

PickensPlan

T. Boone Pickens Media Coverage 7.3.09-7.6.09

Total of 37 Placements

- Print: 13
- Blog/Online: 14
- Broadcast: 10

Coverage Summary:

The *Dallas Morning News* article highlights the accomplishments of the Pickens Plan. The piece credits Pickens with getting Americans, including the Presidential candidates, to talk about foreign oil. The article includes an overview of natural gas legislation Pickens is pushing for, as well as mentioning that the wind portion of the Pickens Plan has already been passed by Congress. In the piece, Pickens predicts the remaining components of his plan will be passed by the end of this year and we will see a drop in oil imports within two years. A second *Dallas Morning News* piece looks at what Pickens plans to do next – a campaign to push for shareholder rights.

CNBC is previewing Pickens' appearance on *Squawk Box* tomorrow morning, highlighting the year anniversary of the Pickens Plan.

Highlighted Placements (Full Articles Below)

- **T. Boone Pickens Fueling Dialogue on Clean-Energy Efforts** – *Dallas Morning News* – 7/5/09
 - WFAA
 - *Denton Record Chronicle*
 - *Boston Herald*
 - *iStockAnalyst*
- **Next on T. Boone Pickens' Agenda: Executives** – *Dallas Morning News* – 7/5/09
 - WFAA
 - *Denton Record Chronicle*

Print Placements (Full Articles Below)

- **And Summer Picks from the Staff of Time** – *Time Magazine* – 7/13/09
- **Million-Dollar Super Bowl Sponsors** – *Dallas Morning News* – 7/6/09
- **Analysis: No Sure Things in Economic Development** – *Associated Press* – 7/5/09
 - *Houma Today*
 - *Indianapolis Star*
 - KSLA
 - *Monroe News Star*
 - *Product Design & Development*
 - WDSU
 - WRNO
 - WWL
- **Energy Bill Has Sticker Shock: If Passed by Senate, Kentuckians Would Pay More For Their Electricity Usage** – *The Daily News* – 7/2/09
- **Fundraiser Aimed to Curtail Slaughter of Equines** – *Del Mar Times* – 7/2/09

Blog/Online Placements (Full Articles Below)

- **Investing in the Pickens Plan, One Year Later** – *Seeking Alpha* – 7/6/09
- **Wind Power: China's Massive—and Cheap—Bet on Wind Farms** – *WSJ Blog: Environmental Capital* – 7/6/09
- **Funding Boost for Waste Methane Processor** – *NY Times' Blog Green Inc* – 7/3/09

- **Venture Capital Growing Again in Clean Energy and Clean Technology (GE, DGW, BWEN)**
– *24/7 Wall Street* – 7/3/09
- **Report: Cleantech Investment Up In Q2, But Solar Spending Down** – *CleanTech Brief* – 7/3/09
- **Clean Tech Investors Open Their Wallets A Little Wider--Especially For The Auto Industry**
– *The Car Connection Blog* – 7/2/09

HIGHLIGHTED COVERAGE

T. Boone Pickens Fueling Dialogue on Clean-Energy Efforts – *Dallas Morning News* – 7/5/09

By Elizabeth Souder

In July of last year, Dallas billionaire T. Boone Pickens began a \$60 million advertising campaign and speaking tour designed to persuade Americans to stop using foreign oil.

The oilman-turned-environmentalist proposed a seemingly simple plan: Convert cars, especially big fleets operated by companies and municipalities, from gasoline to domestic natural gas. And start generating more electricity from wind.

By the end of this year, Pickens predicts, Congress will finish passing laws to implement his plan. And within two years, oil imports will drop.

"We have gotten everything we went after," he said. "I have people say it didn't go very fast. Go back and compare it to other things. I think we've moved very fast."

But oil import data don't yet show much direct impact from Pickens' campaign, and a key new natural gas law hasn't made it out of legislative committee. He's persuaded some companies and municipalities to buy natural gas-powered fleets, but the numbers remain tiny.

Still, Pickens' \$60 million bought remarkable influence. Because of Pickens, the term "foreign oil" entered the presidential campaigns, executive speeches and everyday discussions.

And he brought many of his conservative followers into the discussion about clean energy through his warning about energy security, allowing them to discuss alternative energy without stepping into the thorny debate about whether humans cause climate change.

"When you have a successful investor from Texas, someone from a state that, some people say, doesn't care about clean energy, to have him come out as the champion, caught a lot of people by surprise and brought a lot of attention to the incumbent [energy companies] in Texas being part of the solution," said Paul Dickerson, a former executive with the U.S. Department of Energy and head of Haynes and Boone's clean technology practice.

Pickens would probably also benefit from his plan. Pickens invests in companies that produce natural gas and sell natural gas vehicle fuel, and a company that builds wind farms.

His retort: "If I'd wanted to make money, I would have kept my \$60 million."

On a mission

Instead, Pickens said, he felt he was on a mission that only he could accomplish.

"I felt like it was a mission that you had to tell the American people, you now knew something that affected their lives, their future, their children and grandchildren and everybody else, generations to come. And you had properly analyzed it, you knew what the problem was, and you had a solution for the problem," he said.

Pickens has presented his plan to Republicans and Democrats, to top executives and blue collar workers, to President Barack Obama and Dallas Mayor Tom Leppert.

Rep. Joe Barton, R-Arlington, a longtime supporter of more domestic drilling, credits Pickens with persuading House Speaker Nancy Pelosi to support natural gas vehicles.

"Apparently natural gas is not a fossil fuel," Barton said, tongue in cheek. (Of course, natural gas is a fossil fuel.)

The Sierra Club doesn't oppose Pickens, a longtime Republican supporter who decorates his office with Ronald Reagan memorabilia.

"We haven't given out a wholesale endorsement of the plan, but at the same time, we think that natural gas is a good bridge fuel as we transition to a full clean-energy economy," said Josh Dorner, a spokesman for the Sierra Club.

Natural gas burns more cleanly than oil or coal. Used in a vehicle, natural gas emits 70 percent less carbon monoxide, 87 percent less nitrogen oxide and 20 percent less carbon dioxide than gasoline vehicles, according to lobby group NGV America.

Electric cars might be cleaner than natural gas, but only if the power is generated with cleaner technology, such as wind or solar. Most power in Texas comes from natural gas-fired plants.

Environmental Protection Agency administrator Lisa Jackson, appointed by Obama, said Pickens "points out some really important policy issues."

For example, Pickens rightly talks about the importance of building transmission lines to carry wind-generated power from rural areas to population centers, she said.

Drop in imports

U.S. oil imports dropped 14 percent in June from the year before, according to the government's Energy Information Administration. But that probably is due to the ailing economy rather than a shift to alternative fuels.

The number of natural gas vehicles on U.S. roads has risen in the past two years by only about 8 percent to around 120,000, according to Rich Kolodziej, president of NGV America, a natural gas vehicle lobby group. That's hardly enough vehicles to account for the oil import drop.

However, Kolodziej said, demand for natural gas vehicle fuel rose about 25 percent last year as older models, which could use either natural gas or petroleum fuels, are replaced with new, natural gas-only vehicles.

