

# PickensPlan

## T. Boone Pickens Media Coverage 7.2.10

### Total of 5 Placements

- Print: 2
- Blog/Online: 3

### Coverage Summary:

ANGA spokesperson Dan Whitten is quoted in an *Oklahoman* piece on an Alabama man's journey to cross the country in a natural gas vehicle. Whitten discusses the benefits of using natural gas as a transportation fuel, pointing out that it provides us with a cleaner environment, better energy security and reduced reliance on foreign oil. The piece also notes that switching to natural gas has saved this businessman about \$20,000 a year in fuel costs.

### Notable Natural Gas Coverage (Full Articles Below)

- **Road Trip Along Route 66 Touts Benefits Of Natural Gas** – *The Oklahoman* – 7/2/10

### Print Placements (Full Articles Below)

- **Natural Gas Is Good For Texas And Environment** – *Corpus Christi Caller Times* – 7/2/10

### Blog/Online Placements (Full Articles Below)

- **Josh Fox, "Gasland" Creator, on the Hazards of Fracking** – *Texas Tribune* – 7/2/10
- **More Truck Fleets Tracking Emissions, But Long Road Ahead** – *Earth2Tech* – 7/1/10

- **Ocean Energy Helps To End Dependence On Fossil Fuels** – *Fort Lauderdale Science Examiner* – 7/1/10

## **NOTABLE NATURAL GAS COVERAGE**

### **Road Trip Along Route 66 Touts Benefits Of Natural Gas – *The Oklahoman* – 7/2/10**

By Jay F. Marks

Alabama homebuilder Mark McConville is turning his family vacation into a rolling celebration of compressed natural gas' potential as a transportation fuel.

They are driving cross-country along famed Route 66 with a caravan of CNG-fueled vehicles, led by McConville's restored red 1966 Pontiac GTO.

McConville stumbled on natural gas as an alternative to gasoline a couple of years ago when he was looking for a way to cut costs for his side business, an airport shuttle running three times a day between Atlanta and Birmingham, Ala.

He discovered CNG was the only viable alternative to gasoline. Making the switch has saved his company, The Airport Express, about \$20,000 a year in fuel costs.

"I'm where most of America is going to have to get eventually," he said about noon Thursday as his journey brought him into Oklahoma. "I'm just here early."

McConville and his touring entourage stopped in the Oklahoma City area Thursday night to show off the classic muscle car he rebuilt with longtime friend Keith Barfield. He also is accompanied by his wife and three daughters.

There was a celebration at Pops in Arcadia to mark their passage through the area on the way from Santa Monica, Calif., to Chicago.

The group also will stop this morning at Tulsa's historic Blue Dome before getting back on the road with an eye toward arriving in Chicago on Independence Day.

Dan Whitten, spokesman for America's Natural Gas Alliance, said he has been following McConville's journey via email updates.

He said the trip is a unique way to show the potential benefits of natural gas in transportation.

"From a practical standpoint, the idea of using natural to fuel our vehicles provides us with a cleaner environment, better energy security and reduced reliance on foreign oil," Whitten said. "We think it's great."

McConville said the trip has gone well so far, but it has taken a little longer than expected because of the attention it has been drawing.

He said people seem to be interested in talking about CNG. Supporters have been signing his 24-foot trailer, which he hopes to take on to Washington, D.C., once this road trip has come to an end.

"I wish I had some more time," he said.

McConville said that also would allow him to enjoy more of the sights along America's Mother Road, which he chose for his trip because of the Pixar movie "Cars." He estimated he has seen the animated favorite about 50 times, often without his children.

"It called me. The road calls me," he said.

McConville said he hopes his trip highlights the benefits of CNG and the need for increased infrastructure to make such trips possible.

McConville said it was difficult to get through Utah because of a lack of public fueling sites, but CNG enthusiasts there helped him refuel on the road. It is easy to transfer the pressurized gas between tanks, he said.

As an Alabama resident, McConville said he is worried about the impact of the ongoing oil spill plaguing the Gulf of Mexico.

He said that tragedy has provided an excellent opportunity to spread the word about natural gas as an alternative to oil.

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## PRINT COVERAGE

**Natural Gas Is Good For Texas And Environment** – *Corpus Christi Caller Times* – 7/2/10

By H. Swint Friday

CORPUS CHRISTI — We start to realize the potential real cost of oil to Americans as we watch video of oil spewing out of the busted pipe of the BP well and we see the devastating results of the massive oil slick now assaulting the Gulf Coast.

One only need look at the destruction of coastal habitat and wildlife to see that the current and potential environmental impact of oil. Its use in this country is substantial.

