T. Boone Pickens Media Coverage 4.9.11 to 4.11.11

Total of 12 Placements• Print: 7 • Blog/Online: 5

Coverage Summary The Houston Chronicle editorialized on The NAT GAS Act and suggested that Houston take the lead in showing the benefits of natural gas as fuel.

Ryder issued a press release on their participation in Wednesday's "NGVs Take the Hill" Event in Washington, D.C.

Forbes.com featured an interview with Pickens from his visit to San Francisco last week. The piece highlights the Pickens Plan and the push for natural gas.

A New York Times article highlights two coming studies that try to poke holes in the clean-and-green reputation of natural gas. They suggest that the rush to develop the nation's vast, unconventional source natural gas is logistically impractical and likely to do more to heat up the planet than mining and burning coal. Pickens is mentioned as an advocate of natural gas.

Highlighted Placements (Full Articles Below) • A Houston opportunity – The Houston Chronicle – 4/8/11 http://www.chron.com/disp/story.mpl/editorial/7513898.html • Ryder to Participate in National Natu Gas Vehicle Education Event Will Showcase a Heavy-Duty Natural Gas Vehicle At "NGVs Take the Hill" Event In Washington, D.C. (Press Release) – 4/11/11 http://www.businesswire.com/news/home/20110411005087/en/Ryder-Participate-National-Natur Gas-Vehicle-Education • What I Learned About Natural Gas from Boone Pickens – Forbes.com – 4/11/11 http://blogs.forbes.com/richkarlgaard/2011/04/11/what-i-learned-about-natural-gas-from-boone-pickens/ • Studies Say Natural Gas Has Its Own Environmental Problems – The New York Times – 4/11/11 http://www.nytimes.com/2011/04/12/business/energyenvironment/12gas.html?_r=1&pagewantec

Print Placements (Full Articles Below) • Fracking, Natural Gas's Dirty Secret – Fast Company – 4/11/11 http://www.fastcompany.com/1746489/when-natural-gas-is-dirtier-than-burning-coal# • N2K Top Joining the Fight; Guessing Game – National Journal – 4/11/11 http://www.nationaljournal.com/n2k-top-1 joining-the-fight-guessing-game-20110411 • A New Pickens Plan: Good for The U.S. or Just for T. Boone – The Yale 360 – 4/11/11 http://e360.yale.edu/feature/a_new_pickens_plan_good_for_the_us_or_just_for_t_boone/2392/ • Companies with social media show good use of resources – The Star Phoenix – 4/8/11 http://www.thestarphoenix.com/technology/Companies+with+social+media+show+good+resource 586019/story.html

Blog/Online Placements (Full Articles Below) • Fracking Insiders Score Big in New Gas Bill, But Americans Not Told the True Costs of Massive Drilling Plan – Truthout.com – 4/9/11 http://www.truth-out.org/fracking-insiders-score-big-new-gas-bill-americans-not-told-true-costs-massive-drilling-plan/1302246

• How Natural Gas is Changing the world of Energy and Politics – OilPrice.com – 4/11/11http://oilprice.com/Energy/Natural-Gas/How-Natural-Gas-is-Changing-the-world-of-Energy-and-Politics.html

• The Gas Revolution – The American Enterprise Institute.com – 4/11/11 http://www.aei.org/article/10344

o The Orange County Register

HIGHLIGHTED COVERAGE

A Houston opportunity – The Houston Chronicle – 4/8/11

Our city and state should lead the way in showing the benefits of natural gas as fuel.

The stars are coming into alignment for natural gas to fulfill its potential as one bulwark of a more forwarc looking and independence-minded American energy policy. Houston and Texas belong front and center a this effort develops and expands.

We identify specific opportunities for this city, not only in its leadership role as the global energy capital, b also as a model in implementing efforts to greatly expand the use of clean-burning gas in the nation's transportation sector. For the state, the benefits are largely self-evident: Texas has huge reserves of natu

gas made more readily and economically accessible by hydraulic-fracturing technology.

There are clear signs that the so-called Pickens Plan, a major legislative engine that would drive increase use of domestic natural gas, is gathering fresh momentum in Washington's corridors of power. This brainchild of Oklahoma wildcatter and energy entrepreneur T. Boone Pickens would gradually convert the nation's many fleet vehicles — buses, delivery and garbage trucks, carpool vans and the like - from reliar on diesel and gasoline to natural gas. From there, backers envision, it would be only a matter of time bef many private vehicles also would be powered by natural gas. The clean-burning fuel would thus become environmentally friendly bridge to a greener future built on sustainable energy. For the record, the NAT G Act was introduced in the U.S. House of Representatives Wednesday, with Rep. Kevin Brady, R-The Woodlands, among the co-sponsors.

Turning the Pickens plan into reality makes sense for a variety of reasons revealed by a glance at global headlines: turmoil across the Middle East that has pushed crude oil prices well above $100 per barrel an nudged gasoline close to $4 per gallon, with $5 a growing likelihood during the traditional summer driving season; a global surge in fossil energy demand as the result of the phenomenal growth of the Chinese ar Indian economies; a U.S. balance of payments deficit that is spinning further out of control with every passing year; concerns about rampant inflation across the global food supply, driven in large measure by the diversion of traditional food stocks such as corn into the making of energy; and ongoing global warmi concerns.

Over the past few years, the domestic supply/reserves picture for natural gas has changed dramatically. Today, the country's available gas reserves are estimated by some to be the equivalent of three times Sa Arabia's oil reserves - a 100-year supply of a clean-burning fuel. The voluble Pickens, in town recently to speak to a Petroleum Club audience, said it would be "stupid" not to tap such a bounty. We agree. As the octogenarian dynamo points out, the alternative is to send an estimated $10 trillion to producing countries move that would amount to "the greatest transfer of wealth in the history of mankind." That is unthinkable

The opportunity that arises from this situation has Houston and Texas written all over it. We should not hesitate to take it.

We particularly like the possibilities for Houston and are encouraged by what appears to be a can-do attitude already beginning to take shape here. We applaud the initiative of Apache Corp., which will build and donate a compressed natural gas fueling station at Bush Intercontinental Airport that will fuel a fleet o 30 buses. This is both forward-looking and self-interested on Apache's part. It ought to be followed by ma other like-minded initiatives and private-public partnerships.

There are compelling reasons for this city to be an early adopter of natural gas conversion. We will name one: The potentially large impact such a move would have on our unwanted and burdensome status as a non-attainment area for clean air.

