

RESOURCES

The Growing Movement Towards Making the Choice Between Natural Gas and Petroleum for Vehicles

GOOD AMERICAN POST STAFF REPORTS

You've seen him on television in interviews and commercials. He's been speaking to Congress, State Governors and President Barack Obama. Oilman, T. Boone Pickens has a lot to say about freeing the United States from dependence on foreign oil with clean, plentiful natural gas.

We have been watching Clean Energy for years now, moving forward in changing minds about how to power America. Clean Energy founded by T. Boone Pickens in 1997, now publicly traded on the NASDAQ under the symbol CLNE has grown into the largest supplier of natural gas as a transportation fuel in North America. They produce Compressed Natural Gas (CNG) and Liquefied Natural Gas (LNG) for use in heavy duty vehicles. Clean Energy Operates approximately 180 fueling stations in North America, fueling over 250 fleet customers and 15,000 vehicles daily.

This is the first of a series of articles about natural gas and the company Clean Energy. The more you know, the more you will be interested in the movement towards (NGV) Natural Gas Vehicles. This subject is no longer a theory or test, it's real and happening now everywhere in America and around the world. It is the future of America.

Natural gas (NG) is the cleanest available fuel on the market today. Natural gas is made up primarily of methane gas, CH₄, and has the lowest carbon content of any vehicle fuel on the market today. Utilizing NG in vehicles reduces smog forming pollutants, particulate matter and greenhouse gas emissions by 20-30%

Ninety-eight percent of the United States' supply is being sourced locally from North America. The United States sits on the largest supplies of NG on the planet, and the US has over 120 years of proven domestic reserves.

NG is renewable in the form of biogases which are produced from landfills, dairy farms and wastewater treatment plants. Clean Energy operates a renewable NG production facility at the McCommas Bluff Landfill in Dallas, TX. This facility produces over 30,000 gallons of vehicle grade fuel each day. NG is very affordable, with most fleets seeing fuels savings ranging from 20-60% below gasoline and diesel fuel. In Colorado the typical retail price is \$.50 below regular unleaded gasoline. Sold in a Gasoline Gallon Equivalent (GGE) or Diesel Gallon Equivalent (DGE), GGE and DGE have an identical amount of energy as their

petroleum counterparts, and therefore, users typically see similar fuel economy.

What's happening Nationally?

- NAT GAS act currently under consideration in Congress
- Stimulus: The U.S. Department of Energy received 300M in Stimulus funds to be awarded to 30 projects nationally.
- Funds are aimed at reducing dependence on foreign petroleum, deploying alternative fuel vehicles and stations and creating jobs.
- Anticipate awards in Fall of 2009.
- Carbon markets: Carbon taxes or carbon cap and trade systems will be advantageous to the NGV industry, these programs would make it more profitable to run NGVs – users would be able to sell credits for the cleaner vehicles to others who need them.
- Transit Buses: over 12,000 NG transit buses on US roads, 20% of all new orders are powered by NG.
- UPS has over 600 CNG vehicles now in operation.
- AT&T has committed to converting 8,000 of their field service vans to CNG.
- Trucks: One of the highest fuel use applications on the road today is over the road 18-wheelers.

While the fuel is certainly cheaper, the largest hurdle is typically fueling stations. CNG and LNG fleet fueling stations range from 800K – 2M in cost depending on size and capacity. Clean Energy's business model involves using its own capital to build the fueling stations, so fleets have no out-of-pocket up from expense. They do this in return for a long term fueling contract to use the station.

Watch for more info and updates in upcoming issues of The Good American Post!

Want more info? Visit Clean Energy's web-site: www.cleanenergyfuels.com

Or contact:
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