

PickensPlan

T. Boone Pickens Media Coverage 5.13.10

Total of 31 Placements

Print: 12

Blog/Online: 9

Broadcast: 10

Coverage Summary:

Clean Energy Fuels CEO Andrew Littlefair was interviewed on *CNBC's Mad Money* to discuss natural gas as a fuel and the Kerry-Lieberman bill. The interview took place at the Port of Long Beach in California with natural gas trucks fueling up in the background. It can be viewed here: <http://www.cnbc.com/id/37107633>.

Several publications, including *Bloomberg*, *The Oklahoman* and *Earth2Tech*, quoted Pickens' statement in their coverage of the Kerry-Lieberman bill. Another blog, *The Reformed Broker*, highlighted the natural gas provision in the legislation and quoted Pickens' testimony before Congress on the number of jobs it could add to the economy. ANGA's statement on the legislation was also picked up by several outlets, including the *Financial Times* and the *National Journal's Energy & Environment Blog*.

The Oklahoman ran a profile piece on Pickens as part of Boone Pickens Appreciation Day in Oklahoma, where Pickens was recognized before a joint session of the state Senate and House. A video that includes clips from Pickens' speech, as well as comments from House Speaker Chris Benge can be viewed here: http://www.newsok.com/pickens-oil-plan-gains-ground/article/3460957?custom_click=lead_story_title

Ted Turner said he is a subscriber to the Pickens Plan during an interview on *CNN's The Situation Room*. The video of him discussing energy can be viewed here:
<http://www.cnn.com/video/#/video/bestoftv/2010/05/12/tsr.ted.turner.on.green.jobs.cnn?iref=videosearch>.

Highlighted Placements (Full Articles Below)

-  **Clean Energy CEO on New Climate Law** – *CNBC* – 5/12/10
-  **Senate Climate Proposal Would Boost Drilling, Cut CO2 (Update3)** – *Bloomberg* – 5/12/10
 - *BusinessWeek.com*
-  **Climate Change Bill Includes Incentives For Natural Gas Vehicles** – *The Oklahoman* – 5/13/10
-  **Senate Climate Bill: Greentech Reactions, Programs to Watch** – *Earth2Tech* – 5/12/10
-  **The Natural Gas Trucking Revolution Is Coming** – *The Reformed Broker* – 5/13/10
 - *Business Insider*
 - *Benzinga*
-  **Boone Pickens Honored For Contributions To Oklahoma** – *The Oklahoman* – 5/13/10

Notable Natural Gas Coverage (Full Articles Below)

-  **Nat Gas Industry Disappointed With Climate Bill** – *Financial Times* – 5/13/10
-  **Climate Bill Debuts To Mixed Reviews** – *National Journal's Energy & Environment Blog* – 5/12/10
-  **Kerry, Lieberman Roll Out Senate Climate Change, Energy Bill** – *Right Side News* – 5/12/10

Print Placements (Full Articles Below)

 **Boone Pickens Says He's Confident In Big 12** – *The Oklahoman* – 5/13/10

Blog/Online Placements (Full Articles Below)

 **Mixed Review Of U.S. Energy Proposal** – *UPI.com* – 5/13/10

 **Senate Climate and Energy Bill Unveiled** – *Sustainable Business* – 5/13/10

 **US Senators Present Long-Awaited Energy and Climate Bill** – *Energy Intelligence*
– 5/13/10

 **Climate Bill Details Unveiled: Emissions, Clean Coal, Transportation And Much
More At Stake** – *Autoblog* – 5/13/10

 **Broad Support for Climate Legislation** – *NRDC's Switchboard Blog* – 5/13/10

 **Ten Companies That Could Benefit from the Gulf Oil Spill** – *24/7 Wall Street* –
5/12/10

 **Leppert's Absence From Mayors' Meeting Produces Suburban DART Caucus** –
Dallas Morning News Blog – 5/12/10

 **AMR To Host Supply Chain Conference** – *Purcon* – 5/13/10

HIGHLIGHTED COVERAGE

Clean Energy CEO on New Climate Law – *CNBC* – 5/12/10

By Tom Brennan

It looks like Cramer owes T. Boone Pickens \$100.

The two men had made a bet on whether or not any meaningful legislation for natural gas would come out of Washington before Memorial Day. Cramer had said no, but just today Senators John Kerry (D-Mass.) and Joseph Lieberman (I-Conn.) introduced a new climate bill in which nat gas plays a part.

One big beneficiary of that law, called the American Power Act, would be Clean Energy Fuels [CLNE 17.37 0.55 (+3.27%)], a natural-gas fueling-station company. Clean Energy provides compressed and liquefied natural gas through its stations to vehicle fleets, whether 18-wheelers, garbage trucks or even services vans owned by AT&T [T 25.74 -0.08 (-0.31%)] and Verizon Communications [VZ 28.69 -0.01 (-0.03%)].

The company's CEO, Andrew Littlefair, told Cramer today, during an interview at the Port of Long Beach in California, that one provision in the bill both doubles and lengthens the incentives for 18-wheeler trucks that run on compressed or liquefied natural gas. Littlefair said the resultant payout for these trucks, and ultimately switching to natural gas, would be "inside one year."

"I really think it's going to really accelerate the business," Littlefair said.

The CEO said he knows the bill announced today will see many changes before it is passed, but even if legislators make cuts, "We think we're going to be in the final product."

“We’re told by [Senate Majority Leader] Harry Reid he wants an energy bill,” Littlefair said, “and I get that sense from the Senate.”

Regardless of the new law, though, or even the NAT GAS Act working its way through Congress right now, Clean Energy Fuels seems to be doing well. Littlefair today touted his company’s 56% year-over-year increase.

“We’re growing,” the CEO said.

Unfortunately for CLNE, its strong quarterly report got lost during the Dow’s 1,000-point plunge last Thursday. So if you missed it, check out Cramer’s full interview with Littlefair. Plus, find out why top-line revenues can be a bad way to judge this company and why Cramer calls CLNE “one of my favorite plays in this industry.”

Senate Climate Proposal Would Boost Drilling, Cut CO2 (Update3) – Bloomberg – 5/12/10

By Simon Lomax and Lisa Lerer

May 12 (Bloomberg) -- Senators John Kerry and Joseph Lieberman unveiled legislation today to expand offshore oil and natural-gas production, as well as reduce greenhouse-gas emissions by 17 percent this decade from 2005 levels.

The bill attempts to remake the nation’s energy sector amid widening political fallout over the growing oil slick in the Gulf of Mexico. It offers U.S. states financial incentives to open their coastlines to more drilling while steering the U.S. economy toward domestic energy sources that don’t produce the pollution that scientists have linked to climate change.

“This is going to change the face of American energy,” Kerry, a Massachusetts Democrat, said today at a press conference with the chief executives of power companies Duke Energy Corp. and FPL Group Inc. and Honeywell International Inc., which makes thermostats and energy-efficiency products.

The legislation aims to cut U.S. oil dependence on the Organization of Petroleum Exporting Countries 40 percent by 2030, according to a person familiar with the bill. It would meet its emission reduction goal by creating a market for pollution rights and setting maximum and minimum prices for government-issued pollution allowances.

Obama Backing

President Barack Obama endorsed the legislation, saying it would “put America on the path to a clean energy economy that will create American jobs.” He called on the Senate to pass the bill this year.

Duke’s James Rogers, FPL’s Lew Hay, Honeywell’s David Cote and the heads of two national environmental organizations appeared at the news conference with Kerry and Lieberman, a Connecticut independent.

While environmental groups have seized on the Gulf oil spill to press Congress to pass a global-warming bill this year, the April 20 explosion on a rig leased by BP Plc has set Kerry and Lieberman back, Kevin Book, a managing director at Washington-based policy analysis firm ClearView Energy Partners LLC, said in an e-mail today.

‘Political Toxin’

While offshore drilling “once greased the wheels of the grand bargain” between the energy industry and environmentalists over greenhouse gas limits in the U.S., it’s now “a political toxin,” Book said.

Kerry and Lieberman lost the bill's only Republican supporter, Senator Lindsey Graham of South Carolina, who said last week it is impossible to pass a climate-change bill without offshore drilling expansion. Graham initially withdrew his support to protest a Democratic plan to take up immigration legislation this year.

Graham said today that it would be difficult for "transformational" energy and climate legislation to garner bipartisan support. He pledged to review the bill closely.

Some Senate Democrats, including Florida's Bill Nelson and New Jersey's Frank Lautenberg, have said they'll oppose climate legislation that expands offshore drilling near coastal states.

"I start out with a bias against drilling and I intend to support that safety for my state," said Lautenberg.

The spill "upended everybody's strategies about working on energy reform this year," Sarah Binder, a congressional specialist at the Washington-based Brookings Institution, said in an interview. Kerry and Lieberman will find the loss of Graham "very hard to overcome," she said.

Pickens' Encouragement

Kerry touted the encouragement the pair have received from billionaire energy hedge fund manager T. Boone Pickens, whose proposal for fueling trucks with domestically produced natural gas instead of diesel refined from foreign oil is incorporated in the bill.

"Achieving energy security is not easy and I applaud their focus on a broad energy package," Pickens, chairman of Dallas-based BP Capital LLC, said in an e-mail.

A bill that promotes domestic energy sources "can help us get our economic mojo back," Duke's Rogers said at today's press conference.

Democrats from manufacturing states want to strengthen provisions designed to protect energy-intensive industries like paper and aluminum from foreign competition. “The bill needs to improve,” said Senator Sherrod Brown, a Democrat from Ohio.

‘Thousands of Jobs’

FPL would create “thousands and thousands of jobs” if Kerry and Lieberman’s legislation became law and put “renewables on a level playing field with other sources of energy that emit carbon,” Hay said.

Kerry, Lieberman and Graham joined last year to overhaul a bill that stalled in the Senate after it narrowly passed the House. The House bill would have regulated the emissions from almost every sector of the U.S. economy with a cap-and-trade program in which companies would buy and sell a declining number of pollution rights.

The new bill matches the House bill’s goal of cutting carbon dioxide and other greenhouse gases 17 percent below their 2005 level by 2020. Republicans and some Senate Democrats say that proposal would raise energy prices and cost jobs as the U.S. economy emerges from the worst recession in seven decades.

Emissions Trading

The Senate bill would set up an emission trading program for utilities starting in 2013. The utility sector would get free allowances as the program began, which would be phased out by 2030.