What better motivation than clean air to be at the front of the line in implementing wider use of natural ga And with an opportunity to burnish our city's lackluster environmental image in the bargain.

Many of the innovations that have opened up new natural gas reserves and extended the producing lives oil fields across the state and the world bear the label "born in Houston." Leading the way in introducing natural gas to wider use as a transportation fuel is a logical next role for our city.

We are aware that expanding the use of natural gas is not risk-free. We well understand the concerns ab the impact of increased natural gas production on the environment, especially our water supply. We shar them. For that reason, we support stringent regulation of the hydraulic fracking process by a fully empowered, independent entity.

But this also offers the opportunity to extend a very public vote of confidence in those who do the work th brings natural gas to market. Many of these folks are our friends and neighbors across this region. It is th water supply, too. We expect them to be rigorous stewards of our resources.

Somehow, we prefer relying on them to do the job right to the alternative of surrendering our national patrimony and being put at the mercy of events in faraway and often hostile places. We are not helpless we choose to help ourselves. Expanding the use of natural gas in an environmentally responsible way is first step in proving that.

Ryder to Participate in National Natural Gas Vehicle Education Event Will Showcase a Heavy-Dut Natural Gas Vehicle At "NGVs Take the Hill" Event In Washington, D.C. (Press Release) – 4/11/11

MIAMI--(BUSINESS WIRE)--Ryder System, Inc. (NYSE: R), a leader in commercial transportation and supply chain management solutions, today announced that it will participate in the "NGVs Take the Hill" public display event on Wednesday, April 13, 2011, a few blocks from the Capitol building in Washington D.C. The event, sponsored by NGVAmerica, will showcase educational exhibits and a display of heavy-d trucks and other vehicles powered by natural gas.

"Participation in this event underscores our commitment to bringing cost-effective, environmentally-sounc commercial transportation solutions to market that help businesses reduce both fleet fuel costs and

emissions." The purpose of the event is to educate the public, media, and policy- and decision-makers about the use of natural gas as a clean, domestic and abundant transportation fuel that is a viable and available alternative to foreign oil. Demonstrating the Company's commitment to and leadership in the natural gas heavy-duty truck market, Ryder will exhibit a vehicle from its heavy-duty natural gas fleet offering at the event.

"Providing leadership to promote the use of natural gas in heavy-duty commercial fleets is a key initiative Ryder," stated Robert Sanchez, President, Global Fleet Management Solutions for Ryder. "Participation i this event underscores our commitment to bringing cost-effective, environmentally-sound commercial transportation solutions to market that help businesses reduce both fleet fuel costs and emissions."

Ryder has ordered 202 heavy-duty natural gas trucks as part of an agreement with the San Bernardino Associated Governments (SANBAG). The heavy-duty natural gas truck rental and leasing project in Southern California is a $38.7 million project funded as part of a joint public/private industry partnership between the U.S. Department of Energy, the California Energy Commission, and Ryder. The project is expected to displace an estimated 1.5 million gallons of diesel fuel with 100 percent domestically produce natural gas. Ryder will begin taking delivery of the trucks in April and expects to integrate the full order in its fleet by September. Ryder has also begun work to upgrade the first of three existing maintenance facilities in its network to be properly equipped for the indoor servicing of natural gas vehicles and will soo commence construction of two natural gas fueling stations.

In addition to reducing emissions, businesses that incorporate natural gas vehicles into their fleets can realize additional cost savings because natural gas fuel prices are lower than diesel fuel prices, which ar currently on the rise. According to the U.S. Energy Information Administration Annual Energy Outlook 20 natural gas costs as much as 42 percent less per equivalent gallon of diesel today, and with oil prices ris at a significantly faster rate than U.S. natural gas prices, the gap is projected to widen to 50 percent or m in the future, enabling customers to dramatically reduce total fuel expenses. Natural gas also runs cleane than diesel – ultra-low-emission natural gas vehicles can reduce total well-to-wheel CO2 emissions by as much as 25 percent. Natural gas is a domestic, U.S. energy source that provides a cost-effective alternat to foreign oil and a pathway toward energy independence.

About NGVs Take the Hill

The "NGVs Take the Hill" event, sponsored by NGVAmerica, is intended to raise visibility around natural gas as a viable alternative to diesel and other fossil fuels. The event, which will run from 8:00 a.m. to 12:0 p.m. Eastern on April 13, 2011 will feature both natural gas vehicles and educational booths, as well as a

appearance by T. Boone Pickens, in an open air exhibit located a few blocks from the Capitol building (3(block of Maryland Avenue, SW, between 3rd Street and Independence Avenue).

About Ryder

Ryder is a FORTUNE 500® commercial transportation, logistics and supply chain management solutions company. Ryder's stock (NYSE:R) is a component of the Dow Jones Transportation Average and the Standard & Poor's 500 Index. Inbound Logistics magazine has recognized Ryder as the top third party logistics provider and included Ryder in its 2010 "50 Green Partners" listing. Ryder also ranked 114 out o the top 500 U.S. companies and sixth in its industry sector in the 2010 Newsweek Green Rankings. Secu Magazine has named Ryder one of the top companies for security practices in the transportation, logistic supply chain, and warehousing sector. Ryder is a proud member of the American Red Cross Annual Disaster Giving Program, supporting national and local disaster preparedness and response efforts. For more information on Ryder System, Inc., visit www.ryder.com.

Note Regarding Forward-Looking Statements: Certain statements and information included in this news release are "forward-looking statements" within the meaning of the Federal Private Securities Litigation Reform Act of 1995. These forward-looking statements are based on our current plans and expectations and are subject to risks, uncertainties and assumptions. Accordingly, these forward-looking statements should be evaluated with consideration given to the many risks and uncertainties that could cause actual results and events to differ materially from those in the forward-looking statements including those risks s forth in our periodic filings with the Securities and Exchange Commission. New risks emerge from time to time. It is not possible for management to predict all such risk factors or to assess the impact of such risk on our business. Accordingly, we undertake no obligation to publicly update or revise any forward-looking statements, whether as a result of new information, future events, or otherwise.

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What I Learned About Natural Gas from Boone Pickens – Forbes.com – 4/11/11

By Rich Karlgaard

Last week I interviewed the Texas energy baron T. Boone Pickens four consecutive nights in front of a liv
audience. Pickens would talk for 40 minutes and then I would interview him for 50 minutes. (Full disclosu
I was paid a fee to do this, not from Pickens but from the event's owner.)