Natural gas costs less than gasoline or diesel. How much less changes constantly. But the vehicle technology can be costly, and stations to fill up aren't always convenient. With few refueling stations outside of major cities, natural gas vehicles aren't as attractive to regular drivers who expect to use their cars for road trips.

But the nation's supply of natural gas is growing rapidly.

A study released last month from the Potential Gas Committee, associated with the Colorado School of Mines, estimates that the U.S. has 2,074 trillion cubic feet of natural gas reserves, 35 percent more than in 2006. The committee said the amount grew partly because of new technology, like that developed for the Barnett Shale.

Pickens said once all of the planks of his energy policy become law, it will only take a couple of years for oil imports to decline for good.

That's only if the tax incentives are sweet enough to offset the extra costs and, in some cases, the inconvenience of using the technology.

Congress has passed the wind portion of the Pickens Plan, and wind power capacity has already risen 50 percent during the past year. The stimulus bill includes money to upgrade the power grid, and Congress has passed incentives for wind and solar energy. In Texas, new transmission lines to accommodate more wind power will cost electricity consumers around \$5 billion.

Still, Pickens is missing incentives for natural gas vehicles themselves.

In April, two representatives from Pickens' home state of Oklahoma, Dan Boren and John Sullivan, introduced legislation to extend and create tax incentives for natural gas vehicles and fuel. The bill hasn't been voted out of House committee.

The bill would extend natural gas fuel, vehicle and infrastructure tax credits for 18 years. The credits are scheduled to expire this year and next. It would also provide incentives for auto manufacturers to produce natural gas vehicles, and require half of all new, federal government vehicles to be capable of operating on natural gas by 2014.

Pickens Army

While Pickens hasn't accomplished everything he wants in the halls of Congress, he has amassed a following of 1.6 million people, known as the Pickens Army, through his Web site. Members write letters to their legislators, encouraging them to adopt the Pickens Plan.

He is also meeting with executives, including those at Wal-Mart Stores Inc., to stump for his favorite fuel.

Last week, AT&T Inc. said it would spend \$350 million converting 8,000 of its vehicles to run on natural gas, the largest such fleet in the country. AT&T chief executive Randall Stephenson chose to include natural gas in his alternative fuel fleet after an hourlong meeting with Pickens.

Pickens is indirectly connected to the company that will carry out the conversions, BAF Technologies. Pickens sits on the board of natural gas fuel supplier Clean Energy, which loaned BAF money, according to Clean Energy spokesman Bruce Russell. The loan is convertible into a 49 percent stake in BAF.

Next on T. Boone Pickens' Agenda: Executives – *Dallas Morning News* – 7/5/09

By Elizabeth Souder

T. Boone Pickens is already eyeing his next campaign. It's a theme that made him both famous and infamous in the '80s: shareholder rights.

At a time when many Americans have become skeptical of high-salaried executives, Pickens wants to break the executive power over the board room.

"Don't you think it's peculiar that the employees, management, are picking the board of directors? Isn't that just a little bit, kind of crazy? Of course, it is," he said.

The problem with the current system is that some chief executives choose a slate of directors, and shareholders can only vote yes or no.

"You're not selecting anybody. You're just going along with the gag," he said.

Pickens proposes an ombudsman board that would act as an independent search firm to vet board candidates for all public companies. The ombudsmen would present to each company a large slate of board candidates, and shareholders could choose the best ones.

By making the board independent of the executives, directors would be more likely to challenge managers, he said.

Pickens said he will start by posing the idea to Securities and Exchange Commission officials.

He already tried it out on some oil executives, with a predictable response that makes Pickens chuckle.

"Oh my God, the one sitting next to me jumped down my throat," he said. "He said, 'You do something stupid like this, you're going to be looked at just as you were back in the '80s.' I said, 'Wait a minute, the stockholders liked me. It was just you guys, management, that didn't.' "

PRINT COVERAGE

And Summer Picks from the Staff of Time – *Time Magazine* – 7/13/09

Radhika Jones picks *The Scenic Route* by Binnie Kirshenbaum

What better place to start a summer romance than a café with a view in the ancient Tuscan town of Fiesole? For Sylvia Landsman, a love affair crossed with a European road trip is a chance to reflect on her tumultuous past. But Kirshenbaum's novel keeps its note of serenity. It's the perfect vehicle for summer daydreams.

Mary Pols picks *Farm City: The Education of an Urban Farmer* by Novella Carpenter

Carpenter's memoir is about living off the land, but with a twist: her "farm" is an abandoned lot in one of the scuzzier neighborhoods in Oakland, Calif. She obsesses over watermelon seedlings, duck-slaying and Dumpster-diving (to feed her pigs) but never loses sight of the junkie shooting up across the street. Carpenter is deft, compassionate and funny. You'll miss her as soon as you turn that last page.

Joe Klein picks *The Increment* by David Ignatius

The Washington Post's David Ignatius, who knows more about the CIA than any other columnist does, writes terrific spy novels, usually set in the Middle East and filled with intricate and plausible tradecraft. This time he's right on top of the news: an Iranian nuclear scientist wants to switch sides. Much of the action takes place in Tehran, which Ignatius knows well, and the pages fly.

Lev Grossman picks *Ringworld* by Larry Niven

It's Louis Wu's 200th birthday, and he's bored. It's the far future; Earth is a techno-Utopia, but life just isn't that exciting. Enter the Puppeteers, aliens who kidnap Louis and dispatch him to explore a ring-shaped world of unknown origin. Published in 1970, *Ringworld* is still fresh and rich and wildly entertaining--Niven is a galaxy-class storyteller--and its rigorous scientific foundations make SF-lite like *Transformers 2* look like yesterday's news.

Richard Lacayo picks *Brighton Rock* by Graham Greene

Greene's 1938 novel was his first masterpiece, the story of a killer who has perfected his game--at 17. Pinkie Brown, a hood in the resort town of Brighton, is so good at what he does because he's so dead inside. Even the waitress who adores him is subject to his lethal self-interest. But this is Greene-land, where God's will matters, so they'll both bear witness to the "appalling strangeness" of his mercy.

QUICK PICKS

Former Secretary of State Madeleine K. Albright recommends *Midnight's Children* by Salman Rushdie, a "brilliant story of the history of India and Pakistan, with magical realism filled in." She is reading the latest translation of Leo Tolstoy's *War and Peace* on her Kindle.

Author and TV host Martha Stewart is reading *The Elegance of the Hedgehog* by Muriel Barbery. "The book came highly recommended," Stewart says. She uses her Kindle to store 38 books and keep up with the *New York Times* and the *Wall Street Journal*.

Economist and columnist Paul Krugman is looking forward to Stieg Larsson's *The Girl Who Played with Fire*, the sequel to *The Girl with the Dragon Tattoo*, which he says he "read with great enjoyment while traveling through Asia. Clever stuff--and a financial journalist as the hero! (Albeit with second billing to the hacker heroine.)" Krugman recently downloaded *The First Tycoon* by T.J. Stiles, about the rise of Cornelius Vanderbilt, onto his Kindle.

Actress Abigail Breslin is reading Prada & Prejudice by Mandy Hubbard. It's about a girl who thinks she'll be cool if she wears the right shoes and clothes to fit in but then takes a fall and ends up in the year 1815 "I love fashion, and I am fascinated by history. This book combines both," Breslin says.

