



T. Boone Pickens Media Coverage 11.3.09

Total of 4 Placements

- Print: 1
- Blog/Online: 2
- Broadcast: 1

Coverage Summary:

The *Naples Daily News* published an op-ed by Pickens in conjunction with his speech today at the Global Financial Leadership Conference. The piece discusses the success Florida has had in the alternative-energy arena and the role an expanded use of natural gas can play.

Roush Fenway Racing CEO Jack Roush appeared on Fox Business yesterday to discuss the benefits of fueling vehicles with propane. The anchor, Brian Sullivan, quoted his discussions with Pickens about infrastructure for natural gas vehicles during one of the questions. Roush also referred to the Propane Education & Resource Council (PERC) several times throughout the interview. The interview can be viewed here - <http://www.foxbusiness.com/search-results/m/27213285/benefits-of-using-propane-for-gas.htm>

Highlighted Placements (Full Articles Below)

- **Guest Commentary: Natural-Gas-Powered Vehicles Should Drive U.S. Energy Policy** – *Naples Daily News* – 11/3/09

Blog/Online Placements (Full Articles Below)

- **The New Front Page** – *Forbes.com* – 11/2/09
- **The Best of Fast Company: China Dominates Texas Wind Power, Plastic Made Out of Algae, and the Future of Trucking** – *Treehugger* – 11/3/09

HIGHLIGHTED COVERAGE

Guest Commentary: Natural-Gas-Powered Vehicles Should Drive U.S. Energy Policy – *Naples Daily News* – 11/3/09

By T. Boone Pickens

Last week the phrase “The Sunshine State” went from being a license-plate motto to being an accurate description of how Florida is leading the way to a cleaner energy future in America.

The announcement by President Barack Obama of a \$200 million grant to Florida Power & Light to provide many of its customers with “smart meters” is part of a major effort by the administration to begin the process of building a 21st-century electric transmission grid. FPL is one of the largest suppliers of solar power in the country and the nation’s largest supplier of electricity from alternative energy sources. FPL was not alone. Seven other companies in Florida received grant money as well to help modernize the grid.

Florida is also on the leading edge of electrical generation using natural gas. Natural gas has typically been used as a “peaking” fuel for electricity — when demand for electricity is higher than traditional coal-fired plants can provide, natural gas turbines are fired up to make up the difference. Natural-gas plants are also used in conjunction with solar and wind generation because of the cyclical nature of those production techniques.

Natural gas produces about half the greenhouse gases as coal, so why hasn’t natural gas been a bigger player in electrical generation before? It’s because we thought we had very limited reserves in the United States so the price was too high.

All that has changed over the past decade as new drilling techniques have allowed the recovery of vast amounts of natural gas from the huge shale deposit in Texas, Louisiana, Arkansas and Appalachia.

We now know that by using those “unconventional” sources we have enough natural gas to meet our needs for the next 118 years. A study by the Potential Gas Committee in conjunction with the Colorado School of Mines suggested reserves of about 2,000 trillion cubic feet (Tcf) of technically recoverable natural gas. By my analysis, we have about twice as much energy in the continental United States than all the oil reserves in Saudi Arabia.

Natural gas, along with solar, wind, hydro, biomass and nuclear, is crucial to providing the additional electricity we will need in the United States in the coming decades.

But there is another use for natural gas which can have a more immediate impact on our economy, our environment and our national security: As a transportation fuel.

When I launched the Pickens Plan in July 2008, legislation to advance renewables — wind and solar power — was dead in the water. We got it moving, and the fruits of our labor are paying off as that legislation begins an aggressive path forward in Washington. So it’s more important than ever that we turn to the second significant element of the plan — backing foreign oil out of transportation.

About 70 percent of the oil we import is refined into gasoline or diesel to fuel our 250 million cars and light trucks and our 6.5 million heavy-duty trucks. In September, we imported 357 million barrels of oil, which represents nearly two-thirds of our oil needs. It cost us about \$25 billion.

We can begin to change from a foreign oil-based transportation system to a natural-gas system immediately. Unlike battery and hydrogen technology which are in the developmental stages and which may take decades to implement, natural gas is a proven technology for powering cars and trucks.

Around the world, there are some 10 million vehicles running on natural gas (NGVs). Only about 130,000 are in the United States. The reason? Oil has been cheap.

But oil will never be cheap again. The world's supply of oil has just about peaked and we will be competing with the other industrialized nations for a decreasing amount of oil. China, recognizing this fact, has locked up about 5.2 billion barrels of oil to be delivered over the next 20 years.

As we continue to depend on oil from Saudi Arabia, Nigeria and Venezuela, we place our energy needs in countries from unstable regions, ones that do not have our best interests at heart, or both. We need to make a change.

By beginning immediately to replace gasoline and diesel vehicles with NGVs we can jump-start an entirely new industrial sector, we can clean up the environment and we will be safer from the threat of disruptions of oil deliveries from suppliers who can sell their oil elsewhere.

Natural gas is a full partner in the alternative-energy arena. Florida is showing the rest of the nation the direction we should all be going.

Pickens is scheduled to give the keynote speech today at the Global Financial Leadership Conference at the Ritz-Carlton, Naples. He is chairman and CEO of BP Capital, which operates energy-focused commodity and equity funds. He is also the largest shareholder in Clean Energy, the largest provider of vehicular natural gas in North America.

