



## T. Boone Pickens Media Coverage 11.24.09

### Total of 5 Placements

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

### Coverage Summary:

*Platts* quoted Jay Rosser in its story on the American Trucking Association's views on using natural gas as a transportation fuel. The ATA questions natural gas' ability to be a viable solution for most long-haul trucking operations, but finds it an acceptable fuel alternative for short-haul applications. Rosser mentions that virtually all of the ATA's concerns are addressed in the NAT GAS Act, which has great bipartisan support. Rosser goes on to say that Pickens is convinced American truckers want to lead the effort to start reducing our dependence on foreign oil.

*WTIC-TV* in Hartford previewed today's town hall event with Pickens and Congressman Larson during its morning news.

### Highlighted Placements (Full Articles Below)

- **Trucking Group Questions Use of Gas as Vehicle Fuel** – *Platts* – 11/23/09

### Print Placements (Full Articles Below)

- **Wind Energy Summit to Look at Options** – *Tulsa World* – 11/24/09

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

- **Where Will the World's Biggest Wind Farm Be Built? (Hint: Head North)** – *Treehugger.com* – 11/24/09

## HIGHLIGHTED COVERAGE

### Trucking Group Questions Use of Gas as Vehicle Fuel – *Platts* – 11/23/09

By Rodney White

Natural gas “is not a viable solution” for most long-haul trucking operations but it is “an acceptable fuel alternative” for certain short-haul applications, the American Trucking Association contended last week.

But if Congress “enacts financial incentives to ensure that the price of a liquefied natural gas truck is equivalent to a diesel truck and that cost-effective LNG refueling facilities can be constructed, then LNG trucks may be a viable alternative for the small segment of the industry that is centrally refueled,” the association conceded.

The ATA expressed its concerns in a statement submitted to the Senate Energy and Natural Resources Committee. The search for an alternative to diesel fuel continues, but no “viable alternative” has been found, the group wrote.

Compressed natural gas is not practical for long-distance, heavy-duty trucks but is suitable for shorter-range operations such as refuse trucks, concrete mixers and municipal buses. LNG may be a “viable alternative” but the “lack of a competitive refueling infrastructure suggests that this alternative is not currently viable for long-haul applications,” the ATA said.

Natural gas-powered trucks cost \$40,000 to \$70,000 more than conventional diesel-powered trucks, the ATA said, adding that “trucking companies cannot afford to increase their capital expenses by purchasing natural gas trucks that cost significantly more than the trucks that their competitors are operating.”

In the trucking business, weight matters. A 119-gallon LNG tank weighs about 500 pounds, while a 72-gallon diesel fuel tank weighs nearly 270 pounds, according to the association. An LNG truck equipped with two 119-gallon tanks has an operating range of approximately half of the typical diesel long-haul truck.

An LNG power truck's payload has to be smaller if the vehicle is going to comply with highway weight limits, the group explained.

Lack of refueling stations cited

The ATA said the second major obstacle to the use of natural gas as an alternative fuel for the trucking industry is the lack of a competitive refueling infrastructure. Most long-haul trucks are not centrally refueled and do not travel regular routes.

“Running out of gas on the side of the road is a significant challenge, as LNG mobile refueling is not an option and the truck would have to be towed to a refueling station,” the association said. “The ubiquitous nature of diesel refueling stations accommodates that uncertainty. Unfortunately, it is virtually impossible for over-the-road fleets to find LNG fueling outlets.”

Rick Kolodziej, president of NGV America (formerly the Natural Gas Vehicle Coalition), said it is not likely natural gas is suitable for service trucks that go coast-to-coast.

“But the big fleets, while they have trailers that go coast-to-coast, the drivers don't,” he said. “They go from Los Angeles to some depot in Nevada, they drop off that trailer and they pick up a trailer going the opposite direction and they go back home. They go back and forth. Those are point-to-point vehicles. Those are a perfect application for us.”

Jay Rosser, a spokesman for longtime NGV advocate T. Boone Pickens, said, “We have a great working relationship with the American Trucking Association and clearly value their knowledge and expertise here.”