Kerry and Lieberman’s proposal would hand out 75 percent of the allowances to utility companies based on past carbon dioxide emissions and 25 percent on the basis of electricity sales, according to a summary of the bill.

Factories and other “industrial sources” would join the cap-and-trade program in 2016. They would also receive free allowances to shield them from higher costs.

The bill would set maximum and minimum prices for permits that each represent one metric ton of carbon dioxide. The floor would be \$12 per allowance and the ceiling would be \$25 in 2013. The floor and ceiling prices would rise over time.

The cash market for allowances and government-run sales of pollution rights would be mostly restricted to companies that own the 7,500 power plants and factories covered by the cap-and-trade program.

Oil refineries in the U.S. wouldn’t be required to buy pollution allowances in the carbon market. Instead, they would “purchase allowances at a fixed price” from the government.

‘Science Fiction’

The National Petrochemical and Refiners Association called the bill a work of “science fiction” that would “overtax and overregulate the domestic refining and petrochemical industry into extinction.”

Jack Gerard, chief executive officer of the American Petroleum Institute, said the trade group will study the measure before taking a position.

The Hague-based Royal Dutch Shell Plc commended Kerry and Lieberman in a statement, saying the plan boosts “home-grown energy, provides transparency for consumers and enables American refiners to compete against imports of diesel and gasoline.”

The bill includes \$54 billion in loan guarantees for nuclear plant construction and \$2 billion a year in funds for carbon-capture technology. It would block the U.S. Environmental Protection Agency from enforcing some greenhouse gas regulations that are planned under existing laws.

The measure will need “significant bipartisan cooperation” to pass, Senate Majority Leader Harry Reid, a Nevada Democrat, said today in an e-mail. Senate Republican Leader Mitch McConnell of Kentucky said in an e-mail he will oppose it.

“Whatever its intentions, this bill is little more than a job-killing national energy tax,” McConnell said.

Climate Change Bill Includes Incentives For Natural Gas Vehicles – *The Oklahoman* – 5/13/10

A long-awaited Senate energy bill to curb greenhouse gases was unveiled Wednesday with the support of President Barack Obama.

By Chris Casteel

WASHINGTON — A Senate climate bill that includes new costs for some carbon emissions and incentives for natural gas vehicles was unveiled Wednesday, though its prospects for passage are uncertain.

Sens. John Kerry, D-Mass., and Joe Lieberman, an independent from Connecticut, released their long-awaited legislation, saying it would reduce greenhouse gases without hurting consumers or businesses.

Kerry said the bill would "change our nation's energy policy from a national weakness into a national strength."

The bill would effectively charge utilities and other sectors for carbon emissions, with pollution allowances that could be traded in a limited price range. To make up for higher utility bills, low-income consumers would be given rebates and others would get tax credits. In the transportation sector, a new tax would be levied on fuel after it was refined.

Coastal states that allow offshore drilling would get to keep some of the revenue; they could also reject drilling within 75 miles of their coasts.

Incentives are included to encourage more nuclear power and clean-coal technology, along with alternative vehicles.

The bill also includes tax incentives to convert heavy trucks to natural gas and to manufacture trucks that would run on the fuel.

Texas energy investor T. Boone Pickens, who has been pushing legislation to encourage natural gas use for heavy vehicles, said Wednesday that he was looking forward to working with the senators on that aspect of their bill.

"Achieving energy security is not easy, and I applaud their focus on a broad energy package that includes replacing foreign oil-diesel-gasoline with cleaner, abundant domestic natural gas in America's heavy-duty vehicle fleets," Pickens said.

Sen. Jim Inhofe, R-Tulsa, who is Congress' leading skeptic that human activities are causing global warming, said the bill is no different than climate change bills he has worked against in the past.

Though the cap-and-trade mechanism is less extensive and less elaborate than the one in the House bill passed last year, Inhofe said it is "the same old cap-and-trade scheme that the Senate has defeated three times since 2003 ... Only now, along with paying skyrocketing electricity prices, consumers will pay a gas tax."

Inhofe said the bill was opposed by Republicans and Democrats and has "virtually no chance of passing the Senate."

President Barack Obama got behind the bill, saying it would "put America on the path to a clean energy economy."

Republican Sen. Lindsey Graham, of South Carolina, had been working with Kerry and Lieberman on the bill, but pulled out of the effort two weeks ago because he said Democratic leaders were more intent on passing immigration reform.

Kerry acknowledged that getting 60 votes in the 100-member Senate would be tough.

But, "despite Washington conventional wisdom, we are closer than ever to a breakthrough," he said, noting that 54 senators supported a climate change bill in the last Congress.

Senate Climate Bill: Greentech Reactions, Programs to Watch – *Earth2Tech* – 5/12/10

By Josie Garthwaite

After very much ado, Senators John Kerry and Joseph Lieberman on Wednesday unveiled their proposal for a climate and energy bill. Dubbed the American Power Act, or APA, the 987-page

bill represents a jumping-off point for debate in the Senate over regulations, government investments and incentive programs that could shape the market for green technologies for years to come.

The basic goal laid out in the draft is to reduce greenhouse gas emissions 17 percent below 2005 levels by 2020 and 83 percent by 2050. Venture capitalist John Doerr said today he deems the bill a “pragmatic framework” that will be “crucial to the success of American entrepreneurship.”

It has taken nearly eight months of negotiations with lawmakers and interest groups to get to this point, drawing tens of millions of dollars in lobbying efforts, and many hurdles remain for actual enactment of the comprehensive climate legislation. Senator Lindsey Graham, who originally joined forces with Kerry and Lieberman to draft the legislation but pulled back from the effort last week, said today he does not expect the Senate to act on the bill this year.

Here are five areas with implications for greentech innovators and startups to keep an eye on as the political wrangling runs its course.

Vehicles & Transportation

The Kerry-Lieberman proposal includes significant provisions for electric vehicle development, manufacturing and infrastructure. It calls for the Secretary of Transportation to create a “national transportation low-emission energy plan,” for identifying near- and long-term needs for vehicle charging infrastructure.

The bill also would establish a Clean Vehicle Technology Fund within the Treasury with the goal of enabling the EPA to provide grants for automakers and component suppliers to refurbish or expand factories for advanced technology vehicles. Grants could also be used to “support engineering integration of certain vehicles and components such as plug-in electric drive vehicles.”

David Vieau, President and CEO of A123 Systems, a Watertown, Mass.-based startup that’s backed by the Department of Energy and working on batteries for electric vehicles and grid

storage, praised the legislation, saying it, “holds one of the keys to meaningfully accelerate the transition to clean energy solutions for transportation and the grid.”

Texas oil baron and natural gas advocate T. Boone Pickens also praised the bill for its “focus on a broad energy package that includes replacing foreign oil/diesel/gasoline with cleaner, abundant domestic natural gas in America’s heavy duty fleets.” The proposal calls for tax incentives to convert fleets of trucks and heavy duty vehicles to natural gas vehicles.

In the larger scheme of greener transportation, the bill would require states and metropolitan planning organizations to develop targets and strategies for reducing emissions, and provide funding through the Department of Transportation to help finance approved programs — potentially a boon for companies working on services and systems for smarter, more efficient urban transit.

Renewable Energy

Among the highlights for renewable energy ventures is a proposal to establish a Clean Energy Technology Fund for development of energy technologies, and to increase the clean energy manufacturing tax credit by \$5 billion. Denise Bode, chief executive for the American Wind Energy Association, said the industry group is looking forward to enactment of a renewable electricity standard — which is not included in Kerry and Lieberman’s draft.

Utilities & the Smart Grid

Utilities including PG&E, National Grid and Exelon cheered what they see as protections for ratepayers in the legislation — “such as a firm price collar and free emissions allowances to local delivery companies,” as Exelon CEO John Rowe put it in a statement. PG&E chief executive Peter Darbee also suggested that if provisions in the bill go into law, it could serve as a green light for companies to invest in the innovations that so many cleantech startups are toiling away to produce. The bill, he said, “provides business with the incentives, clarity and support needed to spur investment in new technologies.”

Energy Efficiency

Not everyone shares the utilities' perspective that Kerry and Lieberman's proposal will protect consumers. The American Council for an Energy-Efficient Economy (ACEE) criticized the legislators for "gutting the energy efficiency provisions in their bill," which could mean unnecessary costs for consumers.

According to ACEEE Executive Director Steven Nadel, a pair of key provisions included in the House version of the climate bill have been either "dramatically reduced" or dropped altogether. He notes that the draft unveiled today provides less than a quarter of the emission allowances that would fund state energy efficiency programs under the House bill. And a requirement for natural gas utilities to use a portion of their free emission allowances to provide energy efficiency programs to customers did not make the cut in the Kerry-Lieberman proposal.

In addition, the Senators have proposed for consumers to get rebates through their energy bills (according to the bill summary: "two-thirds of revenues not dedicated to reducing our deficit are rebated back to consumers through energy bill discounts and direct rebates"). ACEEE believes the move will hide the costs of inefficiency and hamper conservation. "While we support consumer rebates to offset costs," said Nadel, "these rebates should be provided in other ways, rather than directly on energy bills." Ultimately, he said, the plan, "will result in only limited energy savings, and without these savings, costs to consumers will be higher."

The Valley of Death

Jonathan Wolfson, CEO and co-founder of Solazyme, an algae fuel developer that has a development deal with Chevron, commented in a statement that Kerry and Lieberman's plan, "will allow companies to continue to develop and bring to scale innovative, low carbon technologies."

By Joshua M. Brown

Yesterday, Senators Lieberman and Kerry introduced the American Power Act, also being referred to as the climate bill or the energy bill. The media is playing up the 'to drill or not to drill' angle but is missing the real story.

Buried in the proposed legislation is a provision that I feel could be nothing short of revolutionary for America, the natural gas trucking subsidy. There are 3 million 18 wheelers on the road right now, mostly running on diesel fuel. Converting that fleet to compressed or liquified natural gas would mobilize a brand new industry here in America.

We have a 200 year natural gas supply here in the United States. Getting the heavy transportation industry on nat gas should be priority number one. Tens of thousands of jobs could be created as stations are built out, transmission and infrastructure projects flourish and more nat gas drilling is necessitated.

According to T Boone Pickens, who testified before Congress in April, the legislation could result in 236,000 clean natural gas trucks on the roads and add 600,000 new green jobs to the economy. Pickens is talking his book, but that doesn't mean he's wrong.