The Pickens presentations had an interesting underlying tension: Texas billionaire, oilman and Republica
trying to convince earnest San Francisco Bay Area liberals about the virtues of natural gas. How did
Pickens do in front of liberal, vaguely hostile audiences? Surprisingly well. He made his case with numbe

Here is what Pickens said:

– Global demand for oil is 86-88 million barrels per day. It will be 90 million by the end of the year, due to
global growth.

– Global production is 84 million barrels per day. Since production falls short of demand, prices have rise

– America consumes 20 million barrels of oil per day. We produce 7 million barrels domestically and impo
the other 13 million barrels. Of the 13 million barrels of imported oil, 5 million come from OPEC – "nations
that hate us," says Pickens.

– The true cost of Middle Eastern oil is over $300 a barrel if you account for U.S. military presence in the

Middle East, according to Pickens.

– “Drill baby, drill” – the conservative mantra to drill more oil from the Gulf of Mexico, off the East and We Coast shelves, and the Alaska Natural Wildlife Refuge (ANWR) would produce an extra 2 million barrels day at best, says Pickens. The would raise America’s domestic production from 7 million to 9 million barr but still leave America 11 million barrels short each day.

– In ANWR, the bottleneck is the pipeline from Alaska’s north shore. “It would take 30 years to build anot pipeline,” says Pickens.

Hence the allure of natural gas: Pickens claims the U.S. has natural gas reserves equivalent to three time that of Saudi Arabia’s known 260 billion-barrel oil reserve when you use a Barrel of Oil Equivalent (BOE) comparison.

– Using BOE, natural gas, at its current price, would be about $1.50 per gallon cheaper than diesel fuel.

– Using BOE, natural gas emits 30% less carbon

Boone Pickens wants to convert America’s 140,000-unit fleet of 18-wheel truckers to run on natural gas. Pickens says the cost of converting the next-generation fleet of 18-wheelers would be about $60,000 per vehicle – or roughly $9 billion for the entire 140,000 fleet. Where will that money come from?

Last week, Congressmen John Sullivan (R-OK), Dan Boren (D-OK), John Larson (D-CT) and Kevin Brad (R-TX) introduced H.R. 1380, the ‘New Alternative Transportation to Give Americans Solutions’ (NAT GA Act to supply the funds. It would ladle out a billion or two a year.

Is this a smart use of government funds at a time when the government is essentially broke? Yes, I think If you believe the Pickens numbers, our imported OPEC oil is costing America $2 billion a day and would cost $6 billion a day if unsubsidized by the U.S. military presence in the Middle East. Also, some percentage of the money we send to Saudi Arabia makes its way to our enemies, such as the Taliban.

But if natural gas is so economically compelling, why won’t private investors come up with the funds? It’s critical mass problem, argues Pickens. America needs to prime the pump, as it were, to get the wheels turning. Start with 18-wheelers, he says, and that will create a national infrastructure of conversion technology and delivery. To my libertarian friends: Don’t forget that the U.S. government bought the first billion dollars worth of semiconductors in the 1960s. That created the funds for factories and volume

manufacturing which in turn drove prices down to affordable levels for civilian uses. Industrial policy? Yes

America's commercial use of its vast, cheap, natural gas reserves will take a bipartisan political effort. Democrats will have to say no to the radical environmentalists and their hostility toward fossil fuels. Republicans will have to say no to the Tea Party and their hostility toward government funding.

Bipartisan consensus is a rarity these days. It is certainly out of fashion. But energy independence will demand it.

Studies Say Natural Gas Has Its Own Environmental Problems – The New York Times – 4/11/11

By TOM ZELLER Jr.

Even as natural gas production in the United States increases and Washington gives it a warm embrace a crucial component of America's energy future, two coming studies try to poke holes in the clean-and-green reputation of natural gas. They suggest that the rush to develop the nation's vast, unconventional sources of natural gas is logistically impractical and likely to do more to heat up the planet than mining ar burning coal.

The problem, the studies suggest, is that planet-warming methane, the chief component of natural gas, is escaping into the atmosphere in far larger quantities than previously thought, with as much as 7.9 percer of it puffing out from shale gas wells, intentionally vented or flared, or seeping from loose pipe fittings alo gas distribution lines. This offsets natural gas's most important advantage as an energy source: it burns cleaner than other fossil fuels and releases lower carbon dioxide emissions.

"The old dogma of natural gas being better than coal in terms of greenhouse gas emissions gets stated over and over without qualification," said Robert Howarth, a professor of ecology and environmental biolo at Cornell University and the lead author of one of the studies. Mr. Howarth said his analysis, which looke specifically at methane leakage rates in unconventional shale gas development, was among the first of it kind and that much more research was needed.

"I don't think this is the end of the story," said Mr. Howarth, who is an opponent of growing gas developm in western New York. "I think this is just the beginning of the story, and before governments and the indus push ahead on gas development, at the very least we ought to do a better job of making measurements.'

The findings, which will be published this week, are certain to stir debate. For much of the last decade, th

natural gas industry has carefully cultivated a green reputation, often with the help of environmental grou who embrace the resource as a clean-burning “bridge fuel” to a renewable energy future. The industry argues that it has vastly reduced the amount of fugitive methane with new technologies and upgraded pi fittings and other equipment. Mark D. Whitley, a senior vice president of engineering and technology with Range Resources, a gas drilling company with operations in several regions of the country, said that the losses suggested by Mr. Howarth’s study were simply too high.

“These are huge numbers,” he said. “That the industry would let what amounts to trillions of cubic feet of gas get away from us doesn’t make any sense. That’s not the business that we’re in.”

Natural gas is already the principal source of heat in half of American households. Advocates like the for oil tycoon T. Boone Pickens have also long sought to promote it as a substitute for coal in electricity generation or gasoline in a new generation of natural gas cars. And the development of new ways to tap reserves of natural gas means production is likely to increase sharply.

Two weeks ago, President Obama included natural gas in his vision for America. Clark Stevens, a White House spokesman, said that the administration’s energy priorities were not about picking one energy sou over another, but about diversifying the nation’s energy mix. “This process will continue to be based on th best science available to ensure our energy sources, including our nation’s natural gas reserves, are developed safely and responsibly,” Mr. Stevens said on Friday.

The ability to pull natural gas economically from previously inaccessible formations deep underground ha made huge quantities of the resource available in wide areas of the country, from Texas, Louisiana, Pennsylvania, New York, Wyoming and Colorado.