T. Boone Pickens, investor and entrepreneur, is breaking in a new Kindle, which he uses to keep up on the news by downloading the Financial Times, the Wall Street Journal and the New York Times.

Blue Hill chef Dan Barber has a busy summer of reading in store, with books including A Short History of Women by Kate Walbert. "I'll read anything written by Kate Walbert," he says. "She's one of the most amazing writers, often flying under the radar." Also on his list are F.H. King's Farmers of Forty Centuries: Organic Farming in China, Korea, and Japan and Philip Roth's Indignation ("Still catching up with last year's list").

Musician John Legend, who takes his Kindle everywhere he goes, is reading God's Problem by Bart D. Ehrman. Before that, he read Jesus, Interrupted by the same author. "He has some interesting thoughts about Christian theology and the history of the Bible," Legend says.

Retired general Wesley K. Clark is reading John M. Barry's The Great Influenza. "John Barry writes great history," says Clark. "This is about the medical profession, bureaucracies and governments dealing with unanticipated catastrophe. There are lessons to be learned."

Million-Dollar Super Bowl Sponsors – Dallas Morning News – 7/6/09

The first seven announced \$1 million founding sponsors for Super Bowl XLV:

- BNSF Railway – The railroad giant, also known as Burlington Northern Santa Fe, is based in Fort Worth and has been around for more than 150 years. Its first-quarter freight revenue for this year was \$3.31 billion.
- Dallas Convention & Visitors Bureau – This not-for-profit corporation promotes Dallas tourism and markets the city. It also shares a suite at Cowboys Stadium with the Arlington Convention & Visitors Bureau.
- Fluor – The Irving-based infrastructure services company had revenue of \$5.8 billion in the first quarter of this year. It's the fourth-largest company based in North Texas.
- Hillwood – The real estate firm was the developer of Victory Park in Dallas and Alliance in Fort Worth. It's chaired by Ross Perot Jr.
- Jones Lang LaSalle – This international real estate services firm became a founding sponsor when it purchased Staubach Co. last year. Roger Staubach is the president of the Super Bowl XLV Host Committee and was one of the first \$1 million sponsors.
- Mr. and Mrs. T. Boone Pickens – Pickens is the billionaire oil and gas mogul what has recently championed natural gas-powered vehicles and has donated at least \$300 million to his alma mater Oklahoma State University.
- Ted and Shannon Skokos – He is a former Arkansas lawyer and founded a heart valve manufacturing firm and several telecommunications companies. His wife is a former Miss Arkansas and founder of the Miss Virgin Islands Scholarship Organization. They were also major donors to the new Dallas Center for the Performing Arts.

Analysis: No Sure Things in Economic Development – *Associated Press* – 7/5/09

By Alan Sayre

NEW ORLEANS (AP) — The past few weeks in Louisiana have demonstrated there are certain things economic developers armed with the taxpayers' checkbook can accomplish, and others they can do little about, especially during the current recession.

And in this era, risk and uncertainty are magnified.

A week after Gov. Bobby Jindal announced plans for a futuristic, startup auto manufacturer to begin producing its vehicles in Monroe, General Motors Corp. said it would have no further use for its Shreveport assembly plant by June 2012 — a manufacturing mainstay in Louisiana for nearly 30 years.

That means if V-Vehicle Co., with such investors as T. Boone Pickens on board, comes to fruition, the impact of its projected 1,400 jobs will be reduced by the 950 that will be cut loose by GM, provided at least some GM workers don't move across the state to work for a new boss.

GM said the Shreveport plant would not have a role in the "new General Motors" — the one that federal taxpayers hold majority interest. There's still the hope that after GM ends its stay there, a Chinese manufacturing company will keep building Hummers there. But if China's state radio is right, that plan is about to go down amid China's government opposition to gas-guzzlers.

Jindal, at least publicly, hasn't given up on GM, saying a top GM official told him by telephone that "many options are still on the table for Shreveport," including the possibility of GM operating the facility or selling the plant to another buyer.

San Diego-based V-Vehicle is far from a done deal yet: The company needs \$340 million in loans from the federal Energy Department — or more private investment — to build a car only described so far as fuel-efficient. A loan is not pie in the sky: Ford Motor Co. has gotten \$5.9 billion, Nissan Motor Co. received \$1.6 billion and Tesla Motors Inc. was being given \$465 million, all to build fuel-efficient vehicles.

Two days after V-Vehicle revealed its plans, and the week before GM made its plant closure announcement, Jindal's administration scored another big economic project — and one in a more-traditional area: the chemical industry. France-based SNF Holding Co. plans a \$362 million plant at Plaquemine in Iberville Parish to produce polymers that can be used to enhance petroleum recovery, employing 511.

The specialty chemical plant likely won't open before 2011.

Specialty chemicals are the wave of a profitable future, at least according to the plan of Dow Chemical Co., which said last week it would shut down three basic chemical production units in Louisiana. The 100 affected employees can go to work elsewhere in the company.

On another front, The Shaw Group Inc. recently held a job fair for a nuclear components plant in Lake Charles where plans call for 1,400 jobs.

Still in the picture — but out of focus now — is steelmaker Nucor Corp.'s consideration of a southeastern Louisiana site for a \$2 billion pig iron plant that initially would employ 500. Nucor, which is buying land in the area, also is considering a site in Brazil. But the steel industry worldwide is having problems with red ink.

The state plans to spend \$69 million for V-Vehicle and \$26.6 million for the chemical plant, on top of \$50 million headed toward saving a chicken processing plant that once employed 1,300 in Farmerville, where the closure had brought warnings of widespread, long-term unemployment, the collapse of the chicken

farming industry in the region and uncollectable farming loans that would hit area banks. The incentive plan for Nucor is still under wraps.

Risky ventures?

Perhaps, especially the V-Vehicle deal. But the days of totally solid-from-the-first ventures — especially in automotives — are out of the picture. Various auto manufacturers, such as Nissan, Toyota, Mercedes Benz and BMW, chose other Southern states in the 1990s and early 2000s.

During that time, Gov. Edwin Edwards was preoccupied with casinos, then Gov. Mike Foster touted tourism as the state's future, while appearing lukewarm about competitive economic development.

Sure things have passed Louisiana by — and with that, so have guarantees and low risk, unless the state wants to drop out of the game.

Energy Bill Has Sticker Shock: If Passed by Senate, Kentuckians Would Pay More For Their Electricity Usage – *The Daily News* – 7/2/09

By Robyn L. Minor

If climate control legislation that passed the House last week makes it through the Senate, all U.S. residents will see higher electric bills.

Just how much an increase will depend on where in the country you live. Kentuckians, who have enjoyed relatively cheap electricity, would see the biggest jumps, chiefly because the state relies on coal-fired power plants.

The projected increase ranges from \$100 to more than \$3,000 a year that could be paid in part with a government subsidy, according to U.S. Rep. Brett Guthrie, R-Bowling Green.

