

PickensPlan

T. Boone Pickens Media Coverage 11.20.10-11.22.10

Total of 4 Placements

 Print: 2

 Broadcast: 2

Coverage Summary:

The *Montgomery Advertiser* published a letter to the editor highlighting the Pickens Plan and Boone's recent visit to the University of Alabama to discuss our dependence on foreign oil.

Highlighted Placements (Full Articles Below)

 **Famed Oilman Has Energy Solution** – *Montgomery Advertiser* – 11/20/10

Print Placements (Full Articles Below)

 **Is Natural Gas The Fuel Of The Future?** – *Santa Fe New Mexican* – 11/20/10

HIGHLIGHTED COVERAGE

Famed Oilman Has Energy Solution – *Montgomery Advertiser* – 11/20/10

Oil tycoon T. Boone Pickens paid a visit to the University of Alabama recently to discuss alternative energy sources and his plan for eliminating our dependence on foreign oil.

Pickens said in 2008 Americans spent \$475 billion on foreign oil. In looking back to 1970, we were importing 24 percent of our oil. Now we are importing 65 percent of our oil. We use 21 million barrels of oil every day, which is 25 percent of the world's oil demand.

According to Pickens, world oil peaked in 2005. "Despite growing demand and an unprecedented increase in prices, oil production has fallen over the last three years." Pickens said. "Oil is getting more expensive to produce, harder to find and there just isn't enough of it to keep up with demand."

This is not a good trend, and Pickens has a plan to get us off foreign oil. Some of the main components of the Pickens plan are to capitalize on wind energy which would generate 22 percent of our electricity, to build an updated electrical transmission grid to put power where it is needed, encouraging homeowners and business owners to be energy efficient with good insulation material, and to use the abundant natural gas resources found in our country as an alternative fuel for automobiles.

The latter of the points is not a permanent fix, but a way to buy time to develop technology to steer away from foreign oil.

James R. Wolfe

Tuscaloosa

PRINT COVERAGE

Is Natural Gas The Fuel Of The Future? – *Santa Fe New Mexican* – 11/20/10

By Staci Matlock

Albuquerque's Barry Bitzer likes the fact that his newly acquired Honda GX needs no gasoline and spits out almost zero emissions from the tailpipe.

The one problem with the natural-gas-fueled vehicle: There are only three public places in the state to refuel it. "The one thing I cannot yet do with my CNG Honda GX is drive interstate to the west, south or east," Bitzer said. "There are no fueling stations for it within my 250- to 300-mile range."

Bitzer bought the sporty four-door car a week ago at Perfection Honda in Rio Rancho, the only dealer licensed to sell the CNG Civics in New Mexico.

He figures he can get close to 300 miles on the tank that holds an 8-gallon equivalent of compressed natural gas. The fuel is cheaper than regular unleaded gasoline by 40 cents a gallon, too. The car has a sticker on the side proudly announcing it is an NGV — a natural-gas vehicle.

Official Honda estimates are that an NGV gets 24 miles to the gallon in the city and 36 on the highway. Bitzer said he drives like an old granny, so he expects to get the maximum fuel-efficiency.

Bitzer is one of fewer than a half-dozen individuals who have purchased one of the compressed-natural-gas cars in the state. State government and other agencies have been purchasing the NGVs for their fleets for at least five years, according to Tim McGee, Internet sales manager at Perfection Honda.

McGee said Perfection Honda has sold a couple of dozen NGVs in the last five years, most of them to government fleets. He said mechanics had to be specially trained to fix and warranty their work on the vehicles.

The car is little different than a regular Civic. "From my perspective, it's just a regular car, motor- and drive-train-wise," Bitzer said. "The tank is where the trunk should be, so I made them throw in a luggage rack. It drives just like a regular economy car, and I got decent dealer financing."

He thinks the car has other advantages over hybrids, like not needing a high-tech battery that carries its own environmental footprint.

Bitzer also likes that the natural gas used in his vehicle is homegrown. New Mexico is among the top producers of natural gas in the country. And revenue from natural-gas production goes to support the state's general fund.

"Unlike hybrids, which still run on fuel shipped all the way from the Persian Gulf, CNG is totally 'local,'" Bitzer said. "This means a lower footprint for shipping."

The biggest downside is the lack of public fueling stations. New Mexico has a total of seven stations, but five are private, government-use only. Bitzer said Oklahoma has a ton of compressed-natural-gas stations — but that doesn't help him much.