It's important to note that virtually all of their concerns are addressed in the NAT GAS Act that has great bipartisan support (GD 11/20), and more than 120 co-sponsors in the House alone."

"In his travels across America in support of the Pickens Plan [promoting NGVs], Boone is convinced that America's truckers want to lead the effort to start reducing our dangerous dependence on foreign oil," Rosser said. "He's hearing this from truckers, fueling station operators and equipment manufacturers."

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## PRINT COVERAGE

### Wind Energy Summit to Look at Options – *Tulsa World* – 11/24/09

By Rod Walton

Financing pressures may be up and fuel prices down, but the time is still right to take advantage of Oklahoma's wind power potential, a state energy official said Monday.

Deputy Secretary of Energy Brad Williams was touting next week's Revolution 2009: Oklahoma Wind Energy Conference. The event runs Dec. 2-3 at the Cox Convention Center in Oklahoma City.

Last year's conference featured billionaire T. Boone Pickens and a fresh optimism about growing wind energy options in the state. This year's gathering includes national figures, such as American Wind Energy Association director and former state Corporation Commissioner Denise Bode. Gone is Pickens' star power, and the sector's enthusiasm has been worn down by recession and falling prices for oil and natural gas.

Not so fast, Williams said. Wind energy investment is wounded by economic factors and outsized expectations, he said, but it can and should play a huge factor in the future.

"I don't think it's dissipated at all," Williams said. "Wind can be very complementary; it's the perfect partner with natural gas."

Wind and natural gas, in other words, can be put into action quickly to turn turbines and are clearer environmentally than coal-fired generation plans. They are not cheap to build, but wind farms and gas facilities are not nearly as expensive, financially or politically, as nuclear power.

Oklahoma ranks No. 12 nationally in its deliverable wind power. The state had about 851 megawatts of installed capacity as of December, the American Wind Energy Association reported.

Oklahoma residents also are positive about going with the flow, if a recent state survey is any indication. Forty percent would be willing to pay as much as \$6 or more in additional monthly rates to help investment in wind power infrastructure, according to the Sooner Survey conducted by Cole Hargrave Snodgrass & Associates of Oklahoma City and funded by the nonprofit Wind Coalition.

Overall, 72 percent of the survey's 600 respondents said they were willing to pay higher rates for electricity if it is generated by wind.

"Not only do Oklahomans support wind energy in theory, but they are also willing to put their money where their mouth is," the Sooner Survey report reads.

AEP-PSO — American Electric Power-Public Service Company of Oklahoma — and Oklahoma Gas & Electric Co. also raised their wind profiles over the past few years. The state's two major utilities would like their generation portfolios to include at least 10 percent or more in wind power, according to reports.

The danger, Williams noted, is in thinking of those western Oklahoma air currents as a primary source of electricity. The wind doesn't always blow.

Natural gas plants fire up quickly and can be shut down when wind is available, he said.

"Nuclear and coal cannot fit that need," Williams said.

Another key issue for next week's conference is transmission capacity. The Southwest Power Pool has recommended construction of lengthy 345-kilovolt transmission lines connecting in Woodward at a combined cost of more than \$300 million.

The SWPP, which oversees utility generation networks through the region, is not only pitching a transmission build-out to bring wind power to customers but also determining ways that those costs can be spread out over distance and ratepayers.

"The real key to unlocking wind is the transmission issue," Williams said.

The conference also will feature former CIA Director and Oklahoman James Woolsey as its Dec. 2 luncheon keynote speaker. He is a venture capitalist helping fund some alternative energy investments.

At 10:30 a.m. Dec. 3, a panel of experts is scheduled to focus on the transmission challenges within the power grid. Among the panelists will be Les Dillahunty, vice president of regulatory policy with the Southwest Power Pool; Federal Energy Regulatory Commission member Marc Spitzer; and Texas energy consultant Julie Parsley.

Other conference topics will be landowner issues and environmental challenges.

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What: Revolution: Oklahoma Wind energy Conference

When: Dec. 2-3

Where: Cox Convention Center, Oklahoma City

Who: Amercian Wind energy Association CEO Denise Bode, state Secretary of energy Bobby Wegener, venture capitalist and former CIA director James Woolsey, OGe energy Corp. CeO Pete Delaney.