"We were at TVA's Paradise plant recently and asked that same question about how much our customers would be impacted," said Bowling Green Municipal Utilities Manager Mark Iverson. "They don't know just yet. (Guthrie's) range is the same numbers I've seen. It would be nice to be able to pass that information on to customers."

Iverson said he seriously doubts that the increase would be as little as \$100.

Both Guthrie and U.S. Rep. Ed Whitfield, R-Hopkinsville, voted against the legislation.

Whitfield said the bill could cost Kentuckians an additional \$543 million to pay for improvements to power plants because it seems that Kentucky would not get enough permits to cover its current carbon dioxide emissions. Power plants also could purchase or trade for other emission permits.

"In my home state of Kentucky, I just don't see how we are going to be able to survive with the higher rates that are being suggested under this bill and allocation structure," Whitfield said in a news release. "It seems to me that this bill forgets the consumers who are ultimately going to be paying the price in both higher electricity costs and higher taxes."

But the Washington, D.C.-based Environmental Defense Fund praised the legislation's passage, saying it will reorient the country to make low-carbon power the goal.

But Guthrie said the legislation does little to create incentives for alternative energies. Instead it attempts to make them more attractive, by making traditional fuels more costly.

Iverson said Tennessee Valley Authority already has a goal to have 50 percent of its power by 2020 coming from what it considers to be green or renewable sources, such as hydro-electric power or nuclear.

"But the legislation is being influenced by groups that oppose certain types of generation for a variety of reasons -- things that are non-carbon producing," Iverson said.

It does not see hydro power or nuclear power as renewable, he said.

"If you are trying to accomplish the reduction of carbon, I can't see that you are going to make inroads into replacing coal power plants without considering nuclear," Iverson said. "There is a rather significant load to be replaced."

TVA also is trying to purchase small blocks of wind, solar and geothermal generated energy in its five-state service area.

While those industries aren't incentivized by this legislation, there are federal stimulus dollars available for projects that are ready to build.

Customers of BGMU and Warren Rural Electric Cooperative Corp. already have the choice to make the switch to green power, paying extra for so many blocks of green-generated power. But very few customers have done so.

There are 18 WRECC members participating in the Green Power Switch program. Those 18 are purchasing a combined total of 33 blocks of green power. A block represents 150 kilowatt hours produced by wind, solar and/or methane, according to spokesman Rick Carroll.

Iverson said 92 of BGMU's 27,000 customers have signed up for the program.

T. Boone Pickens, a Texas oilman who came out a year ago with a plan to reduce America's dependence on foreign oil, now is touting propane as the answer.

"Propane is clean, it's American-made, and it can be put to work right now," Pickens said at a propane industry event last month.

Propane becomes more readily available as natural gas production increases, which could be good news for this area.

Kentucky Blue Gas this week fully launched its modern natural gas production facility in Warren County.

The natural gas, once things such as hydrogen sulfide, nitrogen and propane are removed, will be sold to a local natural gas utility for consumption in Bowling Green, according to Jason Lindaman, a spokesman for the company.

Lindaman said compounds that are removed, including propane, are sold to a third party for distillation and distribution.

The company is leasing wells in Warren, Butler and Ohio counties and is looking for more. It also will add a second shift at its production facility to accommodate growth.

Already used on many farms for such things as dryers for grain silos, propane can be used to power mowers, trimmers and other lawn and landscaping equipment, generators, farm irrigation equipment and light trucks.

Without massive switches to alternative power, what the legislation will likely cause is a change in behavior, Iverson said.

"It may be a combination of things that utilities end up doing by pushing their energy efficiency programs; really encouraging energy audits to do such things as replace light bulbs and add insulation," he said. "But that goes only so far in the reduction of consumption. The goal would be to delay the need to put on line more carbon producing plants."

Utility companies in heavy electric usage states such as California and Florida already have time of use rates, where customers are sent signals to know the highest usage times when they are paying more for power, perhaps encouraging them to turn something off. It encourages them to wash dishes or do laundry or other electric-using household chores when rates are cheaper.

"I think we are moving toward seeing that rolled out (in TVA's) area," he said.

Guthrie said the legislation also will impact the cost of gasoline, by some estimates as much as \$1.70 a gallon, putting the price of gas close to the \$4 a gallon.

"In my opinion \$4 a gallon gas is really what wrecked the economy," he said.

The biofuels industry, however, is pleased that the legislation would make their products more attractive by not penalizing the fuel as gasoline is.

"It's such complicated legislation that there is no way to estimate all of the unintended consequences," Guthrie said.

One aspect of the legislation could make it more difficult to sell homes that don't meet new energy standards.

"It instructs the secretary to enact residential building codes that will achieve 30 percent and 50 percent higher energy efficiency by 2010 and 2014, respectively (2010 and 2015 for commercial buildings)," according to Nate Hodson, a spokesman for Guthrie. "States will receive federal funding to help comply with these goals, but if a state cannot comply, it will not receive emission allowances and federal funding will be reduced. This creates new authority for the federal government to regulate building codes by holding developers and homeowners liable for not reaching federal energy efficient mandates, even if the buildings are in compliance with applicable local building codes."

As for what the bill's chances are in the Senate, Guthrie said: "I've learned to never predict what will happen in the Senate."

U.S. Sen. Mitch McConnell, R-Ky., could not be reached for comment, but recently said the legislation would make electric bills spike.

"If we do have a global warming problem, and many people believe we do, we need to target it on a global basis. The way to get at it is to build more nuclear power plants, which don't have a CO2 emission problem and to develop the kind of technology to burn coal cleanly," McConnell said Sunday on Fox news.

When asked if there was a workable bill that could pass the Senate, McConnell responded: "I don't think putting clamps on our economy when you know the Chinese and the Indians are not going to do it is a good idea. Why not develop technology to burn coal cleanly and build new nuclear power plants?"

"The French, for example, produce 85 percent of their power from nuclear plants. They don't have a CO2 emission problem."

Fundraiser Aimed to Curtail Slaughter of Equines – Del Mar Times – 7/2/09

By Jonathan Horn

Billionaires T. Boone and Madeleine Pickens welcomed Rep. Dan Burton, R-Indiana, to their Del Mar Country Club in Rancho Santa Fe on June 29 for a campaign fundraiser focused on curtailing horse slaughter.

Burton is pushing legislation that would make it illegal for Americans to round up and sell wild horses to slaughterhouses in Canada and Mexico, where their meat is processed and sent mainly to Europe for human consumption. No horses have been legally slaughtered in the United States since the last abattoirs were closed in 2007. However, American so-called "killer-buyers" still deliver wild horses to processing plants across the borders, a lucrative activity Burton said needs to stop.

"Our goal is to make sure there is humane treatment for horses in this country," he said. "How the rest of the world handles it, we can't dictate to them. China does one thing, India does another, every country has their own approaches, and we try to set the example."

The roughly 150 attendees were asked to make campaign contributions to Burton, who is seeking reelection in Indiana for the 15th term. He is a proponent of HR 503, which makes killer-buying an offense punishable by up to three years in prison.

But there are also 33,000 wild horses currently in U.S. holding facilities, about 6,000 of which the government has considered euthanizing for population control. Madeline Pickens said she wants to protect them by building a sanctuary large enough for them to all roam free.