Plans are in the works to increase the use of compressed-natural-gas vehicles. Congress is considering legislation proposed by oilman T. Boone Pickens to convert all commercial trucks to natural gas. And, according to the Bloomberg news website, Honda announced plans at the Los Angeles Auto Show to expand sales of the Civic GX to all 50 states.

McGee said he thinks the infrastructure is coming, especially as more of the cars are sold. At one point, Honda's corporate offices even contracted with a company to make conversion kits for

homes, to allow people to refuel their vehicles from the natural gas used at their house, he said. He's not sure if those kits are still available.

The company continues trying to perfect a car that is clean, runs well and is inexpensive, McGee said. In California, the company is testing the hydrogen-fueled Honda Clarity.

BROADCAST COVERAGE

1. Taking Stock

Bloomberg, National | DMA: 0

11/19/2010, 05:00 PM - 06:00 PM

[CC] 00:14:40 ...If they want to create jobs, they would embark on the **Pickens** plan. You have **wind** and other, so or panels and so for, which is aimed we are leading the way on, and now we have been leapfrogged by China. I cannot agree more. I have had problems with the **Pickens** plan, but that is a quibble. This country needs an avenue for growth. China gets it in spades. They had a stimulus package the same time we did which was a larger percentage of their GDP than our but theirs was almost completely devoted toward investment. In terms of alternative **energies**, they are eating our lunch. That will be the largest when producer next year. That massive infrastructure is what they need for alternative **energy**. In 1946, everybody talks about that, pumping out money, etc, in 1946 debt as a percentage of GDP was much larger than it is now. But that debt had been spent on an industrial base that laid the groundwork for 25 years of prosperity. If you are growing, you don't worry about that. The problem in this country is we don't have a real avenue for growth. If we are going to spend one trillion dollars on renewable **energy**, I will take gold, but we are nowhere near that....00:16:25

Audience: N/A Spot Cost: N/A

2. Bloomberg News

Bloomberg, National | DMA: 0

11/19/2010, 12:00 PM - 01:00 PM

[EC] 00:30:57 We continue our conversation on economics, finance and investment. Let's do a data check. We will go through this really quick. Have an equities down 20. Let's move right onto bonds. Nothing going on. His after the irish news of the day. The euro-dollar I am watching. The strong euro in the morning has been dampened by news out of ireland. Oil is at \$81 per barrel. Edward Morse is with us from Credit Suisse, and we talk oil. You travel more than anyone I know. You go through security more than anyone I know. Have you found the security issues to be a big deal? I have not found it a big deal. I find it easier now than it was a year ago. Margaret Brennan said the same thing to me this morning on radio. But there is a lot of talk about this, a lot of internet buzz, and yet people are saying in surveys and such that it is really not all that bad. This is a chart that we showed the other day, inflation adjusted. Here we are. Do we migrate up here? We will migrate up just a little bit. What we are seeing now is not a secular change. The move above \$80 was a fourth quarter high demand move. This was also sparked by some problems in China and some problems in Europe. It is a very calm market. Actually, there is great uncertainty. The official forecast from bp U.S. from the Department of Energy and OPEC are wildly apart. This is really important. In oil, it is amazing how the analysts separate out supply and demand more than anything else I look at. It is going to go up to \$1. 5 million preferred 1.5 million barrels per day on at the demand side. It is going to continue into next year. Here is a chart with two different demands. That white line is the OECD demand, a the yellow line is the rest of the world. Essentially, a OECD has gone nowhere. This is all new, emerging market growth. When you see this, this global GDP growth, what will this do to the price of oil? Is there enough supply out there to even keep its somewhat contained? That is the other part of the debate. Is there enough oil? There are a whole bunch of people in the analytical community reminding people of dealing with the cold war. They do not want the cold war to be over. It is the same with the oil guys. They do not want to believe. The Exxon Mobil chart. Get over here and looked at the people at Exxon do not believe in peak oil. That is safe to say. What is the number one thing that people oil gets wrong? Depletion was not the result of some natural phenomenon. It was 25 years of under investment that has come home to roost. I would also call it a lack of information. They really do not know what the Saudis are doing. They really do not know what is off the coast of Brazil. People thought conventional oil excluded unconventional data. What we have really seen is that it appears It took \$10 BCU to get natural gas going... 00:37:55

Keywords:TZ; **Oil:** New York Times; China; Europe; International **Energy** Agency; Department of **Energy**; OPEC; Jim O'Neil; Peak **Oil**; **Boone** **Pickens**; Hydrocarbons; Anadarko;

Visuals:Information on NYMEX Crude **Oil**; Update on ExxonMobil stock price;

Speakers:Edward Morse, Credit Suisse;

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