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NATIONAL TRANSPORTATION SAFETY BOARD

Washington, D.C.

INTERVIEW OF JOAQUIN GENERA, PG&E
(JAN-5-2011)

(27 Pages)

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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PACIFIC GAS & ELECTRIC COMPANY
SEPTEMBER 9, 2010 ACCIDENT
SAN BRUNO, CALIFORNIA

* Docket No.: DCA-10-MP-008

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Interview of: JOAQUIN GENERA

Marriott Hotel
San Francisco Airport
1800 Bayshore Highway
Burlingame, California 94010

Wednesday,
January 5, 2011

The above-captioned matter convened, pursuant to
notice.

BEFORE: RAVINDRA CHHATRE
Investigator-in-Charge

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MR. CHHATRE: Good morning everyone.

Today is Wednesday, January 5th, 2011. We are currently in Burlingame, California, at the San Francisco Airport Marriott.

We are meeting in regards to the investigation of Pipeline Rupture in San Bruno, California, that occurred on September 9th, 2010. The NTSB Accident Number for this investigation is DCA-10-MP-008.

My name is Ravi Chhatre. I'm the Investigator-in-Charge of this accident.

I will start by notifying everyone present in this room that we are recording this interview for future transcription at a later date.

All parties will have a chance to review the transcripts when they are completed.

Also, I'd like to inform -- Joaquin is it?

MR. GENERA: Joaquin.

MR. CHHATRE: Mr. Joaquin Genera, that you are permitted to have one other person present with you during this interview. That person is of your choice, friend, family member, supervisor.

So, for the record, please inform -- please spell your full name, spelling, contact information, email address, telephone number, also mailing address, and whom you have chosen to be present during this interview.

MR. GENERA: Okay. First, I've chosen Mr. Dane Jaques

1 here sitting next to me. My name is Joaquin Genera.
2 J-o-a-q-u-i-n. Last name is G-e-n-e-r-a. My home address is ----
3 ----- Home
4 phone is 510-538-----. Email is jlgw@pge.com.

5 MR. CHHATRE: Thank you for that.

6 Now, I'd like to go around, we'll go through the routine
7 of identifying yourself, spelling, title, organization you
8 represent, your business phone and email, beginning with the city.

9 MR. CALDWELL: Geoff Caldwell, City of San Bruno. All
10 my information is on the card provided.

11 MR. DAUBIN: Brian Daubin, PG&E. All the information is
12 on the card provided.

13 MR. FASSETT: Bob Fassett, PG&E. All the information is
14 provided on the card.

15 MS. JACKSON: Connie Jackson, City of San Bruno. My
16 information is on my card.

17 MS. FABRY: Klara Fabry, City of San Bruno, information
18 provided on the card.

19 MR. SHORI: Sunil Shori, California Public Utilities
20 Commission. My information is on the card provided.

21 MR. KATCHMAR: Peter Katchmar, U.S. DOT, PHMSA, Pipeline
22 and Hazardous Materials Safety Administration, and my information
23 is on the card.

24 MR. GUNTHER: Karl Gunther, NTSB, Operations Group
25 Chair. Email is karl.gunther@NTSB.gov, phone 202-314-6478.

1 MS. MAZZANTI: Debbie Mazzanti, IBEW Local 1245. My
2 information is on the card.

3 MR. SPERRY: Joshua Sperry, Engineers and Scientists of
4 California, Local 20, IFPTE. My information has been provided.

5 MR. NICHOLSON: Matthew Nicholson, NTSB Engineer,
6 matthew.nicholson@NTSB.gov. That's spelled M-a-t-t-h-e-w,
7 N-i-c-h-o-l-s-o-n.

8 MR. CHHATRE: Ravi Chhatre, NTSB. My email is
9 ravindra.chhatre@NTSB.gov. Telephone number is 202-314-6644.

10 MR. NARVELL: Rick Narvell, Human Performance
11 Investigator, Washington, D.C., NTSB, email, narvelr@NTSB.gov;
12 phone 202-314-6422.