"Animal issues are very difficult because they can't talk, they don't have a voice," she said. "There are so many other issues where people have a loud voice, and so they jump to it, and the squeaky wheel gets the (grease)."

T. Boone Pickens, who spoke at the event, successfully testified before a congressional committee to close the last two large Texas abattoirs in 2007.

"We did some good, we changed some people's minds," he said. "Slaughtering the horses is a sad deal, we don't need to do that."

T. Boone and Madeleine Pickens, as well as Rep. Burton, took questions from the attendees. Topics ranged from ending horse slaughter to the proposed "Pickens Plan," which is T. Boone's solution to ending America's dependency on foreign oil. Linda Carel of Los Angeles chose to ask about horses.

Before she had the opportunity, she said of the Pickenses: "Our planet is in peril, these people are the call, and they have the means."

BLOG/ONLINE COVERAGE

Investing in the Pickens Plan, One Year Later – Seeking Alpha – 7/6/09

By Dian L. Chu

This month marks the one-year anniversary of the Pickens Plan. The Plan, which aimed to end America's growing dependence on foreign oil, calls for investing \$1 trillion in new wind turbines for power generation in the middle of the country that he said could meet 20% of the nation's electricity needs. While wind is generally regarded as an unreliable source of energy, a key component to the Pickens Plan is the use of natural gas. It proposes moving U.S. heavy trucks toward compressed natural gas (CNG).

Transportation accounts for about 28% of domestic energy consumption. (Fig 1) According to the American Council for an Energy-Efficient Economy (ACEEE), trucks used in freight (medium- to heavy-duty) account for 63% of energy used to transport freight, guzzling 2.4 million barrels of oil a day (MMbd).

According to the U.S. Dept. of Energy (DOE), the United States consumed 20.7 MMbd of petroleum products during 2007 making us the world's largest petroleum consumer, importing around 60% of it. If these trucks were converted to natural gas engines over the next few years, as proposed by the Pickens Plan, then domestic oil consumption would theoretically fall by about 12% (2.4 MMbd used in freight divided by the 20.7 MMbd consumption).

A recent study done on behalf of the California Energy Commission concludes that CNG vehicles produce up to 29% less greenhouse gas emissions than comparable gasoline vehicles and up to 22% less than comparable diesel vehicles. Therefore, trucks are an important place to look for energy savings in the transportation sector.

Based on a June 2008 study by Navigant Consulting, the U.S. has enough natural gas reserves to last more than 100 years. New drilling technologies such as hydraulic fracturing are unlocking substantial amounts of natural gas from shale rocks. For example, the Haynesville shale play is expected to produce 7 to 8 billion cubic feet of gas a day by 2016. In fact, the amount of natural gas available for production in the U.S. has soared 58% in the past 4 years.

The huge increase in estimated natural gas supplies comes just as concerns about energy security and climate change are prompting the most profound shift in energy policy since the oil shocks of the 1970s. The finding also raises the possibility that natural gas could emerge as a substitute for other fossil fuels to help combat global warming as it burns cleaner than both coal and petroleum.

Natural gas currently accounts for about a quarter of the nation's total energy use, and 29% of electric power generation (Fig. 1). Coal accounts for about half of the nation's power generation (Fig. 1), while oil dominates transportation fuels (Fig. 2).

So, it is logical to push some of the coal and petroleum market share towards natural gas, since we have ample domestic supplies.

However, using natural gas in transportation is not without its issues. In its recent Annual Energy Outlook, the Dept. of Energy (DOE) projected a 6% annual growth rate of natural gas used in the transportation sector from 2007 to 2030, the DOE also estimated that transmission of gas to market, compression, and taxes equivalent to those levied on diesel will add at least \$7 per million BTUs to the price of gas for trucks and other transport users (Annual Energy Outlook 2009, AEO 2008, Table 13) thereby causing natural gas to lose its price advantage.

There are about 150,000 natural-gas vehicles on U.S. roads today, and 1,500 natural-gas vehicle fueling stations, with only about 750 available for public use. The majority are used by bus and transportation fleet companies like UPS. But according to a UPS case study, CNG technology has a fuel economy penalty of 10%-15% compared with diesel technology.

The UPS study also indicated that CNG trucks require greater use and longer preventive maintenance inspection cycles to contain the otherwise 29% higher maintenance costs in comparison with diesel trucks.

Infrastructure poses another challenge, as the CNG sector has been unable to make any inroads with the consumer market. Until consumers can find natural-gas stations on their way to work, the alternative fuel won't attract commuters. NGV America also says the very limited distribution network for natural gas stations would better serve commercial fleets and long-haul trucks.

For now, Honda (HMC) is one of the very few manufacturers using CNG technology to target consumers with its Civic GX at 36 mpg highway gasoline gallon equivalent (GGE).

There are also issues that could potentially affect the supply side of the natural gas equation. The sudden increase in supply, combined with a drop in demand amid the recession, has led to a gas glut, pushing prices down to \$3.60/mmbtu on Friday, July 5, 2009 at NYMEX close, down approximately 73% from the 2008 high of \$13.69/mmbtu. The current low natural gas price has made it uneconomical to drill for gas wells, evidenced by more than 50% rig count drop since September 2008.

In addition, the extensive use of water and chemicals to fracture shale rocks have raised environmental concerns that hydraulic fracturing will pollute drinking water, and Congress is considering tighter regulation of the practice, which could add an additional cost to natural gas drilling and production.

Oil imports cost the U.S. about \$21.6 billion in May. Increasing natural gas market share as a power source for vehicles and industrial applications means less dependence on imported oil and would strengthen America's energy independence. In the power sector, utilities have been switching to natural gas from coal, thereby taking advantage of low commodity prices and hedging against costly climate-change legislation.

However, in order to achieve a large scale of natural gas transition, there has to be a concerted and coordinated effort from both the government and energy industry. It will take a non-partisan effort to work out details like CNG transportation, taxes, and the CNG stations for natural gas to be competitive with conventional fuels. With both a thoughtful energy policy and a collaborative energy industry, natural gas definitely has a niche to fill as a substitution fuel as well as a transition from fossil fuels to renewable fuels, due to the long lead time and scalability issues of renewable fuels.

For investors wanting to participate in this market sector, gas-weighted producers like Chesapeake Energy (CHK), and Quicksilver Resources (KWK) could be attractive as both stocks are trading at 60% discounts to their respective estimated net asset values. But they also present a higher risks due to their substantial level of debt. On the other hand, EOG Resources (EOG) and EnCana Corp. (ECA) currently trading at 36% and 7% discounts respectively to their estimated net asset values, would be more conservative long-term plays in this sector.

Wind Power: China's Massive—and Cheap—Bet on Wind Farms – *WSJ Blog: Environmental Capital* – 7/6/09

By Keith Johnson

Is China planning not just the world's biggest wind farm—but also the cheapest?

Xinhua news service reported yesterday that China will break ground this month on the “Three Gorges of Wind Power” in the northwest part of the country. The wind farm will start out big, with plans for 5 gigawatts in 2010, before growing truly gigantic, with plans for 20 gigawatts in 2020.

Context: T. Boone Pickens' massive but stalled Texas wind farm aims for 4 gigawatts. And there's more: China has another half-dozen mammoth wind farms in the works, each on a similar scale.

