

PickensPlan

T. Boone Pickens Media Coverage 7.9.10

Total of 4 Placements

- Blog/Online: 3
- Broadcast: 1

Coverage Summary:

The *Detroit Free Press* published an op-ed by Pickens online that discusses the lack of progress that's been made since Obama pledged two years ago to end our dependence on Middle East oil in ten years. This was placed following Pickens' meeting with Ford and GM officials. The piece also discusses the NAT GAS Act, calling on Detroit to help lead us to a natural gas future.

Highlighted Placements (Full Articles Below)

- **Natural Gas For Heavy-Duty Trucks** – *Detroit Free Press* – 7/9/10

Blog/Online Placements (Full Articles Below)

- **Chinese Investors Eyeing U.S. Shale?** – *UPI.com* – 7/9/10
- **Natural Gas Proposal Will Help Nation's Energy Needs** – *Progress-Index.com* – 7/9/10

HIGHLIGHTED COVERAGE

Natural Gas For Heavy-Duty Trucks – *Detroit Free Press* – 7/9/10

By T. Boone Pickens

Congress is faced with the very real issue of what to do about an energy plan. Two years ago, then-Sen. Barack Obama pledged to end our dependence on Middle East oil in ten years.

We have eight years to go. We have to ask the question: Are we making any progress?

Washington likes to point to wind, solar and nuclear as key elements of a new “green” economy. They are all good and all American, but they miss a critical point – they do nothing to fulfill the no-OPEC oil pledge. Two thirds of our imported oil problem is directly related to transportation, and the only way to achieve the goal is to replace its dirty foreign fuel with clean, abundant, domestic fuels such as natural gas.

I met late last month with Ford and GM officials. They are ready to lead if Washington delivers true energy policy.

Solar and wind, nuclear and geothermal, and any other kind of alternative energy is an important part of the energy independence conversation. But the reality is that heavy-duty trucks – the 18-wheelers that travel our interstate highways delivering goods from coast to coast – will realistically run on only two fuels: imported diesel or domestic natural gas.

There are more than 11 million natural gas vehicles (NGVs) in the world. Of those, only about 130,000 are on the roads here in the United States.

I mention this to make the point that NGVs are an effective, proven technology available now.

Heavy-duty trucks use approximately one-third of the oil we import as a transportation fuel. These are vehicles that generally run the same routes on a regular schedule. Drivers tend to use the same truck stops to eat, rest and re-fuel. It would be a relatively simple matter to install natural gas refueling facilities at truck stops along the major cross-country routes.

That gets us away from the principal argument against NGVs – that the U.S. lacks refueling infrastructure. Lawmakers across the nation are taking notice of how soon we can begin to move our heavy-duty fleet from imported diesel to cleaner domestic resources.

Congress has bipartisan legislation before it – the NAT GAS Act (H.R. 1835 & S. 1408) – that would provide tax incentives for building additional refueling infrastructure and for using domestic natural gas instead of imported diesel to fuel our fleet of eight million heavy-duty trucks. The U.S. Conference of Mayors recently added another layer of bipartisan support for the increased use of natural gas as a transportation fuel, issuing a resolution calling for the enactment of the NAT GAS Act.

We need a transition fuel to get us from where we are today – spending more than a billion dollars a day to import oil – to where we want to be: if not energy independent, at least independent from OPEC oil. We've got the resources to make it happen – American natural gas.

On a barrels of oil-equivalency basis, we have more than twice as much domestic natural gas as Saudi Arabia has oil. According to a number of expert reports, we have enough natural gas to last for 100 years or more. By that time, no doubt, we will have long since been using new technology such as hydrogen fuel cells for heavy vehicles and batteries for passenger cars and light trucks, or perhaps a technology that hasn't even been discovered yet.

For years, Ford, GM and other manufacturers across the globe have been producing vehicles capable of running on natural gas. They know how to do it, and they are good at it. If we can jump-start an NGV program, we can create new, permanent, high-paying jobs all along the value chain from machine tools to maintenance facilities and every point in between.

The U.S. is in a heated economic battle with major overseas players. Automobiles that used to be made in the United States and Europe now are – or will soon be – manufactured in China and India.

We need to carve out a segment of the transportation industry that will be uniquely American. That segment is heavy-duty trucks running on domestic natural gas. Natural gas is cheaper and cleaner than imported diesel, and it is available right here, right now.

Sens. Carl Levin and Debbie Stabenow will be called upon to pass an energy bill in the coming weeks. This is their chance to do something good for America and specifically good for Michigan.

