cutting air pollution as positives.

The analysis coincided with a Wednesday testimony by energy magnate T. Boone Pickens, urging the passage of a bill that would offer incentives for the purchase of natural-gas trucks. Pickens was pushing for passage of H.R. 1835, The NAT GAS Act, which was introduced in the House of Representatives on April 1, 2009 and has 138 bipartisan cosponsors. The Senate version of this bill, S. 1408, was introduced on July 8, 2009 as a bipartisan bill by Senate Majority Leader Harry Reid and Senator Robert Menendez (D-NJ) and Senator Orrin Hatch (R-UT).

Pickens' main push toward natural gas is driven by the need to reduce our dependence on foreign oil.

The Diesel Technology Forum issued a statement speaking out against the study's claims.

"There is a reason today that diesel powers the overwhelming majority of the nation's commercial trucking, school and transit bus fleets," said Allen Schaeffer, executive director of the non-profit group. "Diesel's unmatched combination of availability, safety, energy efficiency and economical operation and performance have made it the technology of choice, but it will be the environmental performance and prospects for even greater energy efficiency that make it the technology of choice for the future."

The study said that by deploying 3.5 million natural gas vehicles by 2035, the country could save at least 1.2 million barrels of oil per day. The analysis also touts natural gas as the cleanest fossil fuel, claiming it produces up to 25 percent less carbon pollution than oil.

But the Clean Technology Forum said 2010 diesel engines have leveled the playing field with natural gas in terms of emissions of particulate matter and nitrogen oxides. According to the group, clean diesel produces near zero emissions, and the new generation of 2010 clean diesel trucks boost fuel efficiency by 4 to 6 percent.

"Clean diesel technology is delivering benefits today in the form of low cost of goods movement and transportation, with an ever-smaller climate and environmental footprint," said Schaeffer.

To see the complete analysis by the Center for American Progress, click [here](#).

T. Boone Pickens' Gassy Stock – *Smart Money* – 4/16/10

By Bill Alpert

T. BOONE PICKENS SAYS HE STARTED PROMOTING natural-gas- fueled vehicles back in 1988, hoping to boost the price of his company's natural gas. "I predicted I would do it within three years," says the 81-year-old tycoon.

After 22 years, he thinks it's finally happening. A Pickens-controlled company, Clean Energy Fuels, sells natural gas to trucks and buses at yearly volumes equivalent to 120 million gallons of gasoline. Shares of Clean Energy (CLNE: 19.36*, -0.80, -3.96%) have quadrupled within the past 12 months, to around 21. With America's natural gas currently cheaper than OPEC's diesel fuel, Pickens is optimistic that Congress will enact an energy bill that subsidizes the conversion of trucks to natural gas. He's lobbied politicians

and the public with his "Pickens Plan" for oil independence: generate electricity with wind and solar power plants, fuel vehicles with the natural gas supplied by the likes of Clean Energy Fuels.

Wall Street has already voted for the Pickens Plan. Clean Energy's \$1.3 billion stock-market capitalization values the yet unprofitable venture at 45 times the cash flow that analysts forecast for this year and 20 times the average forecast for 2011 -- about double the multiples of some rival companies. A jubilant end-zone dance like that seems premature. Natural gas clearly merits increased use as truck fuel, in place of the dirtier, more expensive, imported diesel. But after rising 50% since December, the stock price of Clean Energy more than discounts a potential boost in the generous government subsidies that have kept losses at the Seal Beach, Calif.-based enterprise from being even deeper than they are.

If large fleets of trucks eventually roll on natural gas, major oil and gas companies could step in without much trouble and compete away Clean Energy's gross margin -- which is five times the average for gasoline and diesel distributors. Shareholders can expect to get massively diluted, also. To build out its fueling infrastructure, Clean Energy has had a cash-sucking need for capital investment. Management awards itself piles of stock options. Warrants hanging over the company will dilute earnings almost 30%, including a wad that Pickens must exercise before 2012 or lose a profit of \$150 million. He can use the money: Most of his shares are pledged to a bank. Clean Energy investors should brace for that 30% haircut.