Such unconventional gas production accounts for roughly nearly a quarter of total production in the Unite States, according to the latest figures from the Energy Information Administration. That is expected to rea 45 percent by 2035.

But the cleanliness of natural gas is largely based on its lower carbon dioxide emissions when burned.. It emits roughly half the amount of carbon dioxide as coal and about 30 percent that of oil.

Less clear, largely because no one has bothered to look, are the emissions over its entire production life cycle — that is, from the moment a well is plumbed to the point at which the gas is used.

Methane leaks have long been a concern because while methane dissipates in the atmosphere more quickly than carbon dioxide, it is far more efficient at trapping heat. Recent evidence has suggested that t

amount of leakage has been underestimated. A report in January by the nonprofit journalism organizatior ProPublica, for example, noted that the Environmental Protection Agency had recently doubled its estima for the amount of methane that is vented or lost from natural gas distribution lines.

Chris Tucker, a spokesman for Energy in Depth, a coalition of independent oil and natural gas producers dismissed Mr. Howarth as an advocate who is opposed to hydraulic-fracturing or “fracking,” a practice associated with unconventional gas development involving the high-pressure injection of water, sand and chemicals deep underground to break up shale formations and release gas deposits. Mr. Howarth said h credentials as a scientist spoke for themselves.

Mr. Howarth included methane losses associated with flow-back and drill-out processes in hydraulic fracturing and other unconventional gas drilling techniques.

The study combined these emissions with studies of other methane losses along the processing and distribution cycle to arrive at an estimated total methane loss range from 3.6 to 7.9 percent for the shale g industry.

The researchers also include a recent study from the Goddard Institute for Space Studies at NASA suggesting that an interaction of methane with certain aerosol particles significantly amplifies methane’s already potent greenhouse gas effects, particularly over a 20-year time horizon. When all is factored together, Mr. Howarth and his colleagues conclude that the greenhouse gas footprint of shale gas can be much as 20 percent greater than, and perhaps twice as high as, coal per unit of energy.

David Hughes, a geoscientist and research fellow at the Post Carbon Institute, an energy and climate research organization in California, used Mr. Howarth’s research as part of a broader look at natural gas a substitute for coal in electricity generation and oil in transportation.

Mr. Hughes’s full report is scheduled to be released in May, but in a draft version shared with The New Y Times, Mr. Hughes suggested that while natural gas would play an important role in the nation’s energy r both cases were practical impossibilities.

“I think it’s going to be very challenging, to put it mildly, to ramp up shale gas production by fourfold, whic is the federal government’s projection for 2035,” Mr. Hughes said. “I’m not saying it can’t be done, but if it was done, the amount of drilling you’re looking at to make that happen is staggering.”

Mr. Hughes, using Mr. Howarth’s calculations, also concludes that replacing coal with natural gas for bas load electricity production will most likely make greenhouse gas emissions worse. It would be better, he

argues, to improve energy efficiency, rely on natural gas in niche vehicle markets and balance continued construction of wind and solar power to produce electricity.

David Hawkins, the director of climate programs with the Natural Resources Defense Council, said that much could be done by regulators to nudge drillers to capture more of the fugitive methane, but that it's often more economical for industry to simply let it escape.

Mr. Hawkins also said that too little was known about just how much methane was being lost and vented and that studies like Mr. Howarth's, while needed, relied on too slim a data set to be considered the final word.

"This is a huge and growing industry, and we just don't have the information we need to make sure that t resource is being developed as cleanly as it can be," Mr. Hawkins said.

"We view his shining a flashlight into this dark closet to be a service," Mr. Hawkins added, "but the flashli is still a dim one, and we still can't see everything in the closet."

PRINT COVERAGE Fracking, Natural Gas's Dirty Secret – Fast Company – 4/11/11

By Ariel Schwartz

Natural gas is the good-looking younger brother to much maligned nonrenewable resources like coal and petroleum; it's still plentiful, and relatively low in greenhouse gas emissions (just ask T. Boone Pickens!). But the good-looking brother has a dark secret: getting gas out of the ground is a really, really dirty proce According to Methane and the Greenhouse-Gas Footprint of Natural Gas from Shale Formation, a soon-t be-published paper in the Climatic Change Letters journal, natural gas produced from shale is actually responsible for spewing significantly more greenhouse gases than coal.

The problem is high-volume hydraulic fracturing (AKA "fracking"), which involves injecting a fluid at high pressures into methane gas deposits to draw out natural gas. Natural gas is largely made up of methane potent greenhouse gas), and over the lifetime of a well, 3.6% to 7.9% of its methane escapes into the atmosphere through venting and leaks. This is, needless to say, not good--methane is a much more powerful greenhouse gas than CO2. As a result, the study claims, "Compared to coal, the [greenhouse g footprint of shale gas is at least 20% greater and perhaps more than twice as great on the 20-year horizo and is comparable when compared over 100 years." So while burning natural gas emits fewer greenhous gases than burning coal, the impact of fracking combined with burning natural gas is ultimately worse tha

the emissions from coal.

This issue isn't going away anytime soon--the Energy Information Administration estimates that fracked g will make up 45% of U.S. natural gas supply in 2035, compared with 14% in 2009. But there are solutions The study suggests that better storage tanks and compressors, smart-automated plunger lifts, and vapor recovery units could all help clean up the fracking process. As could a new name that doesn't sound quite so evil.

So far, the natural gas industry has shown little interest in adopting these technologies. And why should i Everyone already thinks natural gas is better than coal; there's no reason why the industry would waste it money improving operations.

N2K Top 10: Joining the Fight; Guessing Game – National Journal – 4/11/11

JOINING THE FIGHT. On Wednesday, President Obama will detail his own deficit reduction plan in a hig profile speech designed to set the groundwork for the next two fiscal policy decisions on the congression docket. The speech comes as Washington turns its eyes to raising the government's borrowing limit and the 2012 budget and long-term deficits. Appearing on television Sunday, White House senior adviser Dav Plouffe said the president would offer a balanced plan to save money that would include both cost contro and tax hikes.

GUESSING GAME. In the hallways of the Pentagon, many senior military officials believe that Navy Secretary Ray Mabus will be Robert Gates's successor as Defense secretary. Mabus told National Journ he's aware of the growing speculation, but declined to say whether he's been formally contacted for the position. "I read the same periodicals you do," he said.

