

**Rep. Jim Matheson - Questions for the Record**  
**House Energy and Commerce Committee**  
**Subcommittee on Energy and Environment Hearing**  
***Drilling Down on America's Energy Future: Safety, Security and Clean***  
***Energy***  
**June 15, 2010**

**Questions for Mr. John S. Watson, Chevron**

1. Chevron officials have said this is a very unusual accident. Was a situation like this accounted for in Chevron's pipeline safety plan? How can you guarantee a similar leak will not happen along other portions of your pipeline?
2. Right now the purported cause of the spill is that a branch fell during a heavy windstorm, created an electric arc, which hit a metal fencepost that was driven to the ground just inches from the pipeline. When the electricity arced through that fencepost, it burned a hole in the pipeline. Do you agree with this preliminary assessment? If so, can you answer yet why the fencepost was within inches of the pipeline? Are there other pipelines similarly situated so close to metal fences or electrical substations?
3. The first time Chevron was aware of the leak was when the Salt Lake City Fire Department called them the next day. Can you explain the monitoring system for leaks in your pipelines and whether you believe the pipeline monitoring system was functioning properly? If so, why did it fail to detect the leak for over eight hours?
4. When was the last inspection to the pipeline? Were there any violations cited during this inspection? How often are your pipelines inspected? Can you elaborate on what criteria and procedure are used to conduct these inspections?
5. It is my understanding that on Tuesday, June 15 the EPA established a Unified Command System with Chevron and that the EPA is reviewing Chevron's Incident Objectives. What are these Incident Objectives?
6. What standards do you use to determine when cleanup is complete and who will have the final approval of the cleanup process and certify that it is complete?