IN 1996, PICKENS RETIRED FROM his independent energy company, Mesa Petroleum, and from a swashbuckling career as a corporate raider. Since then, he's managed money with uneven results -- and been a generous donor to hospitals, universities and Republican candidates.

He also paid Mesa \$1.3 million in 1997 for two natural-gas fueling stations at the airports in Los Angeles and Phoenix. Those stations were the start of Clean Energy Fuels, which now counts more than 200 locations in 23 states. Another 50 stations are in the works, says Andrew Littlefair, who is the company's chief executive and a Pickens colleague since the days at Mesa.

Cities from Los Angeles to Atlantic City are deploying natural- gas-fueled trucks and buses. Commercial trucking fleets are testing the fuel at companies like UPS, Wal-Mart and AT&T. Those are good-sized markets. Municipalities use more than five billion gallons of diesel and gasoline a year to run heavy vehicles, while regional trucking fleets use an estimated 30 billion.

"People are finally figuring out that this thing can and will work," says Littlefair. "The story's not that complicated. It's a low-carbon fuel that's cheaper and works pretty well for the right vehicles."

For many frustrating years, Pickens argued that the right vehicles included cars. Among the 11 million vehicles now running on natural gas worldwide, there are over 60 models of car. Fiat sold more than 140,000 natural-gas-powered cars last year in Italy. But in the U.S., a paltry total of 130,000 vehicles use the fuel, few of them cars. Honda markets the only natural-gas car, the Civic GX, in California and New York.

Gasoline was always cheaper in the U.S. than in Europe. And now, America seems to have picked batteries to replace the gasoline in cars. Natural gas may help generate some of the electricity that powers plug-in electric cars, but the gas will get burned at power stations and the energy distributed through electric wires rather than fueling stations like Clean Energy's.

But 18-wheeler trucks can't run on today's batteries. Vehicles in the heavyweight classes known as Class 5 to Class 8 can carry the large fuel tanks required to cover meaningful miles on compressed natural gas (squeezed at 3,600 pounds per square inch) or liquid natural gas (cooled to minus 160 Celsius). So Pickens and Clean Energy have refined their sales pitch to target the 18-wheelers.

State and local governments were the first large customers. In California and Arizona, air quality concerns got government agencies interested in natural-gas-powered trucks. Compared with diesel, natural-gas engines produce much less nitrous oxide and particulate matter, and about 20% less greenhouse gas.

The container ports of Los Angeles and Long Beach, Calif., play host to about 500 gas-powered drayage trucks, which haul containers away from ships. Another 500 are being deployed now, with 160 more this summer. In less than two years, the number of states with some gas-fueled municipal trash trucks has risen from three to 11, and Clean Energy has contracts to fuel many of these government vehicles.

CEO Littlefair says that annual fuel consumption of the nation's buses is about 2.5 billion "gasoline gallon equivalents" (as they say in the alternative fuel business). Trash and recycling trucks use two billion GGEs. Airport vehicles, some 1.5 billion GGEs.

"We don't expect that every vehicle in the nation is going to run on natural gas," Littlefair says. "But we can deploy billions of gallons of natural gas into very targeted trucking fleets."

After a decade under Pickens ownership, Clean Energy came public in May 2007 by selling 10 million shares at 12 bucks a share. Most of the company's revenues come from selling fuel under contracts with fleet operators. Those sales rose from 75 million GGEs in 2007 to 101 million in 2009 -- about two-thirds compressed natural gas and one-third liquid -- to generate revenue of \$118 million in 2007 and \$132 million in 2009.

Falling natural-gas prices somewhat offset volume increases but help the larger cause of establishing gas as a cheaper fuel than gasoline and diesel. As crude-oil prices continue climbing, America keeps finding deeper and deeper reserves of natural gas in shale formations around the continent.