MANAGEMENT 101. Former Minnesota Gov. Tim Pawlenty has taken another big step in organizing his campaign, picking GOP strategist Nick Ayers to serve as his day-to-day campaign manager once the full campaign kicks off. Ayers spent two cycles leading the Republican Governors Association, raising millior and helping the party take back governorships in key states. Many expected Ayers, a Georgia native, to work for Mississippi Gov. Haley Barbour, who chaired the RGA.

MAKING THE CASE. Ex-Rep. Ed Case (D) wants to return to Washington. In an e-mail to supporters on Sunday, Case said he would run for the Senate seat from Hawaii being vacated by Daniel Akaka next ye But Case has some ill will to deal with among the Democratic establishment; he has twice gone against t wishes of senior Sen. Daniel Inouye, the godfather of Aloha State politics, most notably when he challeng

Akaka in the 2006 Democratic primary (Inouye helped Akaka survive the challenge). Case has met with Inouye to apologize, he said in an interview with the Honolulu Star-Advertiser.

FRACK ATTACK. Cornell scientist Robert Howarth throws a grenade into the energy debate this week w the Thursday publication of his paper contending that the total carbon footprint for natural gas is 20 perce to 100 percent greater than that of coal, thanks to the methane and other greenhouse gas emitted by the hydraulic fracturing process used to extract shale natural gas. The paper, to be published in the journal Climatic Change, could have a profound policy impact: Everyone from T. Boone Pickens to President Obama has recently embraced shale gas, which emits about 20 percent less greenhouse gas than coal when burned, and projections have shown natural gas use surging in the coming years, thanks to new discoveries of abundant shale gas wells. Howarth's study has the potential to bring all that to a screechin halt. The paper is embargoed until Thursday, but here's a summary, plus a video of Howarth discussing l findings.

MOTION TO PROCEED. U.S. banking regulators are expected to dramatically expand lawsuits against officials from failed banks, the Financial Times reports; the number of suits may reach the triple digits. Th Federal Deposit Insurance Corp. has not thus far taken a litigious route, only pursuing six cases against directors. It has authorized suits against 158, though, and a top FDIC lawyer tells the FT that regulators a still "very early in the process."

CHINA'S TRADE DEFICIT? For the first time in seven years, China has posted a quarterly trade deficit: $1.02 billion in Q1 of 2011. The dramatic shift has led many leading global economists to debate how risi inflation and the cost of goods could change the global trade balance. Though China has been one of the world's largest exporters in recent years, many economists believe that the fluctuation will not affect over trade numbers across the globe.

CEASING THE FIRE? After talks in Tripoli, Col. Muammar el-Qaddafi told a high-level peace delegation from the African Union that he would accept a "roadmap" to ending the conflict that includes an immediat cease-fire, allowing passage of humanitarian aid, protection of foreigners, and dialogue with the rebels to enact political reform. While the plan will be presented to rebels in Benghazi on Monday, they have alrea said that they will not accept any plan that stops short of ousting Qaddafi and his sons.

MORE BUDGET BATTLES LOOMING. And that's why environmental groups were muted in response to the final budget deal that excluded EPA policy riders. Tea-party groups and Republicans have already indicated they'll try again. Consulting group ClearView Energy Partners notes in an April 6 analysis that Republicans now have at least three "must-pass" bills that could force the issue: the debt ceiling increase

later this month; a standalone fiscal 2012 Interior, Environment, and Related Agencies approps bill; and a fiscal 2012 omnibus approps package that includes EPA (and Defense) funding.

TEAM BOEHNER. There was some fraying at the edges, but Speaker John Boehner kept the vast major of House Republicans together as he achieved a 2011 budget compromise with President Obama. Major Whip Kevin McCarthy of California did not whip the vote for leadership, telling members to vote their conscience. On the down side, at the hastily arranged GOP Conference meeting on the deal, Rep. Louie Gohmert of Texas got visibly angry and Michele Bachmann of Minnesota walked out. But several key conservatives who were among the 54 GOPers who defected on the previous vote to keep the governme open rallied to Boehner this time. Among them: Jeff Flake of Arizona, Denny Rehberg of Montana, Scott Garrett of New Jersey, Phil Gingrey of Georgia, and Roscoe Bartlett of Maryland. The first two stand out because each is running for statewide office (Senate).

A New Pickens Plan: Good for The U.S. or Just for T. Boone? – The Yale 360 – 4/11/11

By Fen Montaigne

Three years after unveiling his plan for U.S. energy independence, which won praise from environmental for its reliance on wind power, Texas oilman T. Boone Pickens is back with a proposal to convert the U.S trucking fleet to natural gas. But as his new plan gains traction, questions arise over how green it really is

Remember the Pickens Plan?

Three years ago, with a flurry of national publicity, billionaire Texas oilman T. Boone Pickens outlined his vision of how to help wean the U.S. off imported oil. The crux of the plan was to build a massive, $1 trillio network of wind farms stretching from Texas to North Dakota, which would replace domestic natural gas used to generate electricity. The excess natural gas would then be used to power millions of American trucks and cars, thus freeing the U.S. from the shackles of OPEC oil.

Even some environmentalists swooned over the Pickens Plan, with Carl Pope, then executive director of Sierra Club, saying, “To put it plainly, T. Boone Pickens is out to save America.”

BloombergT. Boone Pickens and his plan have received a boost from President Obama.Within a year, however, the wind-power scheme was all but dead, and soon Pickens – and his multimillion-dollar ad campaign – had largely faded from the airwaves.

Now, however, Pickens and his plan are back, although the Texan's new version is a good deal less gree considerably more dependent on controversial methods of extracting natural gas, and focused tightly on single immediate goal: converting 8 million of the U.S.'s largest trucks, including its 18-wheel, tractor-trail rigs, from diesel fuel to compressed natural gas.

In the past two weeks, Pickens and his plan have gotten a boost from none other than President Obama, who in a March 30 speech on energy security praised Pickens' goal of expanding the use of natural gas i the nation's transportation sector and called on members of Congress to support legislation that would increase the extraction and use of natural gas "in a safe, environmentally sound way."

Last Thursday, at Pickens' urging, a bipartisan group of 76 members of the House of Representatives introduced a bill that would provide tax credits of up to $64,000 per truck or vehicle to convert the nation's large trucks and corporate and government fleets to compressed natural gas. Pickens predicted that the would receive more than 300 votes in the House and could pass as early as May, before moving to the U Senate, where Senate Majority Leader Harry Reid has voiced support for Pickens' new plan. The nation's truckers are keeping a close eye on the legislation, saying much would depend on the size of the tax cre Pickens repeatedly points out that recent events, including soaring oil prices and instability in the Middle East, have considerably strengthened his case for turning to natural gas as a way of breaking U.S. addiction to foreign oil.