According to Xinhua, the project's total cost will exceed \$17.6 billion. What's less clear is whether that refers to the 20 gigawatts on the drawing board, or the 40 gigawatts that could theoretically be installed. Either way, when you crunch the numbers, China's new clean-energy poster child looks stunningly cheap: less than \$1 million per megawatt. That's three times cheaper than Mr. Pickens' proposed U.S. wind farm.

Why's that? Well, the cost of a wind farm is largely determined by the cost of the wind turbines. Chinese-made machines are cheaper than those made by European and U.S. rivals. And these would be very locally made: Xinhua notes that the wind farm is part of a plan to spur local employment by building parts of the turbines there.

Is it too good to be true? Maybe. As Keith Bradsher noted recently in the NYT, China's headlong push into clean energy sometimes tramples economic reality:

Some top Chinese regulators even worry that Beijing's mandates are pushing companies too far too fast. The companies may be deliberately underbidding for the right to build new projects and then planning to go back to the government later and demand compensation once the projects lose money. "The problem is we have so many stupid enterprises," said Li Junfeng, who is the deputy director general for energy research at China's top economic planning agency and the secretary general of the government-run Renewable Energy Industries Association.

Tom Friedman is still fretting that China is set to clean America's clock in the clean-energy race. But at what price, really?

Funding Boost for Waste Methane Processor – *NY Times' Blog Green Inc* – 7/3/09

By Jennifer Kho

Landfills, coal beds and cattle feedlots all produce methane, which is often either flared — that is, burned off — or released into the atmosphere as a greenhouse gas.

Prometheus Energy, a five-year-old company based in Redmond, Wash., has developed a technology to turn that waste methane into liquid natural gas. And the company this week raised \$20 million from the Shell Technology Ventures Fund, a fund related to the petroleum company Royal Dutch Shell and Black River Asset Management, a subsidiary of the agriculture giant Cargill.

The deal represents a vote of confidence from a fund connected to the world's largest nongovernmental producer of liquid natural gas, and industry insiders say it's a victory for a technology that has remained small until now.

Michael Butler, the chief executive of Cascadia Capital, an investment banking firm that arranged the financing for Prometheus, said that Shell, which has plenty of stranded oil and gas mines that could supply waste methane, wants to help Prometheus expand around the world. The news also signifies a second chance for Prometheus, which was delisted from London's Alternative Investment Market last year.

The 27-employee company began producing liquid natural gas at plants in Southern California and in southern Utah last year, and expects to start production at a plant in Poland next year, said Kirt Montague, the chief executive of Prometheus. The company takes waste gas that landfills and coal mines already collect for flaring, and purifies it into methane, removing the carbon dioxide, nitrogen, water, oxygen, sulfur and other components, before converting it into liquid natural gas.

The idea is to replace diesel fuel in transportation and industrial applications with cleaner-burning natural gas, an idea that has also been championed by T. Boone Pickens.

But liquid natural gas plants usually need to be large to make economic sense, and that has kept waste-methane plants – which tend to be smaller because they rely on gas emitted as a waste, not a primary product – from taking off.

But Prometheus says it's created a way to make a compact process competitive — already producing liquid natural gas at a price 20 to 30 percent below that of diesel fuel. Edgar Kuipers, a senior portfolio manager at Kenda Capital, which manages the Shell Technologies Venture Fund, said the company had proved it could make small liquid natural gas plants economically viable.

“We see a bright future for small L.N.G. projects,” he said.

Venture Capital Growing Again in Clean Energy and Clean Technology (GE, DGW, BWEN) – 24/7 Wall Street – 7/3/09

By Jon C. Ogg

It seems that venture capital has started to reappear in clean energy and clean technology. A report this week from The Cleantech Group with contributions from Deloitte saw a resumption to growth in venture investing after two quarters of decline. The funding seems focused on electric vehicles and in biofuels, but interestingly enough the investments into solar hit a new low. We have long maintained after watching solar stocks that they may be nothing more than a highly leveraged bet on the price of oil as far as publicly traded companies are concerned.

The outcome was funding in 94 companies receiving roughly \$1.2 billion in total spread out in North America, Europe, China and India. This would represent a gain of 12% from the prior quarter, but is still down a sharp 44% from a year ago. The average round size was up roughly 5% over the prior quarter to \$12.9 million.

All of this matters to the investing public because this is what leads to new IPO's, mergers, partnerships and more. Much of this data also coincides with what we seen in the public capital markets as well.

There is some outside help that is adding to this effect. Noted were solar tax equity, increased M&A levels, billions of dollars in global government stimulus, and new climate and energy legislation.

The investments into solar ventures are down dramatically, but utility investments in cleantech is up. If you want to know how this compares from private to public, we made an observation that many public solar companies raised millions and millions via secondary offerings and other financing activities during the second quarter after their shares had recovered so much from the lows.

The report noted that solar saw its lowest level of investment in more than three years with \$114 million invested. That is down from a high of \$1.2 billion invested in the Q3 period in 2008. This actually does coincide with an observation in public companies. There was an increase in short selling in the solar sector at the latest report.

24/7 Wall Street has its own look on what it keys off of, so if you want to see the full report from The Cleantech Group you can see its full report [here](#).

The largest interest here is transportation—specific investing in vehicles, biofuels and advanced batteries as some \$236 million went into vehicles:

- San Diego startup V-Vehicle has raised \$100 million to date from Kleiner Perkins Caufield & Byers and T. Boone Pickens to build a fuel-efficient car in Louisiana;
- EV manufacturer Fisker Automotive, which raised \$85 million from Eco-Drive Partners and Kleiner Perkins to fund development and manufacturing of its Karma plug-in hybrid;
- Norwegian EV startup Think Global which raised \$39 million;
- Israel's ETV Motors which raised \$12 million from Quercus Trust to develop an electric powertrain.

Some \$206 million went into Biofuels:

- agri.capital, a European developer of biogas plants, which raised \$82 million from TCW Group and others;
- renewable oil producer Solazyme, which raised \$57 million from Braemar Energy Ventures, Lightspeed Venture Partners and VantagePoint Venture Partners.

Some \$165 million went into Advanced Battery technologies:

- lithium-ion start-up A123, which raised a \$100 million round led by General Electric Co. (NYSE: GE) and others;
- Deeya Energy, which raised \$30 million from Technology Partners and others to develop its redox flow batteries.

The Cleantech Group also noted that mergers and acquisitions were strong as well with some 138 transactions in the quarter. It noted that totals were disclosed for 40 transactions coming to a grand sum of \$12.2 billion. The total was up some 291%, but the deal count was up by almost one-third from the prior quarter.

The IPO market is still somewhat dark. The report noted that China Metal Recycling began trading on the Hong Kong Futures Exchange and Duoyuan Global Water Inc. (NYSE: DGW) listed on the NYSE. One note on a transfer of listing was Broadwind Energy, Inc. (NASDAQ: BWEN), which moves to the NASDAQ from the OTC market in April.