Natural-gas advocates like to sketch out the widening differential in fuel costs by charting the oil prices (in dollars per barrel) divided by gas prices (in dollars per million British thermal units). As the chart Cheaper Than OPEC shows, that ratio of oil-to-gas has gone from 11 to 23 this year. Says Littlefair: "That just speaks to the fact that there's a hell of a lot of natural gas."

At recent prices, liquid natural gas is available for about 48 cents per gasoline gallon equivalent. Even after adding compression and transportation costs, the stuff is significantly cheaper than diesel. Clean Energy's salespeople are using that cost advantage to pitch the fuel to the operators of commercial fleets whose trucks travel within regions of a few hundred miles. The truckers who carry goods regionally, from distribution hubs to retail stores, actually make up most of the trucking industry, says Littlefair. Each 18-wheeler uses 20,000 GGEs a year, so the Clean Energy chief is eager to expand pilot programs with fleet operators like Wal-Mart and the Phoenix-based Swift Transportation.

But to take advantage of cheap natural gas, a trucker has to spend an additional \$8,000 on each vehicle for modified tanks and engines. That initial hurdle has Clean Energy and its prospective customers looking for government help. Pickens and Clean Energy have spent heavily to persuade voters and legislators that natural gas vehicles deserve taxpayer subsidies.

The company poured \$19 million into a 2008 campaign on behalf of California Proposition 10, which proposed a state bond issue to pay for natural-gas conversions. Environmental groups argued against the proposal and voters rejected it decisively. "That was a bad idea," say Pickens now, of Prop 10. "The California people didn't want any more taxes and I don't blame them."

The natural-gas fuel business already enjoys substantial government benefits, as do the producers of other alternative fuels like ethanol. Clean Energy fattens its revenues with a federal excise-tax credit of 50 cents per gasoline gallon equivalent, as shown in the charts, Clean Energy Fuels. Even with that corporate entitlement, Clean Energy can't report a profit under generally accepted accounting principles: In 2008 it lost \$44 million, or 98 cents a share, and in 2009 it lost \$33 million, or 60 cents a share.

The company likes to adjust its reporting for the noncash expense of hedging gas prices in the futures markets and for its stock option awards (which totaled a fancy \$25 million in the past couple of years). Ignoring the derivative losses, but not the options expense, still left a loss of 26 cents a share for 2009. As shown in this page's lowest bar chart, the hole would be deeper still without Uncle Sam's credits.

As it happens, the alternative-fuel industry's tax credits expired in December. Congress was too busy, perhaps, fighting over health care. Pickens and Littlefair are confident that the credit will be renewed and made retroactive. More important to Clean Energy, however, is a separate proposal for government payments worth many thousands of dollars per truck for natural-gas conversion. Versions of such legislation have been floated in the House and Senate, with bipartisan sponsorship.

THE OBAMA ADMINISTRATION HASN'T said much about natural-gas vehicles, but the Clean Energy gents are optimistic that some sort of energy bill will make it through Congress this year, with natural-gas fuel incentives tucked somewhere inside. "I'm not selling Clean Energy Fuels," says Pickens, of his lobbying. "I'm selling 'Get off OPEC oil'....At least give me credit for that!"

"I don't need the government involved in it," says Littlefair. "But government support is important to make this happen faster than it would. The regional trucking market -- worth 30 billion gasoline gallon equivalents annually -- that's where tax credits on vehicles will help it move faster."

For now, Clean Energy's competitors are local jobbers who service truck fleets. If the Pickens Plan becomes reality, however, the little company might have to compete with the integrated oil companies and natural-gas utilities. Clean Energy has built a few liquid-natural-gas plants, but historically it bought most of its LNG from ExxonMobil (XOM) and Williams Gas Processing. Their gas refineries usually put their raw material through a liquid phase, anyway, in the course of removing heavier components like ethane and propane.

Littlefair says investors often ask worried questions about the barriers to entering his business. He reassures them that he has his own LNG plants, as well as contracts with the majors, like Exxon, and with the trucking fleets. Clean Energy is trying to partner with the truck stops, too. "Is there an ironclad barrier to entry? No," he acknowledges. "But put all that together and it gets you pretty far downfield."