With momentum building for the Pickens Plan, Part 2, the question is whether it is good for the nation's energy security, good for the environment, or just good for T. Boone Pickens. Some transportation and energy experts say that the new Pickens plan indeed has merit and — with a significant caveat — is wor of support. But other energy experts and environmentalists say it is a misguided attempt to impose a sing "silver It was probably inevitable that Pickens would not remain the darling of environmentalists.bullet" solution on the transportation sector and commits the U.S. to a long-term embrace of fossil fuels.

"It was a big disappointment when T. Boone Pickens walked away from the wind side of his plan," said David Friedman, research director for the Clean Vehicles Program at the Union of Concerned Scientists. "He kept saying that this wasn't about private interests, it was about the nation and the world. But to dum the part that actually had the greatest potential to cut global warming and pollution and help create new j in the U.S., in favor of the piece that really does most benefit his bottom line, was a disappointment."

Although many environmentalists heaped accolades on Pickens when he announced his plan in 2008, it was probably inevitable he would not remain the darling of the environmental movement for long. At hear Pickens is an oil and gas man whose fortune and business interests are grounded in fossil fuels. As a

founder of Mesa Petroleum, he made billions in the oil business, starting in the 1950s. Today, he heads B Capital, which invests in the oil, gas, and energy sectors.

In a recent meeting with reporters at Yale University, Pickens made it clear that he remains an enthusias booster of hydrocarbons, that he doesn't foresee a transition to renewable energy anytime soon, that he isn't convinced about human-caused global warming, and that he certainly doesn't believe that hydrofracking — a controversial practice that extracts natural gas from shale — poses any serious environmental risks.

"You're stuck with hydrocarbons — come on, get real," Pickens, the 82-year-old Oklahoma native blesse with a silver tongue and a self-deprecatory, down-home charm, told the reporters. "I've been in meetings before where somebody says, 'I want to cut out all coal-fired plants and go to wind.' What are you talking about? I mean you'd run the price of electricity 10 times what it is [now]. Realistically you've got to use co and you've got to use oil and, no, I don't approach it from an environmental standpoint. But my record is good on the environment."

When I asked Pickens whether human activity is causing the planet to warm, he replied, "I'm not saying t we've gone that far, but I'm saying we have caused some problems... I think we screwed around with the thing. I don't know what we've impacted, but I've seen enough that I believe that we At heart, his plan wa not about going green, but about breaking our addiction to imported oil.have messed up some things."

Pickens' proposal has struck a sympathetic chord across the political spectrum, for reasons of both economic and national security. At heart, his plan was never about going green, it was about breaking ou addiction to imported oil, and as far as Pickens is concerned, anything that helps end that addiction – natural gas, wind, solar, corn ethanol — is okay by him. "Anything American, I'm for," Pickens told a large and enthusiastic crowd at Yale University Law School last month.

He said his plan to help jump-start the nation's wind energy industry fell victim to a simple economic truth with the growing exploitation of natural gas reserves trapped in underground shale formations, natural ga prices have fallen to the point where wind power is not economically competitive, especially considering t cost of connecting wind farms to the national electricity grid. In 2009, Pickens put on hold his own plans t create a giant wind farm in West Texas, and he is now in the process of selling roughly 250 turbines from his proposed project to other North American wind farms.

Pickens has now shifted his hopes of ending America's dependence on foreign oil — at least in the next several decades — to the country's abundant natural gas supplies. His arithmetic is simple. He argues th if a concerted effort is made to shift America's 8 million tractor-trailers and large trucks from diesel to

cheaper compressed natural gas (CNG), the U.S. can largely end its dependence on OPEC oil within a decade. (He refers to OPEC as “the enemy,” since Saudi Arabia and other OPEC countries have channe money to Islamic fundamentalists.) By converting government and business fleet vehicles, and even som cars, to natural gas, Pickens says the country can begin to reduce oil imports from non-OPEC countries. we miss this opportunity,” he told the Yale audience, “all of us will go down in history as the dumbest crov that ever came around.”

The House bill introduced last week would cost the U.S. treasury roughly $3 billion to $4 billion in tax cred for converting millions of trucks to natural gas, Pickens said, contending that the shift to CNG trucks and national CNG fueling infrastructure would be a powerful engine of job creation. Pickens also is urging Obama to issue an executive order mandating that in the future all new federal vehicles run on domestic energy supplies, which Pickens says would further speed the transition to natural gas vehicles.

Vaclav Smil, an energy expert at the University of Manitoba, said he supported Pickens’ plan and the government tax credits. “Should have done it ages ago,” Smil said in an email interview.

Tyson Slocum, director of the energy program at the nonprofit government watchdog group, Public Citize said that even though Pickens is promoting an energy program that would be “enormously beneficial to h fortune,” the plan to convert the nation’s heavy trucks to compressed natural gas has The problem is that much of the natural gas Pickens is counting on would come from fracking.some merit. Large tractor-traile are too heavy to be powered by electric engines, and natural gas does burn more cleanly than diesel fue Slocum said.

The problem, said Slocum, is that much of the natural gas Pickens is counting on to power the U.S. truck industry will come from the hydro-fracturing, or fracking, of shales — a process in which a mixture of wate sand, and chemicals is forced at high pressure deep underground to free natural gas trapped in shale formations. An increasing number of reports by the media and state regulators indicate that fracking, if poorly done, can contaminate water supplies.

Slocum said the only way the government should support the conversion of heavy trucks to compressed natural gas is if the U.S. Environmental Protection Agency begins to strictly regulate fracking under the Clean Water Act; fracking was exempted from the act under legislation passed in 2005 during the administration of George W. Bush. Federal oversight is particularly important, Slocum said, because state environmental agencies are overwhelmed trying to monitor pollution emanating from the fracking boom sweeping much of the U.S.

“I think natural gas has huge advantages if extracted in clean ways, and that is going to entail federal

regulation," Slocum said. "The national security issue of importing 65 percent of our oil is significant. But are issues of drinking water contamination in a large number of states."

In his Yale speech, Pickens said that water pollution from fracking is "not an issue" because the shale deposits are far below aquifers. "I do not know of any problems with freshwater aquifers being damaged hydrofracking," Pickens said.

Other transportation experts chiefly object to Pickens' latest plan because it uses government policies to promote a specific technology, rather than leveling the marketplace to enable a host of potentially effecti transportation and energy technologies to emerge.