North America still rules the roost. Some 66% was in North America, with Europe and Israel seeing 21%. India was 11% and China was a mere 1%. Cleantech gave a list of the most active investors in the second quarter:

- Kleiner Perkins Caufield & Byers had 5 rounds with companies such as Agnion Energy, Ausra, Fisker Automotive, V-Vehicle, and Zettacore.
- Khosla Ventures had 4 rounds with companies such as Ausra, Cello Energy, HCL Clean Tech, and Transonic Combustion.
- Braemar Energy Ventures had 4 rounds with companies such as Fulham, Nuventix, OPX Biotechnologies, and Solazyme.
- Robeco Alternative Investments had 3 rounds with companies such as AWS Eco Plastics, EPS Corporation, and Turbine Air Systems.
- Draper Fisher Jurveston had 3 rounds with companies such as Glycos Biotechnologies, Deeya Energy, and Zettacore.
- VantagePoint Venture Partners had 3 rounds with companies such as Alertme, Solazyme, and Tendril Networks.

The Cleantech Group and Deloitte will review their second quarter findings in a live webinar next week on July 7, 2009 at 11:00 AM EST for its members. That is closed to its members but can be found at <http://www.cleantech.com>.

The Cleantech Group is a group we have followed because it has a rather large specific network of investors, entrepreneurs, enterprises, and service providers. It also focuses on many new and emerging “clean-tech” issues that may hold keys to tomorrow’s clean energy and clean technology.

Report: Cleantech Investment Up In Q2, But Solar Spending Down – *CleanTech Brief – 7/3/09*

Venture capital investment in cleantech hit \$1.2 billion in the second quarter of 2009, up 12% from the previous quarter, according to estimates from the San Francisco-based market-tracking firm Cleantech Group and consultancy Deloitte.

Year-on-year, Q2 cleantech investment was down 44%, but analysts say the sector seems poised for growth, thanks to factors like the drive by the Obama administration and Congress to reduce U.S. dependence on fossil fuels.

“Cleantech venture investment has rebounded moderately after free-falling for two consecutive quarters,” said Brian Fan, the Cleantech Group’s senior director of research, in a statement. “We are seeing initial signs of recovery in other cleantech asset classes, including recent activity in solar tax equity, increased M&A levels, as well as billions in government stimulus that are being allocated globally to the cleantech sector over the next several quarters. Additionally, new climate and energy legislation from governments worldwide and the upcoming Copenhagen climate negotiations continue to be strong drivers of investment and innovation.”

The Cleantech Group/Deloitte research shows investment in solar down dramatically in Q2, to \$114 million, its lowest point in three years. Significant deals in this sector included \$30 million raised by solar developer Cobol Technologies from Pangea Capital, and \$25.5 million raised by CSP technology provider Ausra from Khosla Ventures and Kleiner Perkins Caufield & Byers (KPCB), among others.

The transportation sector led in terms of investment this quarter, with funding going to vehicles, biofuels and advanced batteries. Deals included \$100 million for San Diego start-up V-Vehicle from KPCB and T. Boone Pickens and \$85 million for electric carmaker Fisker Automotive from Eco-Drive Partners and KPCB.

Biofuels attracted \$206 million in investment, and advanced batteries \$165 million.

Kleiner Perkins Caufield & Byers was the top investor in Q2, with five rounds including investments in Agnion Energy, Ausra, Fisker Automotive, V-Vehicle and Zettacore. Khosla Ventures followed, with investments in Ausra, Cello Energy, HCL Clean tech and Transonic Combustion.

Braemar Energy Ventures, Robeco Alternative Investments, Draper Fisher Jurveston and VantagePoint Venture Partners rounded out the top five investors this quarter.

Clean Tech Investors Open Their Wallets A Little Wider--Especially For The Auto Industry – *The Car Connection Blog – 7/2/09*

By Richard Read

Hot on the heels of yesterday’s news that the auto sales slump may be slowing comes news that venture capitalists are growing more adventuresome--at least in the field of clean technology. And for now, the big winner is the auto industry.

According to the Cleantech Group--a research firm based in San Francisco--94 clean technology outfits in North America, Europe, China, and India garnered nearly \$1.2 billion in funds from venture capitalists

during the second quarter of 2009. That figure is up about 12% from the first quarter of the year, although it's still 44% lower than the second quarter of 2008. The average funding round was \$12.9 million.

Broken out by sector, vehicle concerns topped the charts, earning around \$236 million. Included in that group of recipients are T. Boone Pickens and his Monroe, Louisiana-based V-Vehicle Company, as well as Fisker Automotive. Biofuel innovators scored big, too, with \$206 million in investments, and advanced battery developers garnered \$165 million.

Interestingly, the majority of companies funded--66%--were based in North America. Together, Europe and Israel generated 21%. India received 11% of the pot, and China 1%. Maybe we're biased--especially in light of the coming holiday weekend--but we think that says great things about the environment of innovation that the U.S. (and presumably Canada) foster.

If you've got the time, we've posted the majority of Cleantech's press release below. And if you don't...well, enjoy the holiday.

BROADCAST COVERAGE

1. Ventures

DMA: N/A

Bloomberg (---) National

07/04/2009 10:30 PM - 11:00 PM

Available formats: QuickView, DVD, CD, digital link, videotape, transcript, NewsBoard

[CC] 00:00:45 ... Offshore wind farms have been a success in European countries like Denmark. Getting his first contract was an upl. Delaware was the first to take a chance. He's worked his way up to what is known as the mid-Atlantic bite. Wind energy initiatives are **picking** up momentum. A billionaire, **T. Boone Pickens**, has gotten into the game. 00:02:19

[CC] 00:25:44 And, of course, when we started, we were talking about projects in the hundreds of millions of dollars. Have you seen exponential growth in the interest? Yes, most definitely. We see the academics at the university of Delaware talked about and the vice president has talked about replacing all the electricity in the northeast, all the heating in the northeast and all the transportation **fuels** in the northeast from offshore **wind**. Today we've seen news that the president is going to go to a California standard for **fuel** efficiency. This talk of electric vehicles. The way to charge electric vehicles is with offshore **wind**. I want to get back to the financial side of things just really quickly here. Have you ever thought about going public? Is the ultimate goal maybe to eventually go public? Like a lot of entrepreneurs, what's important to me is to continue to control the company. And I think when you take a company public you lose control. Having built a lot of successful companies, control has been important to me. I think I'll keep Bluewater private. Never say never but I think I'll keep Bluewater private. The other question is there's so many more people getting into this **wind energy**, **T. Boone Pickens**, for example. Everyone is competing for the next big thing, right? How has the competition played out in your strategy for the company? Because you're also competing for financing, right? I welcome the competition, because it shows the investment community that this is an ever-better investment. 00:27:08

2. Ventures

DMA: N/A

Bloomberg (---) National

07/04/2009 07:30 AM - 08:00 AM

Available formats: QuickView, DVD, CD, digital link, videotape, transcript, NewsBoard