The good news is that this bill doubles the subsidy for buyers of nat gas trucks to \$64,000. Combined with the \$1 per gallon difference between diesel and nat gas fuel, this brings the payback on buying a cng or lng truck down to a one year time frame. We're talking Tipping Point with those economics, not to mention the positive impact on the environment as nat gas burns cleaner. Then you add in the anti-terror support aspect because every truck running on domestic gas is one less truck feeding the middle east. This is a win-win-win.

Senator Kerry has been quoted as saying that he'd be happy to see the bill voted on by June or July. The natural gas industry would be extremely happy, especially if this tax credit makes the final cut.

Guys, don't screw this up...it could literally change the world.

Boone Pickens Honored For Contributions To Oklahoma – *The Oklahoman* – 5/13/10

T. Boone Pickens touts new federal energy bill Wednesday as he is honored by state for his efforts to strengthen Oklahoma.

By Jay F. Marks

Billionaire oilman T. Boone Pickens said it took more than money for him to begin exerting some influence with lawmakers for his plan to reduce the country's dependence on foreign oil.

He had to get Americans on board.

The Holdenville native, who was honored Wednesday by state officials, said some elements of his eponymous Pickens Plan were included in the energy legislation unveiled in Washington, D.C.

Pickens said the new energy bill includes incentives to encourage companies to convert their trucking fleets to run on compressed natural gas instead of diesel.

Switching 8 million heavy-duty trucks to CNG would halve the amount of oil the United States imports from the Middle East in seven years.

"That's exactly where I want to go," he said.

Energy future

Pickens introduced his plan to secure the country's energy future in July 2008. He since has spent \$62 million of his own money to promote it.

"I truly see it as a mission," he said.

Pickens said about 1.7 million people have signed up as supporters of the plan on his website.

He figured that number could swell to as many as 5 million counting spouses and voting-age children in those households, meaning he has an influential army at his back as he lobbies lawmakers in Washington.

Pickens said having those potential voters on his side opens more doors than his status as a rich oilman from Oklahoma.

"Now I'm a lot more important," he said. "Votes, as you know, are more important than money."

Pickens spoke Wednesday to a joint session of the state Senate and House, which recognized him for his efforts to build a better and stronger Oklahoma.

State officials declared Boone Pickens Appreciation Day in Oklahoma.

Senate President Pro Tempore Glenn Coffee said Pickens' legacy will be putting the country on a new energy path.

House Speaker Chris Benge called Pickens a visionary for laying out a plan to solve a problem the United States has been unable to address over the years.

"We have to find ways to use our own resources," he said.

NOTABLE NATURAL GAS COVERAGE

Nat Gas Industry Disappointed With Climate Bill – *Financial Times* – 5/13/10

By Sheila McNulty

US natural gas producers have been keeping their fingers crossed that the next energy bill out of Congress would include major incentives for the fuel. They were unhappy with the Waxman-Markey proposal for barely mentioning natural gas and have been in Washington ever since trying to get lawmakers to recognise the benefits of natural gas.

The American Petroleum Institute says it is still considering its view on Senators John Kerry and Joe Lieberman's draft bill. Refiners are unhappy, while the electric power industry has been broadly very supportive. But the natural gas industry already feels the plan is a disappointment. In the words of Regina Hopper, chief executive of America's Natural Gas Alliance:

“We appreciate the inclusion of language aimed at helping move toward the greater use of natural gas in merchant power generation and vehicles. While a useful starting point, we believe much more could be done right now to significantly reduce greenhouse gases and other pollutants by providing clean energy transition incentives to electric utilities as well.”

Meanwhile, the shale boom continues to attract foreign investors. The latest came this week, when two of Asia's most active investment funds agreed to spend close to \$1bn to acquire a landmark stake in a leading US producer of natural gas from shale rock, following a string of foreign investors in the production boom. Temasek, the Singapore state investment fund, and Hopu Investment Management, a Beijing-based firm, have agreed to buy \$600m of convertible preferred stock in New York-listed Chesapeake Energy. In recent years Chesapeake has done deals with Total of France, the UK's BP and Norway's StatoilHydro to help fund development of its fields. And even the US majors are getting interested, after decades of having favored global fields. Indeed, ExxonMobil hopes to complete in this second quarter a \$41bn deal to buy XTO, the shale gas specialist.

Yet it seems not everyone sees the benefits the industry is toting.

While investors continue to see gas as a key player in the US' energy future, lawmakers have not yet committed. Environmentalists question what the fracturing of rock underground is doing to groundwater and what the entire process does to air pollution. That is not to say there is not a growing recognition of the importance of gas in Congress - as individual Congressmen see production cropping up in their backyards, an increasing number of them have signalled their support.

On October 1, Congressman Tim Murphy and Congressman Dan Boren launched the Congressional Natural Gas Caucus to develop Congressional policy on the importance of gas in the nation's energy portfolio. More than 70 Congressmen have signed on. But that support has yet to translate into major incentives to grow the use of the fuel in the US.

Climate Bill Debuts To Mixed Reviews – *National Journal's Energy & Environment Blog* – 5/12/10

By Christopher Snow Hopkins

The climate bill unveiled earlier today by Sens. John Kerry, D-Mass., and Joe Lieberman, I/D-Conn., was intended to offer something for almost everyone. But reaction this afternoon was decidedly mixed.

Daniel J. Weiss, a senior fellow at the Center for American Progress, said today that the draft proposal is deficient in some ways, but nonetheless a monumental coup for advocates of clean energy. The bill may be larded with "egregious" subsidies for nuclear power plants, Weiss said, but "few bills designed to clear the Senate's 60-vote super majority requirement are perfect."

Frances Beinecke, president of the Natural Resources Defense Council, agreed with Weiss' assessment. He said the bill was marred by a handful of provisions -- including "financial incentives for states to allow more offshore drilling" -- but was "an important step toward passage of comprehensive clean energy and climate legislation."

But not everyone in the environmental community celebrated after the plan was released. Eric Pica, president of Friends of the Earth, was piqued by what he regarded as "polluter payouts."

"The bill described in these summaries would scrap crucial tools for solving the climate crisis while locking in billions in polluter payouts," he said. "It would be a step backward in the fight against climate disruption -- great for polluters, but bad for people and the planet."

Most major businesses and utilities welcomed the plan as a catalyst to investment in clean energy. David Crane, CEO of NRG Energy, said that the bill would clear up some of the the uncertainty plaguing investors and "call forth thousands more clean energy projects, right here at home." And Ralph Izzo, CEO of PSEG, one of the 10 largest electric utilities in the country, predicted the ascendancy of clean energy as a competitive alternative to fossil fuels. "A price on carbon will level the playing field," he said.

Along with nuclear energy, the natural gas industry will almost certainly be a winner should the bill pass. Kerry and Lieberman have included language designed to steer the country toward greater use of natural gas in vehicles and merchant power generation, which may prompt the industry to tap vast domestic reserves.

Natural gas has not figured as prominently in the debate over greenhouse gas emissions as the size of domestic reserves would seem to warrant. "It is now the established, scientific consensus that the United States has as much natural gas as Saudi Arabia has oil," said Regina Hopper, CEO of America's Natural Gas Alliance. "We are the envy of the world for this resource. It is time we put it to greater use for our nation's economy, environment and security."

Citing a lack of data, some prominent organizations have not yet staked out a position. R. Bruce Josten, executive vice president of the U.S. Chamber of Commerce, characterized the senators' climate bill as a "work in progress," possibly signaling his organization's intent to challenge

some of its provisions. Similarly, Jack Gerard, CEO of the American Petroleum Institute, said that "any assessment [of the proposal] would be guesswork at best" at this point.

But Gregory M. Scott, of the National Petrochemical and Refiners Association, did not mince words: "The draconian carbon reduction targets and timetables in this bill would trigger destructive change in America's economic climate. This would add billions of dollars in energy costs for American families and businesses, destroy the jobs of millions of American workers and make our nation more dependent on foreign energy sources."

"The true test lies ahead," said Eileen Claussen, president of the Pew Center on Global Climate Change. "We know that any successful effort in the U.S. Senate will require bipartisan support."

Kerry, Lieberman Roll Out Senate Climate Change, Energy Bill – *Right Side News* – 5/12/10

Sens. John Kerry (D-Mass.) and Joe Lieberman (I-Conn.) today rolled out a draft of the American Power Act, long-awaited climate and energy legislation developed with Sen. Lindsey Graham (R-S.C.). The 1,000-page-plus bill covers a variety of issues, from a mandatory cap on greenhouse gas (GHG) emissions to expanded nuclear power and boosts for carbon capture and sequestration.

"The path to 60 votes in the Senate has been long, but despite Washington conventional wisdom, we are closer than ever to a breakthrough," Sen. Kerry said at a press conference in Washington. "Two Congresses ago, we had 38 votes for energy and climate legislation. Last Congress we had 54 Senators prepared to vote yes. Now we're asking this Senate to hold a debate and insist on a vote again, with a fundamentally new policy approach that should secure bi-partisan support."

Sen. Graham, who had worked on the bill for months with his colleagues, recently stopped working with Kerry and Lieberman because there were indications that the Senate would take up the issue of immigration reform before climate change, a priority change Graham is opposed to. Graham may still support the climate change bill.

It is unclear whether the Senate will debate the bill later this spring or summer. Majority Leader Harry Reid (D-Nev.) told reporters on Tuesday that he planned to huddle with the six major committee leaders with jurisdiction over the issue after the Memorial Day recess to "take a look at what we need to do with energy this year."

Setting a Cap on Carbon

The 21-page section-by-section summary (PDF) shows that the bill will include 12 titles, many of which center around the creation of a cap-and-trade program to achieve a 17% reduction of carbon dioxide emissions from 2005 levels by 2020, 42% by 2030, and 83% by 2050.

States won't be allowed to participate in the program, and those states already involved in regional trading programs would be compensated. The bill also hands the federal Environmental Protection Agency authority over a number of new climate programs, but it essentially restricts its ability to regulate greenhouse gases under several sections of the Clean Air Act.

The bill only requires the largest sources of pollution to comply with reduction targets: those who produce more than 25,000 tons of carbon pollution annually. This means the program only focuses on 7,500 factories and power plants. The summary indicates that power plants will face the first carbon-emission restrictions, followed six years later by energy-intensive manufacturers.

Local distribution companies that service electric utilities and natural gas consumers can expect free allowances through 2029. The bill also includes a hard price collar for carbon, with an introductory floor set at \$12-increasing at 3% over inflation annually-and a ceiling set at \$25, which will increase by 5% over inflation.