"In general, I do not look fondly upon these technology winner-picking adventures that have been, and continue to be, a hallmark of America's failed energy policy," John M. DeCicco, of the University of Michigan's School of Natural Resources and Environment, said. "The U.S. transportation energy market way too huge to create a business case for anything through taxpayer subsidies." Citing the synthetic fue initiative of the Carter administration and other U.S. policies, DeCicco added, "How many times does the country have to get it wrong before realizing that such approaches don't work?"

Energy companies are rushing to develop unconventional sources of oil and gas trapped in carbon-rich shales and sands throughout the western United States and Canada. So far, journalist Keith Schneider reports, government officials have shown little concern for the environmental consequences of this new fossil-fuel development boom. READ MOREFriedman of the Union Concerned Scientists agrees with DeCicco that trying to pick a "flavor of the month" in transportation fuels, such as compressed natural gas is unwise. The better course, he said, is to use natural gas to generate electricity, since new combined-cycle gas turbines at power plants are more than twice as efficient at converting natural gas to energy as truck or car engine running on compressed natural gas. That electricity could then be used for electric vehicles or to power fuel cells for hydrogen cars.

The fundamental problem, Friedman said, is that Pickens' plan ultimately represents a "stranded investment," pumping many billions of dollars into a compressed natural gas technology that will eventua be phased out in favor of more sustainable, long-term transportation alternatives: electric vehicles, hydrogen vehicles, biofuel- or algae-powered vehicles, or a new technology altogether. For now, he said, better approach would be to pass tax credits that would reward the trucking industry for reducing emissio either through designing more efficient trailers, developing hybrid trucks, or improving the efficiency of diesel engines.

Pickens has heard these criticisms before, and as far as the former wildcatter is concerned, it's time to q

talking and start acting. “With the Mideast in turmoil, you go to sleep at night and you don’t know what you’re going to get in the morning,” he said. “The solution is to get on your own resources.”

Companies with social media show good use of resources – The Star Phoenix – 4/8/11

By Doug Lacombe

Every week I speak to executives who are avoiding social media. Given my Calgary location they are ofte from resource or energy companies and they treat the subject as if it were bleeding or leading edge. Tha hardly the case, given the huge numbers of resource companies that already have robust social media programs, or at least pilot projects, in place.

In general, social media for business is rapidly becoming mainstream. The vast majority of the global Fortune 100 is using it, many on multiple platforms. At this point it’s safe to assume your company is a la adopter if you’re not already there. In case the phrase “late adopter” gives you pause, it’s a product marketing term that is not pejorative in the least, unlike, say, “laggard.”

PotashCorp uses mix

Here are some examples of resource companies using social media effectively. Pattern yourself after the and you will avoid becoming a laggard.

Petro-Canada was an early adopter when it launched its PumpTalk videos about gasoline prices in 2006, which morphed into a blog shortly thereafter. Since being acquired by Suncor, PumpTalk has continued a that early success has spawned a series of other blogs. From PumpTalk.ca:

“PumpTalk was our company’s first foray into the blogosphere and we have since participated in other forms of social media. For instance, we’ve created Suncor Response, a blog that helps us convey information about relevant events we are responding to. Today, we have that site directed to our respons to the situation in Libya. We also provide an online newsletter, Oil Sands Question and Response (OSQAR).”

Potash Corp. of Saskatchewan Inc., the venerable Saskatoon/Chicago company, uses a mix of channels including Twitter, Facebook, YouTube, LinkedIn, RSS feeds and good old-fashioned (!) email alerts to disseminate investor information, news of charitable acts, and to educate on matters of agriculture, food a hunger. A handy “social bar” at the bottom right of its home page connects the reader to all these rich

sources of PotashCorp information. The site is even optimized for mobile, a bonus touch in digital market that's too often ignored.

Chevron's "We Agree" campaign extolling its values and stance on corporate ethics is well-showcased on facebook.com/Chevron — the design of its Facebook landing page is beautiful and the company was clev enough to put calls to action with click-through buttons so as to measure success. The tag line, "You migh be surprised to see how many things we can agree on," powerfully and simply implies consensus or at le common ground.

Chesapeake Energy, a U.S. natural gas producer, uses all the same channels as PotashCorp with an eye to advocate for natural gas as a clean transitional energy source. I particularly like the use of video on the Facebook page where CEO Aubrey McClendon makes an approachable appeal to would-be fans to enter the discussion about energy. As a result of several years' effort, Chesapeake has built a Facebook follow of 10,000 people and a Twitter following of more than 7,000 people.

Not only talking, but listening

T. Boone Pickens has powered promotion of "The Pickens Plan" to reduce America's reliance on foreign by using large doses of social media. His team has built a huge 24,000-person following on Twitter and a whopping 36,200 fans on facebook.com/PickensPlan. There they discuss everything from the legislative agenda to upcoming webcasts and town halls on the topic of energy independence.

Closer to home, the Canadian Association of Petroleum Producers (CAPP) engage the public regularly on Twitter, Facebook and YouTube. It's not just a monologue either. Tony Rino of CAPP actually converses with human beings to help them understand Canadian oil and gas.

More examples abound, including mining companies featured in an excellent writeup by Dominic Jones of IR Web Report entitled, Miners take investor relations to Facebook: 10 examples, at IRWebReport.com. That article features such names as Barrick Gold, Agnico Eagle, Goldcorp, and the groundbreaking communications work by my client, copper miner TVI Pacific (facebook.com/tvipacific).

For resource companies seeking social media inspiration, many have gone before you. Why not stand on the shoulders of these giants?

Doug Lacombe is president of Calgary social media agency communicatto. He stands on the shoulders of giants at facebook.com/communicatto.

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BLOG/ONLINE COVERAGE

Fracking Insiders Score Big in New Gas Bill, But Americans Not Told the True Costs of Massive Drilling Plan – Truthout.com – 4/9/11

By Steve Horn, PR Watch

(Photo: Pete Souza / White House) Corporate insiders peddling the claim that drilling for methane gas wi solve America's energy needs just scored big in Washington -- and for these insidersfrackingfor gasisver lucrative business. House Resolution 1380, given the feel-good moniker of the "New Alternative Transportation to Give Americans Solutions Act " or "NAT GAS Act," was announced on Wednesday, Ap 6, in the U. S. House of Representatives. Thebillis 24-pages long and rewards the fracking industry with t credits and products to help "drive" consumption. The bigger the vehicle, the more tax credits given.