[CC] 00:00:27 China and Europe have been leading the way in the and **wind energy** revolution. This is venture. We welcome peter mandelsham, just one of the players leading the way in the renewable

energy game. It is a scene that evokes the epic of don quixote. The **wind energy** has had its share of powerful foes. That is just a bunch of baloney. There are lots of other locations on the back side of Nantucket. Then in 1999, Peter founded Blue Water **Wind**. He had up to build wind farms but to build **wind** farms in New York and Montana. He shifted his focus off shore when construction was more expensive than many of the lot is governing the offshore and frontier had yet to be written. Getting his first contract was an uphill battle. Delaware was the first state to take a chance. Even **T. Boone Pickens** gotten to the game. ... 00:03:05

[CC] 00:26:09 ...Have you ever thought about going public? Is a goal to go public? I think like a lot of entrepreneurs, it is important to continue to control the company. When you take the company public you lose control. Having built a lot of successful companies, control is important to me. I think I will keep the water problem. There are so many more people getting into this when **energy. T. Boone Pickens** for instance. How is the competition? Everyone is competing for the next big thing. How is that increase in competition played out in your strategy? I welcome the competition, because it shows a community that this is a better investment.... 00:27:35

3. Taking Stock
Bloomberg (---) National
07/03/2009 09:00 PM - 10:00 PM

DMA: N/A

Available formats: QuickView, DVD, CD, digital link, videotape, transcript, NewsBoard

[CC] 00:32:04 ...He has worked his way up to what is known at the mid-atlantic bite. . Across the country, wind energy initiatives are **picking** up momentum. **Boone Pickens** has gotten in the game. We have got to get our own natural resources, and that resource is wind. The president is a supporter. Legislation that will spark a clean energy resolution. Let's not kid ourselves. [Inaudible] wind producers not only have access to tax credits but performance production credits. That is good news to Peter Mandelstam, but is offshore energy viable without government subsidies? The answer, my friend, may be blowing in the wind.... 00:34:01

[CC] 00:55:59 ...The way to charge electric vehicles is with offshore **wind**. I want to get back to the financial side of things. Have you ever thought about going public? Is the ultimate goal to maybe eventually go public? When you take a company public, you lose control. Having built a lot of successful companies, control has been important to me. I think I will keep bluewater private. There are so many more people getting into this **wind energy. T. Boone Pickens**, for instance. How has the competition --Everyone is competing for the next big thing, right? How has the competition played out in your strategy for the company? You are also competing with financing. I welcome the competition because it serves the investment community that this is an ever-better investment. Being in a crowd that is rather small, there is a lot of water out there and lots of ability to do lots of projects. The Delaware-New Jersey project that I have ready to finance, once I get the permit, is 580 megawatts. ... 00:57:40

4. Bloomberg News
Bloomberg (---) National
07/03/2009 12:00 PM - 01:00 PM

DMA: N/A

Available formats: QuickView, DVD, CD, digital link, videotape, transcript, NewsBoard

[CC] 00:55:42 ... Today we have seen news that the president is going to California standards for **fuel** efficiency. There is talk of electric vehicles. The way to charge electric vehicles at this with offshore **wind**. I want to get back to the financial side of things quickly. Had you ever thought about going public? You aren't looking for public financing. Is the ultimate goal --You are looking for public financing. Is the ultimate goal to look for public financing? For me, the ultimate goal is to remain in control of the company. Control has been important to me. I think I will keep Bluewater **Wind** private. Never say never, but I think I will keep it private. There are so many people getting into **wind energy. T. Boone Pickens**, for instance. Everyone is competing for the next big thing, right? 00:56:53

5. Squawk Box
CNBC (---) National
07/06/2009 07:00 AM - 08:00 AM

DMA: N/A
Spot Cost: \$2,322
Est. Audience: 274,383

Available formats: QuickView, DVD, CD, digital link, videotape, transcript, NewsBoard

[CC] 00:23:18 Tomorrow on "Squawk Box " **Boone Pickens**, one year after launching the **Pickens Plan**. Success, failures, the climate bill, cap and trade, everything on the table for the legendary oilman. That's tomorrow right here... 00:24:45

6. Washington Monthly On The Radio
Potus 08 (Sirius XM) National
07/04/2009 08:00 AM - 09:00 AM

DMA: N/A

00:10:00 yesterday the president announced more efficient light bulbs..... what about nuclear ? ... more drilling which the president has mentioned during interview Sunday and **T Boone Pickens** continues to go on the stump for his conversion to **natural gas** at least as a stop gap between where we are and where we hope to be? 00:11:59

7. News 8 Update
WFAA-TV CH 8 (ABC) Dallas/Fort Worth
07/04/2009 10:00 PM - 10:30 PM

DMA: 5
Spot Cost: \$4,622
Est. Audience: 221,798

Available formats: QuickView, DVD, CD, digital link, videotape, transcript, NewsBoard

[CC] 00:07:29 It has been a full year now since **T. Boone Pickens** launched his **Pickens Plan**. He wants to get the U.S. a way from being dependent on foreign **oil** by exploring clean **energy**. While **Pickens** likely won't get everything he wants find out how he is still sparking new debate in tomorrow's edition of the Dallas morning news. 00:07:44

8. KCBS News
KCBS-AM 740 (CBS) San Francisco
07/05/2009 08:00 PM - 09:00 PM

DMA: 6
Spot Cost: \$145
Est. Audience: 26,900

00:40:00 ... what about natural gas? What about nuclear energy ... how were those addressed in this bill?...natural gas the bill speaks of natural gas to provide some incentives for natural gas we we'll we've just discovered a new coal fields from all the wayin New England down into the Gulf Coast may be out in the Atlantic that hold real possibilities for this country over the coming decades ... and so the use of natural gas in transportation is something that has being encouraged, certainly in fleets of trucks and cars ,in transportation. Many people have seen **Boone Pickens** out there promoting his plan . It may have something to do with his ownership of natural gas but it's also good for the nation .. 00:41:59

9. KCBS News
KCBS-AM 740 (CBS) San Francisco
07/05/2009 08:00 AM - 09:00 AM

DMA: 6
Spot Cost: \$789
Est. Audience: 73,100

00:40:00 ... what about natural gas? What about nuclear energy ... how were those addressed in this bill?...natural gas the bill speaks of natural gas to provide some incentives for natural gas we we'll we've just discovered a new coal fields from all the wayin New England down into the Gulf Coast may be out in the Atlantic that hold real possibilities for this country over the coming decades ... and so the use of natural gas in transportation is something that has being encouraged, certainly in fleets of trucks and cars

,in transportation. Many people have seen **Boone Pickens** out there promoting his plan . It may have something to do with his ownership of natural gas but it's also good for the nation .. 00:41:59

10. In Depth

KCBS-AM 740 (CBS) San Francisco
07/04/2009 05:30 AM - 06:00 AM

DMA: 6
Spot Cost: \$353
Est. Audience: 34,200

00:10:00 ... what about natural gas? What about nuclear energy ... how were those addressed in this bill?...natural gas the bill speaks of natural gas to provide some incentives for natural gas we we'll we've just discovered a new coal fields from all the way in New England down into the Gulf Coast may be out in the Atlantic that hold real possibilities for this country over the coming decades ... and so the use of natural gas in transportation is something that has been encouraged, certainly in fleets of trucks and cars ,in transportation. Many people have seen **Boone Pickens** out there promoting his plan . It may have something to do with his ownership of natural gas but it's also good for the nation .. 00:11:59

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