13 MR. JAQUES: Dane Jaques on behalf of the witness, and
14 my information is on the business card provided.

15 MR. CHHATRE: Karl, do you want to go first or should --

16 MR. GUNTHER: Yeah.

17 MR. CHHATRE: -- we start with the --

18 MR. GUNTHER: No, I could go ahead and go first.

19 INTERVIEW OF GENERA

20 BY MR. GUNTHER:

21 Q. Could you please give me your title and your
22 affiliation?

23 A. My title is Transmission Coordinator, and I'm with
24 Pacific Gas and Electric Company.

25 Q. And what area do you work? What area of the company?

1 A. I'm in the Gas Control group in San Francisco.

2 Q. At San Francisco. So, you, are you a supervisor in the
3 SCADA system or do you work on the SCADA system?

4 A. I'm not a supervisor. I use the SCADA system as part of
5 my job duties.

6 Q. Okay. And what is your formal education and training?

7 A. A high school diploma, Bachelors Degree in Environmental
8 Science, and a Masters Degree in Business.

9 Q. And since the accident, what have been your duties and
10 what have you been doing?

11 A. I've continued to act as a transmission coordinator and
12 also have been involved in some special projects, which I was --
13 which I had begun before the accident.

14 Q. And what exactly -- what does a transmission coordinator
15 do?

16 A. We work 12-hour shifts in the control room and we use
17 SCADA to monitor the pressures and flows of the gas along the
18 transmission system, and we work in coordination with the gas
19 system operators to do that.

20 Q. And your special projects, did any of them involve line
21 132 or --

22 A. No. No.

23 Q. Okay.

24 MR. GUNTHER: I'm going to turn it over.

25 MR. CALDWELL: Geoff Caldwell, no questions at this

1 time.

2 MR. DAUBIN: No questions.

3 MR. FASSETT: Bob Fassett, PG&E.

4 BY MR. FASSETT:

5 Q. Just to clarify, you have testified to this committee
6 prior to this, is that correct?

7 A. Yes.

8 Q. Thank you.

9 MS. JACKSON: No questions.

10 MS. FABRY: Klara Fabry, no questions at this time.

11 MR. SHORI: This is Sunil Shori, California PUC.

12 BY MR. SHORI:

13 Q. Just two questions. On some of the -- a recording that
14 I recall that I listened to, you were asked to call a transmission
15 system planner during the evening of the event. What would that
16 be? What kind of -- what does that entail or why would that be
17 done?

18 A. Usually we would call a transmission system planner if
19 we need to talk to someone with some expertise about what types
20 of -- if we were going to make some operational changes that were
21 different from normal types of configurations. We might check
22 with the system planner to make sure that anything we might do
23 would not put customers at risk in terms of not being able to
24 supply enough gas.

25 Q. Do you recall who asked you to do that and which planner

1 you contacted?

2 A. It would have -- no, I don't remember who asked me to do
3 that. I believe I might have contacted either Drew Kelly or -- I
4 think Drew Kelly was -- might have been the engineer that I talked
5 to.

6 MR. FASSETT: Point of clarification. Bob Fassett.
7 Did you ask for a planner or a pipeline engineer?

8 MR. SHORI: Asked to call a transmission system planner.
9 So, I wanted to know if he'd talked to any transmission system
10 planner.

11 MR. GENERA: I think I may have talked to Drew Kelly. I
12 think I was asked to call Drew Kelly. I don't remember who asked,
13 if it was -- I don't remember who asked.

14 BY MR. SHORI:

15 Q. And what -- do you recall the conversation you had with
16 Drew Kelly?

17 A. Not really. I talked to a few people that night and I
18 don't remember the specifics of that conversation.

19 Q. Okay. One other thing. There's, on the recording,
20 Oscar Martinez asked Gas Control, you, at approximately 400 hours
21 to change monitors to lower pressure settings. Couldn't that be
22 done at the terminal? Why would he need to do that through you?