Pickens and Littlefair have done an admirable job of hurdling obstacles in establishing natural gas as an alternative to dirty diesel imports from nations that hate us. At Clean Energy's recent stock price, however, a new investor won't get to enjoy much of the upside. Littlefair plans to use debt for some of his future capital needs, but new share issues are a certainty. If the company reports a profit, investors should brace for the sucker punch of Pickens' 15-million-share warrant exercise. After 15 years with little reward, he's got it coming. Well, good for him, but not very good for investors.

The Bottom Line

The stock has risen by more than 50% since December, more than pricing in the business' prospects. With dilution looming, the stock is likely to drop at least 30%.

PRINT COVERAGE

T. Boone Pickens' New Minnesota Wind Project Hits Resistance – *Wind Power Monthly* – 4/16/10

By Mark Anderson

US: Earlier this year, billionaire oilman T. Boone Pickens halved an order for 667 GE 1.5MW turbines when plans for his \$10 billion Texas wind project fell through. Now, 52 of those 334 orphaned machines are likely to find a home at a contentious community-based project in southern Minnesota.

The 78MW Goodhue project, pre-developed by Minnesota-based National Wind, was recently acquired by Mesa Wind -- a renewables arm of the Pickens empire. If all goes as planned, Mesa will finish the project this year under the name of the American Wind Alliance (AWA).

But the project has attracted strong resistance throughout the area. Local opponents have been forming groups to seek half-mile (0.8 km) turbine setbacks, close scrutiny of AWA's 30-page contract and a one-year moratorium on wind projects. Several reportedly contentious meetings have already been held and more are on regional dockets.

National Wind, a community developer with two prior projects and more than 200MW under its belt, remains involved with the Goodhue project and explains away any community resistance as so-called turbine envy.

"Some people might not necessarily get a turbine on their property and they don't want to look at their neighbours' turbines," says Erin Edholm, National Wind's communications director. "That's the issue, essentially."

But longtime advocates of community-based wind power see overall resistance to the Goodhue project as an increasing trend. "More and more projects are going to run into these problems," says long-time community-wind advocate Lisa Daniels, founder of Minnesota-based Windustry, a trade group that champions homegrown development.

"Many of the projects that could be hidden in distant cornfields have been built and all the low-hanging fruit has already been picked. That means finding best practices to integrate these projects into rural communities or in areas close to rural communities is increasingly important. Otherwise it pits neighbour against neighbour and that's no good for anybody."

Prior to Mesa's involvement, National Wind had been working to qualify Goodhue for Minnesota's Community-Based Energy Development (C-BED) law, which encourages utilities to award contracts to renewable-generation plant operators with at least 51% in-state project ownership and set a higher rate for power during the contract's first ten years.

Mesa Power executive Mark Ward says the project has a power purchase agreement with Minnesota-based Xcel Energy and that C-BED status has now been secured. "We've got more than 50% of the revenues over the lifetime of the project flowing to Minnesota investors, Minnesota-owned businesses," Ward says. "Our structure is not unlike any of the other C-BED projects in Minnesota."

The Minnesota Public Utilities Commission gave the Goodhue project its blessing last month. Meanwhile, Mesa and AWA continue to seek other homes for the remaining Pickens turbines - namely, pre-developed projects with power purchase agreements.

"We do have two other projects that we're developing in the US -- one in Missouri and one in Michigan," Ward says. "And then we have two to four projects that we're developing in Ontario, Canada. We continue to look at opportunities on a daily basis and we're being selective on projects that we think we can finance. And we're still looking for investors."

Panel Approves Goodhue Wind Project – Finance and Commerce – 4/16/10

By Bob Geiger

Decision brings out supporters, opponents

The Minnesota Public Utilities Commission (MPUC) on Thursday approved a certificate of need and draft site permit for the 78-megawatt Goodhue Wind project, overcoming requests for a contested case status from a group called Goodhue Wind Truth (GWT).

MPUC's unanimous decision gave the green light for the project's developers to create a draft turbine site map. The commission also granted a certificate of need for the energy, which Minneapolis-based Xcel Energy has contracted to purchase.