Tax Incentives for Nuclear Power, CCS, Natural Gas

The draft, rife with tax credits for new nuclear power facilities, also calls for the Nuclear Regulatory Commission (NRC) to develop and implement procedures to expedite its issuance of

combined construction and operating licenses (COLs) for qualified new reactors. The bill would also increase funds for the federal nuclear loan guarantee program to \$54 billion from the current \$18.5 billion. This includes a measure to ensure that loan funds are returned to the program as quickly as possible.

The section-by-section summary does not delve into aspects of nuclear waste management, though it does indicate that the DOE would be called upon to strategically reduce the cost of nuclear reactor systems, including small-scale and modular reactors.

Under the bill, carbon capture and sequestration (CCS) technologies would get a boost with annual incentives of \$2 billion for research and development. It also provides incentives for the commercial deployment of 72 GW of carbon capture and sequestration, and it aims to set up a regulatory framework for CCS.

The summary says the bill would create a "level playing field for natural gas" in the power sector by "removing disincentives" for natural gas generation at merchant plants.

Reactions

Even before the bill was rolled out, reactions came pouring in.

"Legislation that creates certainty about the legal and regulatory framework around carbon dioxide emissions is needed to enable our customers to make fully informed investment decisions," Alstom U.S. Country President Pierre Gauthier said in a statement. "Such certainty is critical because investments to replace and retrofit ageing power plants and infrastructure are essential for security of supply as well as to tackle climate change. By acting to establish such a legal framework as soon as possible, the U.S. Congress can help stimulate the economy, create skilled jobs, and safeguard competitiveness."

America's Natural Gas Alliance (ANGA) hailed the bill for its inclusion of language that sought to help the "move" to greater use of natural gas in merchant power plants and in vehicles. "While a useful starting point, we believe much more could be done right now to significantly reduce

greenhouse gases and other pollutants by providing clean energy transition incentives to electric utilities as well," it said.

"As lawmakers continue to work on a constructive path forward, we urge them to take full advantage of the many benefits of our abundant domestic supply of natural gas. It is now the established, scientific consensus that the United States has as much natural gas as Saudi Arabia has oil. We are the envy of the world for this resource. It is time we put it to greater use for our nation's economy, environment and security."

PRINT COVERAGE

Boone Pickens Says He's Confident In Big 12 – *The Oklahoman* – 5/13/10

Oklahoma State mega-donor T. Boone Pickens was honored Wednesday by the governor and state legislature.

As usual, Pickens, who was in Oklahoma City for Boone Pickens Appreciation Day, found some time to talk about OSU athletics.

Pickens said he is not worried about rumblings of impending conference realignment. Some of the proposed moves could tear apart the Big 12 Conference.

Pickens said he likes the Big 12, but he is confident OSU will find a good home if the conference loses schools to other conferences.

"I'm not gonna say I'd rather be here or there," he said. "We're gonna wait and see what happens."

Oklahoma State athletic director Mike Holder and President Burns Hargis, who came to hear Pickens speak, expressed hope that the Big 12's current membership remains intact.

"Certainly, there's a lot of talk in the media, and that creates a lot of rumor and innuendo among all of the athletic directors and coaches," Holder said. "We're aware of it, but our position at OSU is that we're very happy to be in the Big 12. We believe in the future of the Big 12. We're all about trying to keep the Big 12 together."

Said Hargis: "I've heard every conceivable rumor. ... We're very committed to the Big 12."

The Big Ten is considering adding to its current 11 members to bring in additional television revenue and add a conference championship game. Commissioner Jim Delany this week sent an e-mail to Big Ten athletic directors to stamp out a rumor that the conference had offered spots to four schools, including Missouri and Nebraska of the Big 12.

"I can't tell you what's going to happen," Holder said. "I choose right now to be optimistic that we'll find a way to keep the (Big 12) together.

"Obviously, with the landscape the way it is right now, anything is possible."

BLOG/ONLINE COVERAGE

Mixed Review Of U.S. Energy Proposal – *UPI.com* – 5/13/10

WASHINGTON, May 13 (UPI) -- Major energy players lauded proposed U.S. legislation regarding greenhouse gas emissions, though critics said the measure is a disaster.

U.S. Sens. John Kerry, D-Mass., and Joe Lieberman, Ind-Conn., introduced an energy and climate bill intended to reduce foreign oil dependence and cut greenhouse gas emissions.

The bill outlines plans to cut carbon emissions by 83 percent of their 2005 levels by 2050 and reduce dependency on foreign oil.

Supermajor ConocoPhillips said it welcomed the Kerry-Lieberman measure introduced Wednesday on Capitol Hill, saying it was "pleased with the attention that has been given our key issues."

T. Boone Pickens, an oil magnate advocating foreign energy dependence, lent his support to the chorus of voices praising the proposal, saying he applauded the broad focus of the deal.

State leaders, however, say the proposed federal legislation would undermine environmental legislation they have in place while environmental groups complain the measure guts existing measures regarding environmental quality.

Kerry, however, said the measure puts the United States closer to energy security goals.

"This is a bill for energy independence after a devastating oil spill, a bill to hold polluters accountable, a bill for billions of dollars to create the next generation of jobs, and a bill to end America's addiction to foreign oil and protect the air our children breathe and the water they drink," he said.

Senate Climate and Energy Bill Unveiled – *Sustainable Business* – 5/13/10

US Senators John Kerry (D-Mass.) and Joe Lieberman (I-Conn.) released a 900-plus page "discussion draft" of a climate and energy bill yesterday, called The American Power Act.

Republican Lindsey Graham of South Carolina, who helped write the bill over the last few months, withdrew his support two weeks ago over immigration reform, and did not attend the unveiling of the bill.

However, representatives from the US power industry and oil and gas industries were on hand to show their support for the bill, which offers a laundry list of concessions in return for a cap-and-trade program on carbon emissions.

The bill offers little direct support for renewable power and does not include a renewable portfolio standard (RPS)(a.k.a. renewable electricity standard), which wind and solar power advocates say is needed to provide consistent, long-term support for project development.

The Waxman-Markey bill passed in the US House last summer includes a 15% RPS and an additional 5% in energy efficiency by 2020. It's possible that an RPS could be added to the Senate bill, if it moves forward--but that is far from guaranteed, as Congress has only 10 working weeks left before its August break and Wall Street reform and a Supreme Court confirmation are the highest priorities.

In-depth analysis of the bill will take time, but a breakdown of key aspects includes the following:

Emissions Reduction Target: 17% reduction in greenhouse gases emissions by 2020 and 83% by 2050 (identical to targets set in the Waxman-Markey). The bill regulates seven greenhouse gases, including carbon dioxide, methane, nitrous oxide, and more potent fluorinated gases.

Cap-and-Trade: A cap-and-trade program would go into effect for power plants in 2013, and large industrial factories would be included starting in 2016. Introductory floor and ceiling prices would be set for carbon emissions permits. Floor: \$12 (increasing at 3% over inflation annually); and ceiling: \$25 (increasing at 5% over inflation annually). Permits would be provided free by the government initially, gradually transitioning to a full auction by 2030.

The bill calls for auctions to take place within the existing Regional Greenhouse Gas Initiative, the Western Climate Initiative and the Mid-West Governors Accord.

Clean Energy Technology Fund: The bill calls for a new fund to promote new energy technology, though it offers few details on eligibility or funding levels. The bill also calls for an additional \$5 billion in funding for the 30% tax credits offered for renewable energy projects.

Nuclear incentives: The bill includes numerous expanded incentives for the nuclear power industry, including \$36 billion in new loan guarantees; 10% investment tax credit (convertible into a cash grant) for new power plants. (read good coverage on nuclear incentives [here](#))

Coal: The bill offers \$2 billion annually for so-called clean coal R&D and sets a goal of 72 gigawatts of Carbon Capture and Sequestration (CCS) deployment.

Oil and Gas: The bill attempts to deal with the controversial issue of coastal state revenue from offshore drilling, offering 37.5% of revenues to the state while the feds would collect 12.5%. The ongoing Gulf oil spill led to the inclusion of opt-out clauses for states to block drilling within 75 miles of the coastline. However, since oil in the Gulf spill has now spread as far as 130 miles, this buffer zone is no real protection.

Transportation Fuel: Producers and importers of refined fuels will not participate in the carbon market, but will purchase allowances at a fixed price from the allowance auction.

Natural Gas Vehicles: The bill includes several provisions from the "Nat Gas Act" supported by T. Boone Pickens including extension and expansion of tax credits for purchase of natural gas vehicles, and the creation of tax credit for capital expenditures on natural gas vehicle manufacturing facilities.

Trade Tariffs: In the event that no global agreement on climate change is reached, the bill requires imports from countries that have not taken action to limit emissions to pay a comparable amount at the border to avoid carbon leakage. The devil may be in the details here, as this could be a huge issue with developing nations and a difference in opinion as to what is "action to limit."

US Farmers: Farmers are exempt from the carbon pollution compliance obligations in the bill. It calls for the establishment of a domestic offset program to provide incentives for farmers to reduce emissions.

Consumer rebate: A summary of the bill provided by Senator Kerry's office says two-thirds of revenues not dedicated to reducing our deficit will be rebated back to consumers through energy bill discounts and direct rebates. However, its not clear where revenue would be generated in the early years before the transition to a full auction system. And everyone knows the deficit is large enough to eat up a significant amount of revenue.

The next few days are likely to make or break the success of this bill. The Obama administration said they will support it, but its not clear whether or not they will expend the political capital needed to win decisive votes.

Senate Majority Leader Harry Reid said last week he will wait to see what type of response the bill receives before deciding whether or not to bring it to the floor, or pursue a smaller energy bill.

Environmental groups seem to be split on the bill at this point, with big-name organizations praising it as a starting point for better legislation, and smaller organizations blasting it as a massive giveaway to entrenched corporate interests. Among the larger organizations are Ceres, Environment America, Environmental Defense Fund, Natural Resources Defense Council, The Nature Conservancy, Sierra Club, and the Union of Concerned Scientists (UCS).

UCS said the draft needs improvement in several key areas:

-  Including funding for reducing tropical deforestation, an important step for securing an international climate deal and one of the most cost-effective ways to reduce emissions.
-  Ensuring that a periodic review of climate science and technological advancements is enforceable and will lead to changes in policies aimed at reducing emissions if necessary.
-  Reducing the reliance on offsets, which would let polluters avoid cleaning up their own emissions for years.