23 A. Can you repeat the question?

24 Q. Yeah.

25 UNIDENTIFIED SPEAKER: And the time.

1 BY MR. SHORI:

2 Q. At about 0400 hours, and I would imagine this is
3 probably on the 10th preceding the event, Oscar Martinez called
4 Gas Control. I think spoke with you --

5 UNIDENTIFIED SPEAKER: Let me just stop you because you
6 said the 10th preceding the event. The event was the 9th.

7 UNIDENTIFIED SPEAKER: Oh, the 9th.

8 UNIDENTIFIED SPEAKER: So, just so we get it clear.

9 MR. SHORI: Let me clarify. I'm getting somewhat --

10 BY MR. SHORI:

11 Q. I'm assuming this is 0400 hours. So, I'm assuming this
12 is on September the 10th, not preceding the incident. And you
13 were asked to change monitors to lower the pressure settings. I'm
14 just asking why wouldn't he do that at the terminal. Why does
15 he -- why would he have to do that through you?

16 A. Well, first of all, I don't recall working at 0400 on
17 the 10th.

18 Q. Um-hum.

19 A. I worked the evening of the 9th until about 2200 hours
20 and I was dismissed. And so at 0400 on the 10th I was probably at
21 home sleeping.

22 Q. Okay. I'll have to recheck that. So, thank you very
23 much for your answer.

24 UNIDENTIFIED SPEAKER: Can we go off the record for a
25 moment?

1 MR. CHHATRE: Off the record.

2 (Off the record.)

3 (On the record.)

4 MR. CHHATRE: Back on the record.

5 MR. KATCHMAR: Peter Katchmar, U.S. DOT.

6 BY MR. KATCHMAR:

7 Q. Were you involved in reducing the pressure set points on
8 the pipelines that have been lowered on the peninsula?

9 MR. JAQUES: Let me object. I'm not sure what pipelines
10 you're talking about or the time frame. Could you be more
11 specific?

12 BY MR. KATCHMAR:

13 Q. After the incident the PUC required PG&E to lower the
14 set points or to lower the pressures in line 132, 109, 101, and I
15 think a couple of other ones by 20 percent. Are you aware of
16 that?

17 A. Yes.

18 Q. Okay. Do you know how that was done? And my question
19 is specifically are you aware if it was done by soft set points at
20 the control center or hard set points in the field.

21 MR. JAQUES: Okay. And just testify to what you know.

22 MR. GENERA: I believe it was done in both fashions.

23 MR. KATCHMAR: Okay. Thank you. I'm done.

24 MR. GUNTHER: Oh, no more for me.

25 MS. MAZZANTI: No questions.

1 MR. SPERRY: No questions.

2 MR. NICHOLSON: No questions at this time.

3 MR. CHHATRE: Ravi Chhatre, NTSB.

4 BY MR. CHHATRE:

5 Q. Can Gas Control tell us if a certain line is packed,
6 like line 132, do you have any packing information about the line
7 that comes on the SCADA?

8 A. We have the pressure reads on the lines that leave the
9 Milpitas Terminal. So, the pressure tells us how much gas is in
10 the line.

11 Q. Okay. But it doesn't tell you anything about the
12 packing, meaning gas being the compressible fluid. I'm trying
13 to -- let me tell you why I'm asking this question. I'm trying to
14 find out gas is leaving at 375 psi millimeters.

15 A. Um-hum.

16 Q. Pressure goes to 386, I believe. I think I recall that
17 number I have. And then there are some readings that SCADA had
18 that showed 390 on certain lines and they're all coming from --
19 certain lines meanings 101, 109, and 132. I'm trying to
20 understand why the pressure would go up when the pressure is
21 leaving at 386, which is for the down south. And I'm wondering
22 if -- the packing information that SCADA has. I do not know that
23 they have it or not. I'm just trying to find out.

24 UNIDENTIFIED SPEAKER: So, the question is what packing
25 information is available on SCADA?

1 MR. CHHATRE: Correct.

2 UNIDENTIFIED SPEAKER: Okay.

3 UNIDENTIFIED SPEAKER: Should we define what packing is?

4 UNIDENTIFIED SPEAKER: Yeah. Let's go off the record if
5 you could --

6 UNIDENTIFIED SPEAKER: Yeah.

7 UNIDENTIFIED SPEAKER: -- please.

8 MR. CHHATRE: Sure. Off the record.

9 (Off the record.)