The St. Paul meeting, held before dozens of Goodhue County residents who support or own land included in the project, followed references to an ill-defined "wind turbine syndrome" from GWT and a spate of concerns about the project's size and impact.

MPUC members also settled complaints that the 12,000-acre project didn't really represent a local project by defining the project as beneficial to the entire state.

"If we try to put mileage boundaries on 'local,' and [those boundaries are] adopted, some areas of the state will never have a C-BED project," said Thomas Pugh, one of five MPUC commissioners, referring to Community-Based Energy Developments.

Minneapolis-based National Wind is developer of the Goodhue Wind project, which has fielded concerns from project opponents who complained that it would adversely impact property values, future land use, wildlife and snowmobile trails.

If completed as planned, the \$175 million project will include 52 wind turbines capable of generating 1.5 megawatts of power. National Wind is buying the turbines from Texas billionaire T. Boone Pickens, who originally planned to site the turbines in western Texas.

Carol Overland, GWT's Red Wing attorney, fought for contested case status that would have lengthened the process for the project and increased costs for both GWT and National Wind.

Preceding Goodhue Wind Truth's testimony on MPUC's Thursday agenda was a similarly titled group, Olmsted County Truth, which opposes permitting wind farms, saying they interrupt privacy and could cause health problems.

The Olmsted County Truth group opposes a 300-megawatt wind farm being built by Colorado-based wind energy developer RES-Americas.

Commissioner J. Dennis O'Brien said he is "concerned about push-back from people concerned about wind generators and transmission," and said the decision-making power belongs to state lawmakers, not the MPUC.

BLOG/ONLINE COVERAGE

Dallas Cabbies Win Restraining Order On Sending "Green" Taxis To Front Of Line At Love Field – Dallas Morning News Blog – 4/15/10

By Rudolph Bush

Earlier today, a large number of cabbies at Love Field won an important victory against City Hall when a judge granted them a temporary restraining order that basically says cabs that run on natural gas can't jump the line at Love Field.

In March, Mayor Tom Leppert and the rest of the City Council pushed forward an ordinance that gave compressed natural gas taxis the authority to go to the front of the passenger pick-up line at Love Field.

When it passed, the council chamber was packed with cabbies, most of whom own their own small business. They called the vote a sop to big cab companies and to the energy impresario T. Boone Pickens, a man who had visited the mayor and City Hall personally to push for favoring natural gas cabs.

The CNG cabs do run cleaner, and Dallas does have a serious clean air problem.

But cabbies wondered why they were the first on the hook for change and why the new ordinance wasn't phased in over time so they could have a chance to buy a CNG cab themselves.

This morning I spoke to a cabbie, Hajj Atef Abussad, who said his family has gone on food stamps since the ordinance took effect.

He said he sits at Love Field with his cab running for six hours at a stretch while he watches CNG cabs owned by big companies pick-up fare after fare.

It isn't fair, he said.

Oil-And-Gas Experts Debate Tax Incentives On Capitol Hill – Smart Brief – 4/15/10

The House Ways and Means Committee is exploring the use of tax policy as a tool for encouraging energy production in the wake of President Obama's proposed repeal of more than \$37 billion in tax provisions for the oil and gas industry. Industry advocates are lobbying against repealing these provisions, with oil tycoon T. Boone Pickens advocating for federal subsidies to convert the country's trucks and buses to natural gas. "Do not take money from this industry at a time when we're talking about getting off foreign oil," Pickens said. "If I was going to tax anything, I would tax foreign oil."