 Adding a provision to establish a national oil savings plan to reduce U.S. dependence on oil and other petroleum products by 3 million barrels per day by 2020 and 7 million barrels per day by 2030, which is more than four times what the United States imports daily from the Persian Gulf.

 Including safeguards to ensure that wood, plants and agricultural residues from private lands are harvested sustainably and reduce overall carbon emissions.

 Limiting the excessive subsidies for nuclear power, rejecting provisions for expedited plant approval, and removing constraints on the Nuclear Regulatory Commission's ability to ensure that new plants are safe to operate.

 Increasing funding for states to invest in clean, home-grown renewable energy and energy efficiency programs.

A coalition of 200 environmental, peace, consumer, religious organizations and small businesses said the bill is "a taxpayer bailout of the nuclear power industry and other dirty energy interests that would be ineffective at addressing the climate crisis."

Michael Mariotte, executive director of the Nuclear Information and Resource Service, which coordinated the group's statement said: "This bill is just business-as-usual: taxpayer giveaways to giant nuclear and other energy corporations wrapped in the guise of doing something about our climate crisis. To call this a climate bill is greenwashing in the extreme. We need to direct our resources to the fastest, cheapest, cleanest and safest means of reducing carbon emissions?this bill does just the opposite."

Full text and summaries of the bill are available at the link below.

Website: kerry.senate.gov/americanpoweract/intro.cfm

US Senators Present Long-Awaited Energy and Climate Bill – *Energy Intelligence* – 5/13/10

Senators John Kerry and Joe Lieberman presented a long-awaited energy and climate bill on Wednesday that would require companies that account for more than 50% of energy-related greenhouse emissions to pay for and gradually reduce those emissions.

The bill -- dubbed "The American Power Act" -- would also expand offshore oil and gas drilling, and provide huge subsidies to the nuclear, coal and natural gas industries.

Publication of the bill comes after more than a year of negotiations. And just within the last few weeks, Kerry (D-Massachusetts) and Lieberman (I-Connecticut) suffered a major setback when their Republican colleague Lindsey Graham of South Carolina withdrew his collaboration.

The bill is also being presented in the wake of a huge oil spill in the Gulf of Mexico -- an event that could dramatically change energy politics in the US.

Kerry and Lieberman are determined to push forward with the legislation in the face of increasingly steep odds.

"There will be those who say this is the wrong political season," Kerry said on Wednesday. "Despite Washington conventional wisdom, we are closer than ever to a breakthrough," he argued.

Despite his departure from the negotiations, the bill retains many features that Graham had pressed for, including an expansion of offshore drilling, \$54 billion in loan guarantees for nuclear power plants, and \$2 billion a year for research into carbon capture from coal-fired power plants.

Estimates of the overall cost of the program will not be available from the Congressional Budget Office until June.

The bill would seek to reduce US emissions of greenhouse gases by setting up a cap-and-trade system that would encompass refineries, heavy industry and electric utilities. Initially there would be a price floor for carbon of \$12 per metric ton and a ceiling of \$25.

The offshore drilling provisions of the bill are likely to draw criticism both from advocates and opponents of exploration and production in US waters.

Coastal states would receive 37.5% of revenues from federal oil and gas leases but would be able to opt out of offshore drilling plans. Language inserted in the last few weeks would allow states to veto all drilling within 75 miles of their coast, even if a bordering state had approved drilling.

Michael Brune, executive director of the Sierra Club said his organization regretted that "bitter opposition from the dirty energy sources of the past like coal, oil and nuclear has watered down this proposal."

"Furthermore, this is no substitute for a moratorium on offshore drilling -- which is the only way that we can ensure that the kind of disaster we are experiencing in the Gulf does not happen again," he added.

One of the guiding principles for Kerry, Lieberman and the Obama White House was to pursue measures to reduce US dependence on imported oil.

"Our bill will create jobs and transform the American economy; make our country more energy independent, which in turn will strengthen our national security," said Lieberman.

Estimates from Senate staffers who wrote the bill suggest it would bring about a 40% reduction in US imports of crude and products by 2030. The US currently imports around 9-10 million barrels a day of crude oil and another 2-3 million barrels a day of refined products like gasoline and diesel.

The bill includes elements of the “Pickens Plan” promoted by billionaire oilman Boone Pickens - notably to create incentives to encourage the use of compressed natural gas as a fuel for trucks.

It also includes a controversial tariff to protect US industry against imports from countries that do not require their industries to reduce emissions of greenhouse gases.

Kerry and Lieberman have also tried to make sure that the new carbon market they envisage will not be manipulated by speculators. To that end, the bill limits participation in the emission allowances program to the largest 7,500 factories and power plants. It also restricts participants in the market to companies with an actual compliance obligation.

Initially, two-thirds of the revenues created by the carbon regime will be channeled back to families and after about 20 years all of the revenues will be returned to households.

Climate Bill Details Unveiled: Emissions, Clean Coal, Transportation And Much More At Stake – *Autoblog* – 5/13/10

By Eric Loveday

The so called Climate Bill, formally referred to as the American Power Act (read it [in PDF](#)), contains a wealth of information that could impact the environment, transportation, offshore drilling, clean coal and so much more. Senators John Kerry (D-MA) and Joseph Lieberman (I-CT) presented the bill yesterday with hopes of passing it by the end of the year. Reuters prepared a rundown of some emissions and transportation-related aspects contained in the bill:

¶ By 2020, carbon pollution will be reduced by 17 percent compared to 2005 levels. By 2050, an 80 percent reduction is slated.

¶ Offshore drilling is encouraged and expansion is expected throughout the mid-Atlantic states.

 Individual states could reject drilling, but any state that participates would get 37.5 percent of revenues from drilling to put towards protecting its coastline.

 Large corporations, those that emit more than 25,000 tons of carbon per year, will have until 2016 to reduce emissions coming from production facilities and will receive pollution permits to help offset the costs associated with complying to new standards.

 The U.S. government will spend \$2 billion a year for additional clean coal efforts.

 Consumers will receive rebates that help alleviate additional costs of moving away from fossil fuels and towards more expensive energy alternatives such as solar and wind power.

 \$54 billion in loan guarantees will be set aside for nuclear power generation.

 \$7 billion will go towards improving mass transit, constructing more efficient highway systems and additional investments in clean vehicle technologies.

 Incentives will be laid out for converting heavy-duty trucks from petroleum over to natural gas ([T. Boone Pickens is happy](#)).

It's unclear right now if the Senate will vote on the bill before the end of the year, given that the congressional schedule is quite full with other issues. Without a huge push from President Obama, the bill may have to wait, even though many Democratic senators would like to see the bill on the floor by the end of July. It's expected that the vote will be a close one and there's no expectations that the bill will pass without modifications. The rest of the world is closely watching the progress of this bill and many nations are expected to follow suit in an international push to put an end to global warming if America leads the way.

Broad Support for Climate Legislation – *NRDC's Switchboard Blog* – 5/13/10

By Pete Altman

An outpouring of support for climate legislation followed yesterday's introduction of legislative text by Senators Kerry and Lieberman. Here is a sample:

Alstom: "By acting to establish such a legal framework as soon as possible, the US Congress can help stimulate the economy, create skilled jobs, and safeguard competitiveness."

American Businesses For Clean Energy: "American businesses, large and small, are urging Congress to act in order to make the United States a world leader in clean energy technology, reduce our dependence on foreign energy sources, and create millions of new jobs.

Senators Kerry and Lieberman have worked diligently to craft a bill that will have bipartisan support. This is a critical moment in the legislative debate. Now, is the time for Senate leadership and its members to act."

BICEP: "America can no longer wait to solve these problems, which seriously threaten our economy, our security and our environment. Now is the time, with a large and growing bipartisan coalition from the business, national security, faith and environmental communities in place, to pass a strong bill that creates many thousands of clean energy jobs, puts our country on the path to energy independence and places a meaningful ceiling on carbon pollution."

Business Council for Sustainable Energy: "On behalf of the BCSE, I commend Senators Kerry and Lieberman for their commitment to addressing our nation's most crucial challenges--energy security, economic growth, and environmental sustainability. Given the proper regulatory certainty and long-term market signals, America's energy efficiency, renewable energy, and natural gas industries stand ready to reinvigorate our nation's manufacturing sector, firmly establish the US as the global leader in clean energy technologies, and put Americans to work."

Dow: "The certainty of a comprehensive, sustainable energy plan will allow manufacturing companies like Dow to make investments in clean energy that will power the American economy, foster innovation, optimize our domestic energy resources and allow the U.S. to capture the lead in the global clean energy market . . . Today the Senate begins a process of additional deliberation to produce final legislation. Dow will continue to support this process with the aim of passing a bill that garners bipartisan support that creates new jobs, improves our energy security, drives innovation and protects our environment."

Duke Energy: "Senators Kerry and Lieberman's energy bill will create jobs, protect electricity consumers, make our nation's energy supply more secure, and protect our environment. Their leadership – and the efforts of Senator Lindsey Graham to craft this legislation – is extraordinary. The legislation can help the U.S. get its economic "mojo" back."

DuPont: "DuPont applauds the leadership of Senators Kerry and Lieberman in taking an important step forward towards the enactment of clean energy and climate legislation that is environmentally effective and economically sustainable... We urge all senators to engage on this important issue."

Entergy: "Senators Kerry and Lieberman are to be commended for their leadership in introducing meaningful climate change legislation and, in doing so, helping the United States take a major step forward in solving the biggest challenge of our time. With vital assistance from Senator Graham, Senators Kerry and Lieberman have provided the Senate with an excellent proposal for a comprehensive legislative package that will reduce our country's greenhouse gas emissions."

Exelon: "We are pleased that the draft bill announced today by Senators Kerry and Lieberman proposes a system for putting a price on carbon, which will use market forces to reduce greenhouse gas emissions at the lowest possible cost ... We also believe a strong climate policy has the potential to improve our energy security, create lasting, well-paying jobs and ensure America has a leading role in the global clean energy industry."

FPL Group: "Senators Kerry and Lieberman deserve tremendous credit for crafting a proposal that would move the country in the right direction on energy and climate issues. After years of debate and half measures, the United States still lacks a long-term national energy strategy, leaving us behind other countries in building and exporting the clean energy economy of the future"

GE: "National energy policy must also drive the accelerated deployment of new technologies in the United States if America is to compete and win in the global race for clean energy technology leadership. China and Europe already have enacted robust clean energy policies that are powering technology investment and job creation. It's time for America to do the same."