The environmental cost of oil aside, there are large economic costs to the U.S. to continue using oil as well. We are the world leader in oil consumption and oil imports, contributing a major portion to our ever growing trade deficit. The importation of two-thirds of the oil that we consume depletes the wealth of hardworking Americans and drives down our economy and the value of our currency further and further.

There are good and bad imports. A good import is one such as better technology or machinery that adds to the productive capacity of the country. A bad import is one that goes up in smoke upon its first use.

As troubling about the level of these imports is their origin. Nearly 35 percent of our imported oil comes from Venezuela, Nigeria, Angola and Iraq, all with security issues. Though the bulk comes from Canada, Mexico and Saudi Arabia, which are more dependable, all of these countries hold us hostage to this dependency and easily can wreck the budgets of American families and businesses through controls on exports to the U.S. market.

Natural gas is one source of energy that can greatly reduce our dependence on foreign oil while creating American jobs especially in Texas with its large proven reserves. According to the CIA World Factbook, we are the No. 2 producer and have the sixth largest reserves of natural gas in the world. In addition, unlike both coal and oil, natural gas is more environmentally friendly. We should be diligent to develop local production rather than shipping our energy in from distant points around the U.S. and the globe. My views, like that of famous oil and energy tycoon, T. Boone Pickens' views on oil has evolved over the past decade as the implications of our oil consumption to national security, national wealth and the environment has become so apparent. Pickens has become a strong advocate of both wind energy and natural gas as viable substitutes for our oil dependence. Also, in the spirit of full disclosure, both I and T. Boone Pickens derive a significant portion of our vastly different incomes from natural gas production.

Despite our large reserves, we are behind many countries around the world especially in Asia that already have made steps in transitioning significant portions of their commercial fleets including public transportation and taxis to natural gas. A primary motivation for this transition was to tame the terrible air pollution that afflicted their rapidly growing cities. But, the result is far less dependence on imported oil for these countries.

If we are to protect our national wealth for generations to come, we need to get serious about our ballooning trade deficit, national debt and national budget deficit. One way to do this is to implement an energy policy that promotes the elimination of energy imports while expanding the domestic production of all types of environmentally friendly alternatives. This will put money and purchasing power back in the pockets of American families.

H. Swint Friday is a professor of finance at Texas A&M University-Corpus Christi. He has a doctorate in finance and a master's in economics from Florida State University

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## **BLOG/ONLINE COVERAGE**

**Josh Fox, "Gasland" Creator, on the Hazards of Fracking** – *Texas Tribune* – 7/2/10

By Kate Galbraith

Josh Fox is angry. A few years ago, he received a note in the mail saying he could lease his family's land in Pennsylvania for about \$100,000 to natural gas companies. Soon, he discovered that some drinking water in a nearby town had been contaminated, and that people around the country with gas operations in their backyards were getting sick and scared, amid a boom in drilling.

So he set off on a cross-country journey to drilling hubs like Wyoming, Colorado and, of course, Texas, home to the Barnett Shale near Fort Worth, "one of the first places this all started." The result is a film called *Gasland*, which premiered last week on the HBO network, and won an award at last year's Sundance film festival. In Texas and elsewhere, Fox found "just heartbreaking stories of people just losing their ability to be in their home because of the industrialization process that was all around them," he says.

The drilling surge reflects an increased appetite for natural gas, a fuel used heavily in generating electricity. Natural gas accounts for 42 percent of Texas's electricity generation, and 23 percent of electricity use in the rest of the country. A recent MIT study projected that the use of natural gas would "increase dramatically" in the coming decades. Meanwhile, T. Boone Pickens and others are promoting it as a fuel for cars.

The popularity of natural gas stems from its domestic production — an answer to the worries about dependence on foreign oil — along with its relatively low greenhouse gas emissions and cost. New drilling techniques have vastly expanded the country's usable supplies of gas and brought prices down. The process — called "hydraulic fracturing," or fracking — involves blasting a mix of water and chemicals into the ground, to break up shale rocks far below and force out trapped gas.

But fracking can contaminate drinking water, Fox and others assert, and the process is exempted from federal regulations like the Safe Drinking Water Act. He says he spent about a month total in Texas, over several different trips, during which he visited Andrews, Meridian and Fort Worth, as well as Robertson and Freestone counties.

"It was devastating to drive around Fort Worth and have Don Young [of the website Fort Worth CanDo] say to me, 'This was a park kids used to play in, now it's a gas well. This was best drive-in theater in Fort Worth, now it's a gas well,'" Fox says. A clip with Young should appear in the extras on the DVD.

Another Texan Fox came across in April 2009 was Al Armendariz. Back then, Armendariz was a professor at Southern Methodist University who had just done a study showing that the 10,000 wells in the Fort Worth area produced more emissions than the city's entire passenger car fleet.