Information: (405) 325-3760 or (800) 03-5494.

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## **BLOG/ONLINE COVERAGE**

**Where Will the World's Biggest Wind Farm Be Built? (Hint: Head North) – *Treehugger.com* – 11/24/09**

By April Streater

Wind power, after experiencing dead calm for the last 1.5 years as developers struggled to get approval and investment money for their projects, is suddenly moving briskly again. Projects are percolating onshore and off from Delaware to Demark to London to Latvia. The potential for wind is so huge - 1,100 GW could be installed by 2030 says IEA - and the power produced so low carbon it's a bit of a wonder the

world has waited so long to wake up and sniff the wind. But where will the biggest project be? If you guessed the London Array, the huge 1 GW offshore wind project scheduled to be built in London's Thames Estuary, or the nearby 1.5 GW Atlantic Array you would be close, but no cigar. Dinky little Sweden gets to claim the honor...at least for awhile.

That's a lot of turbines

At the Markbygden project in the heart of Sweden's Lapland, the plan is to erect 1,101 turbines for a total capacity of between 3 and 4 GW. If Svevind, Markbygden's project developers, succeed, they'll not only have the biggest wind farm in terms of turbines, but also in size of territory - the farm would spread over 450 square kilometers of land. And if all goes according to plan, Markbygden may also be graced with some of the world's biggest turbines - at 7.5 MW of capacity they tower over turbines currently in use.

Joint Swedish - German monster wind farm

The Swedes have thus far approved only small portions of the Markbygden wind farm, which will require a huge amount of capital and technology. Right now Svevind is in the process of erecting 12 pilot turbines and just got permission to put up 8 more, one of them the monster 7.5 MW turbine. Svevind has also received permission to make the turbine platforms up to 200 meters tall (the world's tallest). Parent company Svevind has partnered with German turbine manufacturer Enercon on the Markbygden project, which is estimated to cost 55 billion Swedish crowns (US\$6.9 billion). Enercon will build its own factory for turbines in the region as well as a service center. Markbygden is not scheduled to be complete until around 2020.

Too bad, Texas?

Texas currently holds the title for the world's biggest wind farm with the 627-turbine Roscoe Wind Complex, which spreads across 100,000 acres of Texas farmland, and provides 781.5 MW of capacity - enough to power 230,000 homes. T. Boone Pickens was planning an even larger wind farm in Texas, but this summer he scrapped those plans in favor of smaller wind sites scattered around the mid-West.

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## BROADCAST COVERAGE

### 1. Fox 61 Morning Show

WTIC-TV CH 61 (FOX) Hartford/New Haven

11/24/2009 07:00 AM - 08:00 AM

DMA: 30

Spot Cost: \$20

Est. Audience: 759

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

[CC] 00:05:54 **Energy** billionaire tycoon **T Boone Pickens** comes to Connecticut today and he'll appear with Congressman John Larson at East Goodwin College in Hartford afternoon at 4. **Pickens** and Larson will tout the domestic "**nat gas**" legislation which aims to make domestic **natural gas** an alternative to foreign **oil** while decreasing pollution. Last year **Pickens** unveiled the "**Pickens Plan**" as an initiative aimed at decreasing the **nation's** reliance on foreign **fuel** sources with cleaner sources from the US.  
00:07:11

### 2. Fox 61 Morning News

WTIC-TV CH 61 (FOX) Hartford/New Haven

11/24/2009 05:00 AM - 06:00 AM

DMA: 30

Spot Cost: \$20

Est. Audience: 2,432

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

[CC] 00:15:22 **Energy** billionaire tycoon **T Boone Pickens** comes to Connecticut today and he'll appear with Congressman John Larson at East Goodwin College in Hartford afternoon at 4. **Pickens** and Larson will tout the domestic "**nat gas**" legislation which aims to make domestic **natural gas** an alternative to foreign **oil** while decreasing pollution. Last year **Pickens** unveiled the "**Pickens Plan**" as an initiative aimed at decreasing the **nation's** reliance on foreign **fuel** sources with cleaner sources from the US.  
00:16:22