NRG: "This framework puts America on a clear pathway to create a vibrant, innovative clean energy economy to lead the next great global industrial revolution. NRG's planned construction of new nuclear generation would employ 6,000 workers and drive billions of dollars in additional American business spend. When this bill becomes law, it will call forth thousands more clean energy projects, right here at home."

PNM Resources: "The triple challenge of creating new jobs, securing our energy supply and reducing carbon emissions deserves a comprehensive approach like the Kerry-Lieberman bill...The Kerry-Lieberman bill is an important and constructive step forward, and we hope the U.S. Senate can reach broad, bipartisan consensus on these significant issues."

Shell Oil: "We are pleased the senators engaged Shell, along with other energy companies and an array of environmental and business groups, in dialogue as the bill was developed. They have pursued an open and inclusive process and ensured that a range of views were taken into account."

PSEG: "In order for the U.S. to compete in this global economy, there needs to be a price on carbon. A price on carbon will level the playing field and give businesses the certainty they need to invest in the new energy economy."

We Can Lead: "Sound energy policies are our best hope towards reclaiming America's competitive mantle as leaders in this next wave of economic growth - while working on climate stability and energy security. Now is the time for action."

T. Boone Pickens: "Senators Kerry and Lieberman are to be commended for a plan that recognizes the economic and national security threat of our ever-increasing dependence on foreign oil, particularly OPEC oil ... The time to act is now."

US Climate Action Partnership: "This proposal sets the stage for the additional action required in the Senate to preserve and create American jobs, enhance our energy security and reduce emissions. Different stakeholders with disparate interests must now come together and work on a

bipartisan basis toward a common goal of building a clean-energy economy so that the United States can compete in the 21st century.”

Ten Companies That Could Benefit from the Gulf Oil Spill – 24/7 Wall Street – 5/12/10

By Paul Ausick

There's nothing like impending doom to focus the mind. And we may be seeing some of that as the efforts to clean-up the spewing oil from the explosion at the Macondo well owned and operated by BP plc (NYSE:BP). US Senators Kerry and Lieberman today introduced their climate bill, the American Power Act, for consideration in the Senate and it includes a number of proposal to reduce carbon emissions and develop US solutions in clean energy use. We wanted to review the potential benefits for several U.S. companies in different clean energy solutions: First Solar, Inc. (NASDAQ: FSLR), Ocean Power Technologies, Inc. (NASDAQ:OPTT), SunPower Corp. (NASDAQ: SPWRA), Energy Conversion Devices, Inc. (NASDAQ: ENER), GT Solar, Inc. (NASDAQ: SOLR), Real Goods Solar, Inc. (NASDAQ:RSOL), Zoltek Companies, Inc. (NASDAQ: ZOLT), FuelCell Energy, Inc. (NASDAQ: FCEL), Clean Energy Fuels Corp. (NASDAQ: CLNE), and American Superconductor Corp. (NASDAQ: AMSC).

The spreading oil slick in the Gulf of Mexico and its threat to the Gulf's fishing grounds put into sharp relief the thin line between the US demand for energy and the country's demand for food and a clean, safe environment. Those technologies and companies that reduce these threats could get a significant boost from the harm that the Gulf oil spill is wreaking on the environment.

Photovoltaic solar maker First Solar, Inc. (NASDAQ: FSLR) has battled oversupply and lower demand for the past year, but the company reported a stellar first quarter and its acquisition of NextLight Renewable Power gives it a solid backlog of projects going forward. The expected decline in demand from Germany resulting from a cut in the country's feed-in tariff is currently depressing solar makers' share prices, but that cut is not likely to have a severe or lasting impact on PV installations in Germany or the rest of Europe. First Solar is well-positioned to take advantage of a growing PV market.

Wave technology pioneer Ocean Power Technologies, Inc. (NASDAQ: OPTT) is currently building a 500-watt power-generating buoy with help from a grant from the US Department of Energy. The company's buoys harness wave action and convert it to electricity. Ocean Power is not the only company working on this technology, but it was the first and it is still the only publicly traded company in the business.

SunPower Corp. (NASDAQ: SPWRA) manufactures a variety of solar PV products using polysilicon wafers. The company has had its ups and downs in the past year, but is suffering now from margin compression and a pushing out of orders to the second half of the year. The company has been a solid low-cost provider of polysilicon-based PV solar devices and, even though it is struggling now, its future should brighten as demand for PV solar grows.

Energy Conversion Devices, Inc. (NASDAQ: ENER) is another thin-film solar PV maker that has fallen victim to delayed orders. The company is expecting to turn the corner later this year. All the solar companies face the difficult situation of reducing production costs while at the same time maintaining margins. If prices fall too fast as costs decline, margins get squeezed and that is what has happened to ECD and SunPower. But, like all other alternative energy companies, ECD could get a significant boost as public reaction to the oil spill could lead to the adoption of policies that support the development and installation of alt energy.

GT Solar, Inc. (NASDAQ: SOLR) builds the machines that solar PV makers use to produce wafers, cells, and modules. Its fortunes have followed the solar companies, but GT is working on new technology to reduce the cost of making raw polysilicon. As demand for solar panels grows, manufacturing capacity will grow right along with it, and that's good for GT.

For a company like Real Goods Solar, Inc. (NASDAQ: RSOL), which offers integration services to residential and commercial customers, the lower prices for PV solar and more generous support from government offer a chance to boost revenues and margins. The company even offers a pre-built solar home for \$95,000-\$120,000 in its most recent catalog. It may take a while for that idea to catch on, but offering turnkey solutions to consumers at a reasonable price is a good long-term strategy.

Zoltek Companies, Inc. (NASDAQ: ZOLT) participates in the expanding market for wind power generation, making the carbon fibers used in building wind turbines. Demand from the

company's largest company, and world's largest producer of advanced wind turbines, Vestas Systems of Denmark has picked up again and is expected to continue through the rest of this year.

FuelCell Energy, Inc. (NASDAQ:FCEL) uses of natural gas to power its fuel cells makes it attractive to businesses and utilities looking to boost renewable portfolio generation. The company just won a contract with the state of California to install 5.6 megawatts of fuel cell power plants at four state universities. The plants will use waste heat and water from electricity generation to heat swimming pools and irrigate landscaping.

For the past year or so, Clean Energy Fuels Corp. (NASDAQ: CLNE) and its founder, T. Boone Pickens, have been touting the advantages of natural gas as a transportation fuel. The company is building out a refueling infrastructure, a very risky proposition indeed. However, the low cost of natural gas, its seeming abundance, and the fact that natural gas reducing carbon emissions by about a third from gasoline all work in this company's favor. Plus, having Pickens out in front guarantees that Clean Fuels will get noticed.

American Superconductor Corp. (NASDAQ:AMSC) supplies wind turbine technology and control systems. The company recently increased its guidance for the rest of 2010 on revenues and margins. Because wind power is the alternative energy of choice in many parts of the world, American Semi is on a path to solid growth even beyond this year.

The opportunities in the alternative energy field vary, of course, but wind should continue to be strong and solar should strengthen as public demand for cleaner energy sources grows following the disaster in the Gulf. Whether or not these companies can seize the day will likely be on a case by case basis. Some have not performed well and some face continued pressures ahead. Maybe these companies have an edge for more projects similar to when oil was well above \$100.00 as raw cost comparisons may not be the only measurement ahead. Opportunity is there.

Leppert's Absence From Mayors' Meeting Produces Suburban DART Caucus – Dallas Morning News Blog – 5/12/10

By Rodger Jones

And that, in my opinion, is not a good thing. It creates the appearance of city vs. suburbs -- a polarized community on what's supposed to be a regional agency.

We have reported here that Irving Mayor Herb Gears has called a DART mayors' meeting to discuss the direction of the transit system. This week Gears wrote a guest column for this blog, and colleague Michael Lindenberger followed up with news that Leppert's not going.

Mayor Leppert cited a conflict. My reaction is a raised eyebrow.

Observations:

1) DART has found itself at a crossroads, and the Gears meeting is a response to that. It's clear that the mission has to be redefined to some degree, since the sales tax, long term, won't bring in money to do business as usual. Someone has to stoke up a robust conversation on what that new vision should be. It's a shame that Leppert won't be in on the start of that discussion.

2) Yes, as Michael points out, the cities name reps to the DART board, but those reps have the responsibility to run the agency, not re-imagine it. The most creative thinking will come externally, not from insiders. Other words, DART should be challenged. Organizations rarely challenge themselves to painful limits.

3) Any strong, successful move to push for new revenue sources needs a broad base of support. You can't agitate effectively if you can be branded an insider who just wants more money to spend.

4) Since Dallas outvotes the suburbs on the board 8-7, Leppert's absence makes it look like he doesn't want the city's voice to be suddenly just one among many. Dallas wouldn't have its typical DART posse, just a lone ranger.

5) The aura of defensiveness gives rise to the question of what Dallas might be defensive about. The second downtown line vs. Irving's Orange Line? What else?

6) Dallas has unmistakable sway over DART staff independent of the members of the board. Monday at City Hall, at Dallas City Council's Transportation Committee meeting, chair Linda Koop essentially told DART president/CEO Gary Thomas to go back to the drawing board on D2 options. He essentially said, "Yes, Ma'am." No individual DART board member would have that effect, and certainly no suburban voice. Last year, Leppert and Boone Pickens won the fight over whether DART would replace its fleet with diesel buses or those that run on Pickens' product, natural gas. In the face of fierce lobbying from these two, DART staff changed its recommendation from diesel to CNG. No suburban faction could have done that. Leppert's absence seems to be a way to preserve the city's advantage of the bully pulpit.

Is this fair? Harsh?

UPDATE: Chris Heinbaugh, chief of staff in the mayor's office, called to tell me I'm off base with this. He also sent this statement:

Our office was never approached on the availability of Mayor Leppert regarding the timing for a DART mayors summit. We were told of the meeting just a few weeks ago. The Mayor was already scheduled to be the keynote luncheon speaker for an event at the same time. That event has been on the schedule for quite a while and Mayor Leppert felt it would be inappropriate to cancel at the last minute.

AMR To Host Supply Chain Conference – Purcon – 5/13/10

People in supply chain jobs have been invited to a conference to discuss the issues affecting the sector.

The AMR Supply Chain Executive Conference 2010 will run from June 2nd - 4th at the Phoenician Resort & Spa in Scottsdale, Arizona.

Among the features of the event will be a keynote speech from energy activist and chairman of BP Capital Management T Boone Pickens.