"The TCEQ [Texas Commission on Environmental Quality] had no idea how many gas wells were being put in and were on the ground around the city of Fort Worth," Armendariz says in the film.

These days, Armendariz heads the regional office of the Environmental Protection Agency that covers Texas. He has essentially declared war on what he sees as the laxity of Texas air-pollution regulators.

"He's on this — he's doing a great job," says Fox, who noted that Armendariz showed up for one of the film's screenings in Fort Worth (it has also screened in Denton).

The Environmental Protection Agency is holding hearings on hydraulic fracturing around the nation — including one on July 8th in Fort Worth.

For Fox, the oil spill in the Gulf carries as an "eerie feeling of deja vu." Blowouts happen in gas drilling too, and the tussle between the oil companies and their regulators "felt like a very similar

kind of story in terms of the power of extractive energy — fossil fuel energy — to lobby Congress to get out of our safeguards." In addition, "the proprietary nature of the dispersant that they're using in the Gulf [is a] very similar case to the proprietary nature of fracking fluid."

"When you see people like T. Boone Pickens out there saying, or even John Kerry saying natural gas is the solution to the oil spill, this to me is total insanity," Fox says.

So what is the solution? Fox argues that renewable energy sources like wind turbines and solar panels, as well as energy conservation and "smart-grid" projects, will go a long way toward getting us off gas. He found it refreshing to drive from the gas fields of Andrews, Texas — where signs pockmarked with bullet holes warned of poisonous gases — and come across some of the mammoth wind turbines of west Texas, which are shown at the end of the film as the credits roll.

"People say they're ugly," he says, "but I don't think they're ugly, and certainly not anywhere near as ugly as way the oil and gas fields look."

As for the response to the film, Fox describes it as "absolutely amazing."

"People are seeing how industry was completely deregulated," he says. "Safe Drinking Water exemption, Clean Water Act exemption, Clean Air Act exemption, Superfund exemption. And they're seeing who was behind that — Dick Cheney, George Bush, Republican Congress, Joe Barton of Texas. The Energy Task Force — Ken Lay was on that task force. So a familiar cast of characters, familiar stories."

In a few weeks, Gasland will launch a national registry on its website, for testimonials (which now are appearing on the Facebook page). Meanwhile, he is advocating for a five-year moratorium on gas drilling, leasing. More realistically, he wants Congress to take action and pass a bill called the Frac Act, to revoke the exemption for fracking from the Safe Drinking Water Act. The EPA is currently studying the issue.

"Once you've contaminated an aquifer," Fox says, "you can't go back."

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## **More Truck Fleets Tracking Emissions, But Long Road Ahead – *Earth2Tech* – 7/1/10**

By Josie Garthwaite

Nearly half of all truck fleets are measuring their emissions, according to a new industry survey from the fleet management and leasing services company PHH Arval. So is the glass half empty or half full?

On the gloomy side, having just 49 percent of truck fleets tracking emissions leaves a whole lot of trucks on the road spewing greenhouse gases and other pollutants without the most basic tool for emission reduction in place: measurement. As the adage reminds us, you can't manage what you don't measure.

From a more optimistic perspective, however, more and more fleet managers are starting to pay attention to what's coming out of their vehicles' tailpipes (often by tracking fuel data), and cost barriers are slowly beginning to drop. According to PHH, 40 percent of respondents said they were measuring their emissions in 2009, and just 28 percent of fleets surveyed had taken this step when the firm started asking about it back in 2008. When it comes to cost, the number of respondents identifying cost as a barrier has dropped slightly to 42 percent this year, from 46 percent in 2008.

As for the companies hoping to supply fleets with electric, plug-in hybrid, diesel hybrid, biodiesel and other alternative fuel vehicles (such as Smith Electric Vehicles, working on electric trucks for commercial fleets), PHH found fleets remain quite cautious about adopting these technologies. Even compressed natural gas (CNG) — advocated by energy baron T. Boone Pickens as the way to go for commercial fleet vehicles, heavy-duty trucks, and just about “any vehicle which returns to the ‘barn each night where refueling is a simple matter” — faces hurdles for integration into fleets. According to PHH, “Conventional gasoline hybrids had the most acceptance, with every other technology trailing significantly.”

Other factors besides refueling will likely have to be sorted out in order for fleet managers to warm up to next-gen vehicles, notably costs and confidence in the long-term performance of new technologies. As Smith Electric Vehicles CEO Bryan Hansel has explained to us, Smith needs “advocates, not customers” at this point — fleets that foresee long-term benefits of electric vehicles (lower maintenance costs, stable fuel prices), but realize “there’s a distance to travel to get there.” If a glitch comes up, he wants the early adopters to help Smith solve the problem rather than saying, “This isn’t a diesel truck, take it back.”