BROADCAST COVERAGE

1. Squawk Box

CNBC, National | DMA: 0

04/15/2010, 08:00 AM - 09:00 AM

[EC] 00:10:36 (guest is Apache Ceo Farris)... Mr. Farris, one of the conversations we've been having over the last several days is what to do is the national **energy** policy. We talked with **BoonePickens** yesterday about his plan and this morning someone from **National Petroleum And Refiners Association** said **Pickens** has the wrong idea and we shouldn't spend more time in terms of drilling for **naturalgas** or in terms of offering subsidies some of these 18-wheelers to get them to convert to **naturalgas**. What do you think? I drive a CNG vehicle I will tell you that I can say this without being parochial because only 29% of our revenues come from U.S. **Naturalgas** but this country whether we like it or not over longer period of time are going to use more cng. Argentina 26% of their vehicles use it. Egypt, 16%. Pakistan, 52%. **Naturalgas** with the abundance that we have in this country is the right solution for transportation and power. We have a lot of it. We ought to use it. Obviously we're still going to use **oil** and you're still looking for it. What's the president opened up? How do you view that? Depending on what side you're from, it was either a token amount or it was a huge move that probably is going to not endear him to environmentalists. Is it half as much as you would have liked open? Is it 100% of what you would have liked open? How much was left untouched? I think the most significant thing that President Obama did is recognized that we have to exploit our own energy sources. In terms of what that means, it's much more long-term in terms adding value and resources to the United States and one of the things that we do is we look for hydrocarbon basins where there are reserves and leverage our talent and resources to grow our economy. Was he throwing a bone to the right in trying to get them involved in energy legislation or was it a significant concession that he made in opening that stuff up? I think the significant concession is that his recognition that we have to use our own hydrocarbons. We'll have to see to the significance of the hydrocarbons in the area that he opened up. All right. 00:15:43

Keywords:Energy Acquisition: Apache; Mariner **Energy**; Devon; Phoenix; **BoonePickens**; National Petroleum and Refiners Association; President Barack Obama

Visuals:Apache off shore **oil** rig; Mariner **Energy** stock info

Speakers:Steven Farris, Apache Corp Chairman and CEO

Audience: 414,368 **Spot Cost:** \$3,242

2. The Lockridge Report

Road Dog Trucking (Sirius XM), National | DMA: 0

04/15/2010, 03:00 PM - 04:00 PM

00:34:00 T. Boone **Pickens**, he was on Capitol Hill yesterday ... I saw some of his testimony ...my first advice to **TBoonePickens** would be don't try and be a public speaker ... he has some interesting ideas including about the trucking industry . I'll tell you why he was there and what he said about the trucking industry when we return here Lockridge reports 00:35:59

00:38:00 I believe **T Boone Pickens** is a very very smart person .. he is 82 years old now ... the reason I think he's so smart he made a bazillion dollars in the **oil** business. Now since then, he has become a very big advocate for alternative energy. You may have read or seen on TV about the Pickens Plan ..He has frequently said that what we are seeing with the current **fuel** situation , oil use situation in the United States ... it's what he called the greatest transfer of wealth in human history .. he makes a very good point about that.. Yesterday he was before Congress and was urging the passage of a bill that would offer incentives for the purchase of **naturalgas** trucks , big rigs ... He said before the US House of Representatives Committee on Ways and Means and I am quoting here "The only way we can solve the OPEC oil threat is by replacing their expensive dirty **fuel** with cleaner, cheaper American **naturalgas** "**Pickens** is pushing for passage of a bill HR eighteen thirty five called Nat GAs Act which was introduced house back in April of last year and it has got 138 bipartisan supporters .There is also a senate version of the bill S1408 that was introduced in July of last year and is bipartisan bill as well by majority leader Harry Reid as well as S enator Robert Menendez Democrat of New Jersey as well as Republican Orrin Hatch ... 00:39:59

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

3. Dave Nemo

Road Dog Trucking (Sirius XM), National | DMA: 0

04/15/2010, 07:00 AM - 08:00 AM

00:30:00 Oil man turned alternative **energy** advocate **T. Boone Pickens** was on Capitol Hill Wednesday . He appeared before a House committee and he told lawmakers to pass legislation dramatically expanding the use of **naturalgas** as a fuel for heavy trucks as called for in House legislation . He says that if the bill is passed it will displace five percent of foreign diesel demand annually and 6 jobs will be created for every **naturalgas** big rig that's converted from diesel **fuel** . 00:31:59

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