The main focus of the conference will be the future of the supply chain industry and how emerging energy and physical infrastructure businesses deal with their surroundings.

Many other speakers will also be on hand, including Didier Chenneveau, chief supply chain officer of LGE and Richard A Lechner, vice-president of marketing communications, energy and environment at IBM.

In recent weeks, Supply Chain Consultants was recognised by the Inbound Logistics 100 list, which praised its excellent work in the sector.

BROADCAST COVERAGE

1. Mad Money (Rebroadcast)

CNBC, National | DMA: 0

05/12/2010, 11:00 PM - 12:00 AM

[CC] 00:36:03 Earlier today Senators Kerry and Lieberman rolled out a big new energy bill. The American Power Act. That includes huge incentives for using natural gas as a bridge fuel. Especially for 18-wheelers. As the bill doubles the subsidy for buying trucks that run on compressed or liquefied natural gas, cng, lng. While we're out here in Los Angeles, we wanted to check in with Clean Energy Fuels, CLNE, the California-based company that digs, builds, and operates natural gas fueling stations. Mainly to the kind of heavy-duty vehicles that would be subsidized by the new energy bill. Viewers of "Mad Money" know that the utilization of natural gas to fuel our nation's trucks is a huge opportunity. But many people have asked us how does it work? How do the filling stations do the job? That's why earlier today we went out to the company's largest natural gas station and got a chance to have Clean Energy Fuels' Ceo, Andrew Littlefair, help us understand this story. Take a look. This is the world's largest lng/cng truck stop. And I'm here to talk to Andrew Littlefair, who's the ceo of Clean Energy Fuels. Andrew. Jim, welcome to the port of Long Beach. Good to see you, partner. How have you been? It's pretty impressive, isn't it? I've got to tell you it's all different. Whuns you're seeing thank you recognize it's not a pipe dream. I think a lot of people who have not been to where I am probably think, well, this is some sort of martian fueling station, some space shot. -- right. These are trucks that haul tennis shoes and goods every day. Those are Kenworth freightliners. Macks. They're Class A trucks. This morning we got some news out of Washington which you and I have been waiting for and may have to owe **BoonePickens** some money. I think we might owe him 100 bucks. I didn't think it would be introduced before Memorial Day. Here we are. They call it' the American Power Act, but what it's really about, it's about coal, it's about nuclear, but there is a particular provision that would make it so that I think you would be finally, the term you used in the conference call, a no-brainer to buy trucks that would use this. Explain how that is. This bill that was introduced today we're very excited about and we support it, has a provision to double and lengthen the incentives for these kind of trucks. And what it does, Jim, is it helps - -It makes the payout on these trucks, switching to natural gas, inside one year. And I really think it's ing to really accelerate the business. We also know it's Washington. So this is not something that necessarily ends up on President Obama's desk. Within 15 minutes. That's right. We of course think that this is that's right. Right. Pretty non-controversial. Piece of the bill. And it has good bipartisan support, as you know. And so we'll see how this bill goes. There's a lot of work to be done. And it will take the next probably month, two months.00:39:26

Audience: 70,368 Spot Cost: \$791

2. Mad Money

CNBC, National | DMA: 0

05/12/2010, 06:00 PM - 07:00 PM

[EC] 00:35:44 Earlier today Senators Kerry and Lieberman rolled out a big new energy bill. The American Power Act. That includes huge incentives for using natural gas as a bridge fuel.

Especially for 18-wheelers. As the bill doubles the subsidy for buying trucks that run on compressed or liquefied natural gas, cng, lng. While we're out here in Los Angeles, we wanted to check in with Clean Energy Fuels, CLNE, the California-based company that digns, builds, and operates natural gas fueling stations. Mainly to the kind of heavy-duty vehicles that would be subsidized by the new energy bill. Viewers of "Mad Money" know that the utilization of natural gas to fuel our nation's trucks is a huge opportunity. But many people have asked us how does it work? How do the filling stations do the job? That's why earlier today we went out to the company's largest natural gas station and got a chance to have Clean Energy Fuels' Ceo, Andrew Littlefair, help us understand this story. Take a look. This is the world's largest lng/cng truck stop. And I'm here to talk to Andrew Littlefair, who's the ceo of Clean Energy Fuels. Andrew. Jim, welcome to the port of Long Beach. Good to see you, partner. How have you been? It's pretty impressive, isn't it? I've got to tell you it's all different. Whuns you're seeing thank you recognize it's not a pipe dream. I think a lot of people who have not been to where I am probably think, well, this is some sort of martian fueling station , some space shot. -- right. These are trucks that haul tennis shoes and goods every day. Those are Kenworth freightliners. Macks. They're Class A trucks. This morning we got some news out of Washington which you and I have been waiting for and may have to owe **BoonePickens** some money. I think we might owe him 100 bucks. I didn't think it would be introduced before Memorial Day. Here we are. They call it' the American Power Act, but what it's really about, it's about coal, it's about nuclear, but there is a particular provision that would make it so that I think you would be finally, the term you used in the conference call, a no-brainer to buy trucks that would use this. Explain how that is. This bill that was introduced today we're very excited about and we support it, has a provision t o double and lengthen the incentives for these kind of trucks. And what it does, Jim, is it helps - -It makes the payout on these trucks, switching to natural gas, inside one year. And I really think it's ing to really accelerate the business. We also know it's Washington. So this is not something that necessarily ends up on President Obama's desk. Within 15 minutes. That's right. We of course think that this is that's right. Right. Pretty non-controversial. Piece of the bill. And it has good bipartisan support, as you know. And so we'll see how this bill goes. There's a lot of work to be done. And it will take the next probably month, two months. 00:45:36

Keywords:TZ; Executive Decision 3: Sen. Kerry and Lieberman; American Power Act; **NaturalGas**; Bridge **Fuel**; CNG; LNG; CLNE; Kenworth Freight Liners; **BoonePickens**; President Obama; LAX; LaGuaria; Kennedy; Kenworth; Peter Bilk; Freight Liner; Mack; International Volvo; Exxon; XTO;

Visuals:Clean **Energy**, CLNE; LNG, CNG Truck Stop; **NaturalGas**; **NaturalGas** for Vehicles station;

Speakers:Andrew Littlefair, Clean **EnergyFuels** President and CEO;

Audience: 204,330 **Spot Cost:** \$1,991

3. The Situation Room

CNN, National | DMA: 0

05/12/2010, 06:00 PM - 07:00 PM

[EC] 00:24:27 I do. And I want to not just talk about clean, renewable energy, but to be involved with it personally, too. You think this legislation that Senator Kerry, Senator Lieberman want to get off the ground right now, that that's going to become the law of the land? I'd like to see something close to it. I think it's better that we get a good bill this year than maybe --It maybe won't be a perfect bill, but we can keep working to try and improve it if it turns out I needs to be. But, you know, a lot of environmentalists want something this year, because they're afraid after the November elections, the democrats could lose a lot of seats and there might not be the appetite for what you want after November. I think --I think that the kind of bill that I want, with **T. BoonePickens**, I'm a subscriber to the **Pickens'** Plan, I really believe this is a nonpartisan issue. I believe that the republicans really deep down, they want the jobs to be here in the United States, instead of in the Middle East, and they want us to have financial security, and they want to us create jobs here in America. This is --This is a nonpartisan, no-brain --No-brainer bill. Have you had some second thoughts or third thoughts about offshore oil drilling in the aftermath of what's happened in the gulf? Yes, I have. Hasn't everybody? Well, tell me where you stand on that right now. What should the president do? I don't --I don't like knocking the mountains down in West Virginia to make coal. I like mountains. And, besides, it's time to say good-bye to coal and to oil. I mean, they served us well for 200 years, but it's time to move on. It's like telephone booths. Aren't you glad you didn't invest in them?... 00:31:49

Keywords:TZ; Ted Turner: CNN founder; global warming; Southern Company; green jobs; climate change bill; John Kerry; Joe Lieberman; **BoonePickens**; offshore oil drilling; Obama Administration

Visuals:solar panels

Speakers:Ted Turner, Turner Enterprises Inc. chairman

[EC] 00:34:32 And one of the things I do is try and fight hunger, and people in America get hungry, so I decided to go in the restaurant business. You could go into it with a reasonably small investment, as small as you want to make, and I wanted to still keep working. I've worked all my life. And after I got let go, you know, I was let go on a restructuring, and so I really enjoy the restaurant business. I like to have happy customers. You're referring to when turner and time warner got together. Right. Turner broadcasting, time warner. At first they --They didn't phase me out until after they merged with AOL. So, I was with them the first three years. And we made budget and did well. So, it still hurts a little bit. Yeah, it hurts a little. But I'm not losing any sleep. Press on. You got to move on. And you got some new challenges that you're working on. Right now I'm trying to get rid of the nuclear weapons and trying to get the **energy** situation

redone with **BoonePickens** here in America. And trying to eliminate poverty and hunger at the U.N. , And so I got plenty to do. 00:42:32

Keywords: Ted Turner; CNN Founder; broadcast news merger; Internet; U.N.; Jane Fonda; Dan Rather; Peter Jennings; Tom Brokaw; Colin Powell; then-President George H.W. Bush; Time Warner; AOL; **BoonePickens**

Visuals: UNICEF logo; CNN 1991 Gulf War clip; Ted's restaurant sign, exteriors and interiors; ribbon cutting

Speakers: Ted Turner; Turner Enterprises Inc., chairman

Audience: 939,555 **Spot Cost:** \$10,145

4. World Report

CNN International, National | DMA: 0

05/12/2010, 09:00 PM - 10:00 PM

00:28:39 (interview with Ted Turner) I think --I think that the kind of bill that I want, with **T. BoonePickens**, I'm a subscriber to the **Pickens'** Plan, I really believe this is a nonpartisan issue. I believe that the republicans really deep down, they want the jobs to be here in the United States, instead of in the Middle East, and they want us to have financial security, and they want to us create jobs here in America. This is --This is a nonpartisan, no-brain --No-brainer bill. Have you had some second thoughts or third thoughts about offshore oil drilling in the aftermath of what's happened in the Gulf? Yes, I have. Hasn't everybody? Well, tell me where you stand on that right now. What should the president do?... 00:29:12