BLOG/ONLINE COVERAGE

The New Front Page – *Forbes.com* – 11/2/09

By Dirk Smillie

Noncommercial news ventures sprouting around the country are feeling some blowback from their for-profit cousins, who don't seem inspired by the new journalism paternalism.

When Bay Area financier Warren Hellman said in a *Forbes.com* interview that he may seek city funding for his nonprofit Bay Area News Project, the *San Francisco Business Times* lobbed this volley: "William Randolph Hearst must be rolling anxiously in his grave. To say nothing of folks like Thomas Jefferson, who wanted journalism to protect us from government, not government to 'protect' an enfeebled Fourth Estate."

New financing models for news don't impress the *Austin Chronicle*. "A spotty track record" is how the alternative newsweekly describes their history thus far. *Slate's* Jack Shafer weighed in with this broadside: "In the current arrangement, we're substituting one flawed business model for another. For-profit newspapers lose money accidentally. Nonprofit news operations lose money deliberately."

The newest nonprofit news outfit to launch, the *Texas Tribune*, debuts Tuesday. *Tribune's* chairman, venture capitalist John Thornton, says of the criticism, "I call it the Stockholm Syndrome. They are sympathizing with their advertiser-captors."

Slate, a captive? Maybe Thornton has reason to fire back: He has put up \$1 million of the \$3.6 million raised for the *Tribune* thus far. Joining him as *Tribune* chief executive is a storied name in Texas journalism, Evan Smith, who is leaving his post as editor of the magazine *Texas Monthly*. Funding is coming from 53 corporate sponsors--"Evan and I just called everybody we knew and said, give us 2,500 bucks"--plus \$250,000 from the Knight Foundation and \$150,000 from fellow Texan T. Boone Pickens. The 1,100 founding members have given an average of \$95 per person.

The Tribune, which plans to focus exclusively on state and local government, public policy and politics, is working with the traditional press to get its stories in front of audiences. Thornton says the Tribune will partner with 10 newspapers and six TV stations to distribute content. In the works is a Tribune series called a "Texas Politics Minute," expected to air three times a week. Thornton's outfit will also conduct five statewide polls between now and the end of 2010. "Assuming Kay Bailey Hutchinson runs against Rick Perry for governor, this will be ground zero for internecine Republican politics," he says.

Fail or succeed, the Tribune will be closely watched. Unlike other nonprofit news shops, which are mostly local, the Tribune will cover the entire state. As the first nonprofit news venture to launch using this model, does Thornton think his venture is scalable and could succeed elsewhere?

"Probably," he says. "But I grew up in the franchise restaurant business. The biggest clowns in that business are guys who talk about franchising their model before they even get a store open," says Thornton. "For now, we're just trying to get the store open."

The Best of Fast Company: China Dominates Texas Wind Power, Plastic Made Out of Algae, and the Future of Trucking – *Treehugger* – 11/3/09

By Ariel Schwartz

This week at Fast Company, we looked at China's entry into the Texas wind power industry, Cereplast's plastic made out of algae, the long-term future of trucking, and a proposal to build floating cities in the Netherlands.

T. Boone Pickens scrapped his massive wind power project in Texas. Now China has come in to pick up the pieces with a 240-turbine wind farm in the state.

Algae is one of the hottest new biofuels, but the slimy substance has many other uses. One of the most promising is a sustainable bioplastic developed by Cereplast, a company that already produces plastic from corn, potatoes, tapioca, and wheat.

The trucking industry isn't known for its sustainability. If it wants to survive, the industry will have to start using high-tech telematics solutions along with more energy-efficient trucks. IBM has the scoop.

DeltaSync wants to build a floating city in the Netherlands made out of foam blocks and concrete. It's a sensible adaptation to rising water levels, but is it fair to marine life?

BROADCAST COVERAGE

1. Fox Business

Fox Business Network (---) National

11/02/2009

10:00 AM - 11:00 AM

DMA: N/A

[CC] 00:37:26 (Guest Jack Rousch discusses benefits of propane with host)...The rest of the world is way ahead of the United States in using propane. About 10 million vehicles worldwide that use propane and only 200,000 in the United States. Brian: one of the big problems with the development of these alternative **energies** is that the car companies are suffering, we know how tough it's been, GM taking 50 plus billion dollars. So the money maybe not there for some of these radical new technologies, but how much can propane be used with current automotive technology? If you put in replaceable batteries you've

got a fundamental redesign of a car's powertrain. Would propane be a less expensive alternative when you design and actually manufacture some of these cars, maybe to make it more viable? Propane is low fruit. You know, it's the technology exists, changes you have to make to the engine are minimal. A kit we would use for a Ford f-250 which we've got on the market today for fleet users, that kit is about \$9,000 of hardware and labor to get in a production vehicle. We could also produce, we have available kits for people who already have the vehicles to, with about eight hours work to install them in the vehicles. So it's a --It's low fruit, it's easy to install. The infrastructure is there to support it. It's 90% produced as I said by domestic petroleum and gas supplies. There is just no reason why we don't catch up with the rest of the world and do a lot of propane initially for our fleet users later for the consumers. Brian: infrastructure is a big part of it. I've had numerous discussions with **Boone Pickens** and of course, he's been pushing for natural gas. But i t's the distribution, ability to drive and where you may be on American highways, stop at a service station and fill back up. How hard would it be? Know there's a lot of propane filling stations with regard to some tanks we use, blue rhino, et cetera, had you hard would it be to get the distribution network out so that anywhere you are in a car, you could fill up with propane?... 00:39:15