Detroit has given us generations of American cars we're proud to drive. Detroit and natural gas can power America's heavy-duty truck fleet for the foreseeable future.

T. Boone Pickens previously built and ran Mesa Petroleum. His current focus is on natural gas and alternative energy. More information is available at www.pickensplan.com.

BLOG/ONLINE COVERAGE

Chinese Investors Eyeing U.S. Shale? – *UPI.com* – 7/9/10

BEIJING, July 9 (UPI) -- U.S. natural gas explorer Chesapeake Energy is exploring a deal with Chinese partners to take a stake in their Texas portfolio of shale gas, officials said.

Marcus Rowland, the chief financial officer at Chesapeake Energy Corp., is in Beijing to discuss a deal for Chinese companies to take a 20-percent stake in Eagle Ford shale in Texas, The Wall Street Journal reports.

China is looking to expand its domestic exploitation of unconventional gas reserves like the natural gas locked in shale deposits in the eastern and southern United States.

Energy magnate T. Boone Pickens in 2009 said abundant gas reserves in the United States made the country the "Saudi Arabia of natural gas" and Beijing is keen to duplicate those result, the Journal adds.

China National Petroleum Corp. has been looking for overseas deals in shale and other unconventional gas deposits, and in June Chesapeake offloaded nearly \$2 billion in stocks to Asian corporations.

Rowland, the Journal reported, said the sale was meant to secure more recognition in Asian markets. He did not specify which Asian companies he was interested in inviting to the Eagle Ford shale play, however.

Natural Gas Proposal Will Help Nation's Energy Needs – *Progress-Index.com* – 7/9/10

Amid an oil catastrophe in the Gulf of Mexico, a modest economic recovery with lackluster job creation, costly and dangerous dependence on foreign oil and the need to reduce greenhouse gas emissions, Congress might be expected to leap at a proposal that ensures progress across all of those issues.

Yet neither house has acted on the Natural Gas Act, an important initiative for the nation. The United States imported 4.35 billion barrels of oil in 2009, about 65 percent of national

consumption. As noted by T. Boone Pickens, an oil billionaire who favors conversion to other forms of energy, that translates into \$500,000 a minute.

In contrast, about 98 percent of all the natural gas consumed in the United States is produced here. Moreover, the domestic supply is abundant.

For example, Penn State geologists have estimated that the shale field in northeastern Pennsylvania contains more than 500 trillion cubic feet of recoverable gas, whereas current national consumption is about 20 trillion cubic feet per year. And that field is just one of several large sources.

According to the U.S. Energy Information Administration, about 10.5 percent of oil consumed nationally is in the form of diesel fuel. Mr. Pickens long has contended that natural gas could supplant petroleum-derived diesel as a principal motor fuel, especially for big trucks and buses. The technology is well-established. And since natural gas burns about 30 percent cleaner than oil-derived diesel, a large-scale conversion would produce much better air quality.

Meanwhile, the reduced reliance on oil and imports would help stabilize gasoline prices, free oil refining capacity in order to prevent seasonal price jumps, and create jobs in the gas and vehicle industries.

The Natural Gas Act would provide incentives, mostly as tax credits, for gas-fueled vehicle production and purchases, establishment of natural gas pumps at service stations, and so on.

Given the bill's potential for the United States, Congress should pass the Natural Gas Act.

BROADCAST COVERAGE

1. Monsters And Money In The Morning

WBBM-TV (CBS) CH 2, Chicago | DMA: 3

07/08/2010, 05:00 AM - 06:00 AM

[EC] 00:37:13 The 80th day of the Gulf oil spill and BP says its plan to fix the wellhead of schedule. They claim the relief wells will stop the flow of oil by July 27th. The earlier target was the middle of August. There are concerns about their push for investors in the Middle East . Let us look at target date July 27th is important for BP because that is the day they need to report their quarterly earnings and management needs to talk to the analysts so they really want something positive to say at that point. A week before that is when the U.K. Prime Minister David Cameron is scheduled to be at the White House so BP really wants to have some positive news. The other part is the fact that they're seeking help by propping up their stock from Middle Eastern investors. They don't want to sell new stock to dilute the shareholders but they do want to prop up their stock to keep it from being taken over .That relief well- **Boone Pickens**, the oil man came on and said ...said the only way to stop spill for sure is to drill relief well..there are 2 of them... 00:39:01

Keywords:Oil Spill; BP; Relief Wells; Earnings; UK Prime Minister David Cameron; White House; **BoonePickens**;

Visuals:Video of **oil** leak on ocean floor;

Audience: 21,390 **Spot Cost:** \$83