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

5. CSPAN-1 Schedule

CSPAN 1, National | DMA: 0

05/13/2010, 12:00 AM - 02:00 AM

[CC] 00:58:31 (speaker is Sen Kerry)... I like to call your attention to an article in the "Los Angeles Times" a couple of days ago. Battery makers story, about how they were forced to go to China because they could not find investment. They help build two plants in China, their original

hope was to build up in Michigan. They are now in Michigan because they have done so well in China. It is an example of the kind of thing we are talking about today. Joe and I would be delighted or any of our folks here. [Inaudible] who do you represent? [Inaudible] of very important question..... This bill incorporates by reference the **energy** bill that has been passed out of the **energy** committee. There are huge, very significant **energy** efficiency, alternative, renewable incentives in there, plus we have put additional alternative and renewable **energy** incentives into this bill. There is a certain increase in revenue here for alternative **energy**, for transportation --Getting people out of their cars --For electric cars, a very significant piece for electric cars. There's a significant automatic 50% reduction in emissions if you convert diesel trucks, particularly garbage trucks or big trucks in the local community, if you convert those to **naturalgas**. **T. BoonePickens** will be joining us next week for an event. He is supportive of this. And part of this embraces the **Pickens Plan--The Pickens Plan** which reduces opec dependency so it does all those things. Dependency. Major retrofitting component for homes, or buildings -- Buildings represent about 37% of greenhouse gas emissions and there were huge benefits in that....01:00:55

[CC] 01:02:07 Why are no oil companies here today? One C.E.O. is very busy dealing with what is going on in the Gulf, and the others have had board meetings. We have a number of executives who were not here today. General Electric wanted to be here. There ceo was scheduled to be here the last time. He cannot change a board meeting he has in California today. He is not here. The ceo of DOW Corning was going to be here, could not be here today. There are a number of executives who cannot be here today. Today is **T. BoonePickens** day in Oklahoma, so he agreed to come here next week and he will do the event with us next week. They are supportive and it will issue statements.01:06:59

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

6. CSPAN-3 Schedule

CSPAN 3, National | DMA: 0

05/13/2010, 02:00 AM - 04:00 AM

[CC] 00:22:08 (speaker is Sen Kerry)... I like to call your attention to an article in the "Los Angeles Times" a couple of days ago. Battery makers story, about how they were forced to go to China because they could not find investment. They help build two plants in China, their original hope was to build up in Michigan. They are now in Michigan because they have done so well in China. It is an example of the kind of thing we are talking about today. Joe and I would be delighted or any of our folks here. [Inaudible] who do you represent? [Inaudible] of very important question..... This bill incorporates by reference the **energy** bill that has been passed out of the **energy** committee. There are huge, very significant **energy** efficiency, alternative, renewable incentives in there, plus we have put additional alternative and renewable **energy** incentives into this bill. There is a certain increase in revenue here for alternative **energy**, for transportation --Getting people out of their cars --For electric cars, a very significant piece for

electric cars. There's a significant automatic 50% reduction in emissions if you convert diesel trucks, particularly garbage trucks or big trucks in the local community, if you convert those to **naturalgas**. **T. BoonePickens** will be joining us next week for an event. He is supportive of this. And part of this embraces the **Pickens Plan--The Pickens Plan** which reduces opec dependency so it does all those things. Dependency. Major retrofitting component for homes, or buildings -- Buildings represent about 37% of greenhouse gas emissions and there were huge benefits in that....00:24:01

[CC] 00:26:06 Why are no oil companies here today? One C.E.O. is very busy dealing with what is going on in the Gulf, and the others have had board meetings. We have a number of executives who were not here today. General Electric wanted to be here. There ceo was scheduled to be here the last time. He cannot change a board meeting he has in California today. He is not here. The ceo of DOW Corning was going to be here, could not be here today. There are a number of executives who cannot be here today. Today is **T. BoonePickens** day in Oklahoma, so he agreed to come here next week and he will do the event with us next week. They are supportive and it will issue statements.00:27:15

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

7. CSPAN-3 Schedule

CSPAN 3, National | DMA: 0

05/12/2010, 08:00 PM - 10:00 PM

[CC] 00:22:00 (speaker is Sen Kerry)... I like to call your attention to an article in the "Los Angeles Times" a couple of days ago. Battery makers story, about how they were forced to go to China because they could not find investment. They help build two plants in China, their original hope was to build up in Michigan. They are now in Michigan because they have done so well in China. It is an example of the kind of thing we are talking about today. Joe and I would be delighted or any of our folks here. [Inaudible] who do you represent? [Inaudible] of very important question..... This bill incorporates by reference the **energy** bill that has been passed out of the **energy** committee. There are huge, very significant **energy** efficiency, alternative, renewable incentives in there, plus we have put additional alternative and renewable **energy** incentives into this bill. There is a certain increase in revenue here for alternative **energy**, for transportation --Getting people out of their cars --For electric cars, a very significant piece for electric cars. There's a significant automatic 50% reduction in emissions if you convert diesel trucks, particularly garbage trucks or big trucks in the local community, if you convert those to **naturalgas**. **T. BoonePickens** will be joining us next week for an event. He is supportive of this. And part of this embraces the **Pickens Plan--The Pickens Plan** which reduces opec dependency so it does all those things.00:23:52

[CC] 00:25:58 ...Andrew liverus, the ceo of DOW corning was going to be here and he couldn't be here day and we have someone else speaking for the company. A number of executives --**T.**

BoonePickens couldn't be here today he wanted to be here today but today is **BoonePickens** day in Oklahoma [laughter] so he agreed to come here next week and do an event with us next week. We have a lot of people not here unfortunately but are supportive and will issue statements of support.00:27:07

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

8. CSPAN-3 Schedule

CSPAN 3, National | DMA: 0

05/12/2010, 04:00 PM - 06:00 PM

[CC] 01:32:23 (speaker is Sen Kerry)... I like to call your attention to an article in the "Los Angeles Times" a couple of days ago. Battery makers story, about how they were forced to go to China because they could not find investment. They help build two plants in China, their original hope was to build up in Michigan. They are now in Michigan because they have done so well in China. It is an example of the kind of thing we are talking about today. Joe and I would be delighted or any of our folks here. [Inaudible] who do you represent? [Inaudible] of very important question..... This bill incorporates by reference the **energy** bill that has been passed out of the **energy** committee. There are huge, very significant **energy** efficiency, alternative, renewable incentives in there, plus we have put additional alternative and renewable **energy** incentives into this bill. There is a certain increase in revenue here for alternative **energy**, for transportation --Getting people out of their cars --For electric cars, a very significant piece for electric cars. There's a significant automatic 50% reduction in emissions if you convert diesel trucks, particularly garbage trucks or big trucks in the local community, if you convert those to **naturalgas**. **T. BoonePickens** will be joining us next week for an event. He is supportive of this. And part of this embraces the **Pickens Plan--The Pickens Plan** which reduces opec dependency so it does all those things.01:34:04

[CC] 01:38:12 General Electric wanted to be here. I think they're putting out a statement today. He was scheduled to be here the last time. He couldn't change a board meeting he has in California today. He's not here. Andrew, the ceo of Dow Corning, was going to be here. He couldn't be here today. So we have someone else speaking for the company. But there are a number of executives, **T. BoonePickens** couldn't be here today. He was going to be but today is **BoonePickens** day in Oklahoma and so he agreed to come here next week and he will do an event with us next week. We have a lot of people who aren't here, unfortunately. But they are supportive and will issue statements of support.01:39:46

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

9. Imus In The Morning

Fox Business Network, National | DMA: 0

05/13/2010, 06:00 AM - 07:00 AM

[CC] 00:44:25 (guets is Douglas Brinkley)...For example, people I've talked to with those companies, are very, very, a the top, are mortified at BP's embarrassing of the whole industry now. You know, meanwhe, it is having huge political ramifications, here, your listeners might find it, we have higher gas prices potentially this summer, the cleanup bill is going to be just astronomical. And still no idea whether it will head west to Texas or get into the Gulf loop current and do damage in the Florida Keys and come up and affect Virginia and the Carolinas. Now, Obama has to do, I guess they are going to call it the big pause, will stop with exploration and drilling of new sites, and try and get a control on the existing ones. And do a spat of quick inspections so this summer for example, Shell was going to drill off of the anwr, arctic refuge in Alaska and will be frozen from doing that and it is so cold they can only drill in the summer and will lose the summer as people do commission reports and findings about what occurred and that could take months and may not have a decent report until the summer or fall. Imus: friend of mine said, when this became widely known the catastrophe happened and BP was responsible, a friend of mine said to me, another one of your rich friends screwing up the world. I said what are you talking about? He said, **BoonePickens**, I said, no. No. No. It is not **BoonePickens**. He is now up in Washington, the other day , he is lobbying still, saying I told you wind farms were the way to go! Imus: he's right, apparently. Yeah but this is going to just get so nasty, to the wildlife down there....00:48:32

Audience: N/A Spot Cost: N/A

10. Fox & Friends

Fox News Channel, National | DMA: 0

05/12/2010, 08:00 AM - 09:00 AM

[CC] 00:21:04 Gretchen: today Massachusetts Senator John Kerry and Connecticut Senator Joe Lieberman will unveil a new climate bill that will cut emissions by 17% and will promote more **energy** production. How is this possible? Senator Kerry is the chair of the Senate Foreign Relations Committee and joins us live from DC this morning. Good morning to you, senator. Good morning. Gretchen: so it's called the American Power Act. You're doing it in conjunction with Senator Joe Lieberman. Is it plausible that this can pass a climate bill can pass in America? It's an **energy** jobs bill more than anything. It's a bill that will increase America's **energy** independence for the first time in 30 years, we can actually reduce our foreign **oil** dependency by 50% and that's very significant. We're putting \$100 million a day into iran today. We believe we can change that with this bi by encouraging domestic **naturalgas** production, conversion to **naturalgas** vehicles, the **Pickens** plan to take big trucks and begin to put **naturalgas** engines in them. In addition, we reduce our gap with China and India and make America more competitive. We have the broadestase of business support for this in history. We have utilities, **oil** company,

major executives, big corporations in America, all believe we can do this and must do this and will create millions of jobs here at home in doing it. It's really good policy. Gretchen: one of the things you may need is a little bit of republican support. It appeared you had Senator Lindsey Graham in your back pocket, but now today he is saying, quote, that it's become impossible to pass this climate bill measure right now in light of immigration politics and the oil spill in the gulf of mexico. How do you respond? First of all, I respond by saying Lindsey Graham is in nobody's back pocket. He's a very independent thinker, he's a very smart guy....00:23:43

Audience: 1,673,946 **Spot Cost:** \$12,041