That said, as much as 68 percent of fleet managers in PHH Arval’s survey said they do have an “environmental goal” for their fleets. Plenty of companies are hoping to help them meet those goals without taking the leap with a new fuel or powertrain. For example, 7-year-old GreenRoad Technologies offers a tool for improving driver behavior through real-time feedback. Eric Weiss, the company’s marketing chief, told me earlier this year that the system had been installed in “two of the country’s largest truck fleets, primarily because of fuel saving.”

For some time to come, these types of tools may be the best bet for reducing truck fleet emissions, as Today’s Trucking notes fleets increasingly are “focusing on driver behavior as a way to reduce emissions,” commonly seeking to teach drivers about the links between behavior and fuel economy. Changing driver habits is a fine place to start — it’s low hanging fruit that can deliver up to 15 percent savings in fuel consumption, and it might as well be picked. But this doesn’t go far enough by a long shot for the transportation sector, which has been the fastest-growing source of greenhouse gas emissions in the country since 1990, and also one of the largest.

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**Ocean Energy Helps To End Dependence On Fossil Fuels – Fort Lauderdale Science Examiner – 7/1/10**

By Thomas Myers

After my previous article about ocean energy, I contacted the Center for Ocean Energy Technology at Florida Atlantic University (COETFAU) and requested more information. I was eager to read the reply from Howard P. Hanson, who is the Professor of Geosciences, C. E. Schmidt College of Science Scientific Director at COETFAU. Having sent a series of questions regarding ocean energy, or marine renewable energy, his response was most informative and while his enthusiasm may have been guarded, he seemed quite optimistic.

To start, there are reports circulating that claim that 10 to 50 percent of the world's population would reap the rewards of marine renewable energy. Professor Hanson quickly dispels this stating that it is the type of "hyperbole that people have used to sell the idea of marine renewable energy to uncritical audiences." I confess that I did, in fact, get these figures from a presentation by the Chicago Kent College of Law and that the presentation was exactly the type of hyperbole that Professor Hanson describes.

As the price of oil goes up, toxic crude gushes from the ocean floor, and exhaust pipes spew unpleasant gases into our breathing air, unquestionably detracting from our quality of life, and arguably causing global warming, it becomes prudent to find safer, cleaner, and environmentally sound forms of energy. "Because most electricity is generated from coal, natural gas, or nuclear plants, marine renewable energy won't be replacing petroleum directly. To the extent that it could free up natural gas for use in transportation, though, it could have an impact. (This is the same argument used by T. Boone Pickens for wind power.)"

This is perhaps not as enthusiastic as we may hope, but it is certainly a start. Professor Hanson suggests that in South East Florida, marine energy plants could eliminate the need for two or three plants, such as the Turkey Point plant, a nuclear power plant. While nuclear power is considered a clean energy, there are sufficient concerns about nuclear power that have been addressed in enough articles that I need not enumerate them here.

Also, Professor Hanson points out that ocean energy, since it would be generated along the coasts, it wouldn't be very helpful inland. He says that there is research to make marine renewable energy portable, such forms being the likes of hydrogen or ammonia, "but implementation of that is decades away." This having been said, if we can eliminate the need for potentially dangerous power plants that rely on nuclear fission or fusion, or rely upon the combustion of natural gases, at least along the coast, it would free up those resources for other uses.

The biggest reason to use marine renewable energy is reliability. "The resource itself is quite reliable. Nothing, for example, is going to stop the Florida Current, or the waves on the west coast, or the tides." This means power outages would be restricted to human error and equipment failure since there is no foreseeable limit to the ocean as a resource. Unfortunately, ocean energy may take a bit longer to develop than other renewable forms of energy. "In a way, those of us involved in marine renewable energy R&D are playing catch-up with those renewable resources. We share some of the technological challenges with the wind industry, although they're more challenging in the ocean."

I asked him what impact the structures needed would have on the marine ecosystem. He cautions that we can't really be certain what effects implementation will have on the ocean's environment as so little is really known about it, and that there will certainly be positive effects. "Mitigating possible negative ones is a topic that's keeping lots of folks quite busy." Those who wish to move to a green future must understand that risks are to be taken if we are to leave behind those other, less efficient and more polluting forms of energy.

As for the government's consideration of marine renewable energy, though federal support isn't so easy to find on Barack Obama's website and on [whitehouse.gov](http://whitehouse.gov), Professor Hanson assures me that the federal government is indeed supporting marine renewable energy and, as stated in my previous article, the U. S. Department of Energy is particularly interested. Professor Hanson agrees with the government's position that a diversified portfolio of renewable energy is the best way to limit and hopefully end our dependence on fossil fuels.

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