This initiative to expand the controversialfrackingprocess -- which has already resulted incontaminated w and riversand evenignitable tap waterfor some -- is beingspearheaded in Congressby Reps.John Sullivar (R-Oklahoma),Dan Boren (D-Oklahoma),John Larson (D-Connecticut), andKevin Brady (R-Texas). The b has77 co-sponsors, with 40Democratsin support, and 37Republicans, from33 different states.

But, perhaps its most powerful supporter or potential supporter is PresidentBarack Obama. Just two wee ago, he alluded to being a strong supporter of a bill of this nature in aspeech on March 30on "America's Energy Security" at Georgetown University. In that address, he specifically mentionedT. Boone Pickens's name when discussing legislation to support expanded fracking for methane.

Pickens Hearts Methane: A Quick Review As has beendocumented by PR Watch, T. Boone Pickens is a diehard advocate ofmethane gasdrilling in theMarcellus Shalebasin of the U.S. and elsewhere, vis-a-vis what he has coined as the "Pickens Plan".

Announced in July of 2008, his PR pitch is about "getting off of foreign energy sources" and "using the resources we have at home." In theory, these soundbites could refer to greater investment in renewable resources like wind and solar energy. In practice, it has meant a push by Pickens for relentless fracking f

methane in virtually every crevice of American land.

Though hailed by Pickens and other uncritical observers as an "energy efficient solution" and a "clean" energy resource, this PR spin ignores the true dangers and consequences of fracking and of the methan distribution and consumption process.Fracking-- using a drilling technique pioneered byHalliburtonthat forces a concoction of hazardous chemicals and drinkable water into shale--has been well-documented i movies likeGasland, as well as by theCenter for Media and Democracy's Water Portal, as a dangerous a destructive process that shortchanges land owners, enriches drillers, and spoils land and water.

Obama Embraces the Pickens Plan PresidentBarack Obamahas fully embraced the Pickens Plan. In hisMarch 30th speechat Georgetown, Obama gave a shout out to the plan, saying,

But the potential for natural gas is enormous. And this is an area where there's actually been some broad bipartisan agreement. Last year, more than 150 members of Congress from both sides of the aisle produced legislation providing incentives to use clean-burning natural gas in our vehicles instead of oil. A that's a big deal. Getting 150 members of Congress to agree on anything is a big deal. And they were ev joined byT. Boone Pickens, a businessman who made his fortune on oil, but who is out there making the simple point that we can't simply drill our way out of our energy problems.

Obama alsoreferencedPickens in a March 11 address, using the same "This is one emergency we can't our way out of" talking point. In an interview after the March 11 address, PickenspraisedObama in appearances onFox NewsandCNN'sLarry King Live.

Theheadlineof a March 30 Dallas Morning News article gets the headline right on what just happened: "Obama endorses Pickens plan for natural gas vehicles." Seconding that, theMiami Heraldheadlinefrom April 3 reads, "Obama, oilman Pickens allied on natural gas push." The lead of that article states, "The centerpiece of President Barack Obama's new energy policy mirrors the plan trumpeted for more than tw years by a one-time GOP juggernaut: Dallas oilman T. Boone Pickens."

This is the same oilman who was a huge funder ofSwift Boat Veterans for Truth-- he gave some$3 millio according to a story by Politico.com, to the organization that is infamous for the smear campaign itran againstJohn Kerryin the2004 Presidential Election.

ObamaandPickensboth also claim that, for "national security" purposes, we need to end our addiction to foreign oil, particularly fromOPECcountries. Yet, government reports show that gas companies areexportingan increasing amount of methane gas drilled throughout the U.S. to other countries, thus

adding to the profits of the industry as it depletes the gas supply available to Americans.

Furthermore, theWall Street Journalreportedthat two big Houston, Texas methane gas drilling companies,Freeport LNGandCheniere Energy, are entering the export market. U.S. Rep. Kevin Brady (R Texas), one of the bill's original four sponsors, representsTexas's 8th congressional district, which is loca just outside of Houston. Thesetwocompanies, lo and behold, are headquartered in Houston.

Stand up to the monolith of corporate news - support real independent journalism by donating to Truthou here. TheWall Street Journalarticle alsomentioned, "Major gas producers, includingChesapeake EnergyCorp. andEnCana Corporation, are enthusiastic about the idea."

Additionally, a cursory look towardAfghanistanandIraq, two countries the United States military is currentl occupying, shows that fossil fuels are on the minds of the powers-that-be and will be for years to come. TheTrans-Afghainstan Pipeline, located in the heart ofPipelineistan, was aproject spearheadedby U.S. oi companyUnocal. The pipeline procures methane gas.

Similarly, the Sourcewatch article titled "Oil and War in Iraq" also shows that Iraq sits on one of the largest oil reserves in the world, much of it consisting of methane gas. That article, citing a Sept. 2008 report fromThe Guardian, states, "In September 2008, oil giantShellbecame the first western oil company to win significant access to the energy sector in Iraq since the 1970s, in a $4 billion deal...Shell signed an agreement with the Oil Ministry to form a joint venture with theSouth Oil Company... to process and market natural gas extracted on 19,000 sq km (7,300 sq miles) of land."

A National Security concern? Certainly a concern for big profits, accompanied bybig spin.

How the "NAT GAS" Bill Story Broke and What that Tale Tells The way the story on the bill was broken reveals a lot about how the bill came to be. The first four entities to break the story are all, as will be seer some way, shape and form, well-connected to Pickens:School Transportation News(STN) andNatural Ga Vehicles for America(NGVA), and theAmerican Natural Gas Alliance(ANGA), andClean Energy Fuels(CE All four originally broke the story before the bill was publicly available.

ANGA consists of all of methane'skey players, includingCabot Oil and Gas,Chesapeake Energy,Seneca Resources, andEQT, among others. (SourceWatch has new profiles on these companies and the politica donations and activities of their leaders.) ANGA showered Obama's March 31 addresswith praise.

NGVA, on the other hand, is called a "peer group partner" of the so-called "American Clean Skies Foundation." NGVA has a programming agreement through the Foundation's PR channel,Clean Skies TV Network, and the Foundation is funded by Chesapeake Energy CEO,Aubrey McClendon. NVGA's spokesperson is the author of its press release on the announcement of the NAT GAS Act, and Denise McCourt,according to her LinkedIn page, is the former Industry Relations Director of theAmerican Petrole Inst

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