10 (On the record.)

11 MR. CHHATRE: Back on the record. No more comments.

12 Back on the record. Okay.

13 MR. GENERA: I don't think I have the expertise to
14 answer your question.

15 BY MR. CHHATRE:

16 Q. Okay. That's -- have you ever seen pressure tweaking
17 beyond 375 on line 132?

18 A. No.

19 Q. Okay. And that's all for me. Thank you much.

20 MR. NARVELL: I have no questions for -- this is Rick
21 Narvell with NTSB. I have no questions for Mr. Genera. However,
22 I'd like to note for the record that yesterday morning Joaquin and
23 I sat and obtained the information that I had previously, was
24 unable to obtain back in September in the presence of counsel.
25 Thank you. That's all I have.

1 MR. CHHATRE: Any follow-up questions?

2 UNIDENTIFIED SPEAKER: No follow-up questions.

3 UNIDENTIFIED SPEAKER: None for me.

4 UNIDENTIFIED SPEAKER: No.

5 MR. CHHATRE: Any follow-up questions?

6 MR. SHORI: Sunil Shori, California PUC.

7 BY MR. SHORI:

8 Q. Just, again, you probably stated this last time in an
9 interview. When was -- when did you employ with PG&E and how long
10 have you worked in your current position?

11 A. I was employed with PG&E in, I believe it was November
12 of 2004, and I've been in my current position for about four
13 years.

14 Q. Thank you.

15 MR. KATCHMAR: Peter Katchmar, U.S. DOT.

16 BY MR. KATCHMAR:

17 Q. Joaquin, were you on duty when the pipeline was brought
18 up to 400 pounds in 2010 at any time?

19 A. Not that I recall.

20 Q. Okay. Thank you.

21 MR. CHHATRE: Karl, any follow-up questions?

22 MR. GUNTHER: No, I'm --

23 MS. MAZZANTI: No.

24 MR. SPERRY: No.

25 MR. CHHATRE: Matt?

1 MR. NICHOLSON: Yeah, I've got some questions.

2 BY MR. NICHOLSON:

3 Q. Looking at your previous testimony here and said on that
4 evening I worked with the people in the room to respond to it,
5 meaning the rupture, I believe, as best we could. I'm just
6 wondering what were you working with your operators to do? Are
7 you considered the technical lead in the control room?

8 A. No. That's the senior transmission coordinator who --

9 Q. Who would --

10 A. -- carries that responsibility. That was --

11 Q. Who's --

12 A. -- Mark Cenicerros.

13 Q. Okay.

14 UNIDENTIFIED SPEAKER: He'll --

15 BY MR. NICHOLSON:

16 Q. Have you --

17 UNIDENTIFIED SPEAKER: He'll be here shortly, I was
18 just --

19 MR. NICHOLSON: I understand.

20 UNIDENTIFIED SPEAKER: -- going to add. Yeah.

21 MR. NICHOLSON: I know. Thank you.

22 BY MR. NICHOLSON:

23 Q. I didn't see in your background, maybe you'd mentioned
24 it, have you ever been a gas control operator?

25 A. No.

1 Q. Prior to PG&E?

2 A. No.

3 Q. Okay. And has PG&E ever offered or do you take courses
4 in hydraulics?

5 A. Courses? No.

6 Q. Okay. Did you have hydraulic courses in your
7 environmental science degree?

8 A. Aspects of hydraulics were covered in some of my
9 courses, my undergraduate studies.

10 Q. But as part of your daily duties, that's -- it's not to
11 be involved in the technical aspects of the line operation.

12 MR. JAQUES: I'm going to object. That's pretty
13 ambiguous.

14 BY MR. NICHOLSON:

15 Q. You don't make determinations from pressure trends. You
16 don't interpret pressure trends or --

17 A. I do.

18 Q. You do? For what reasons?

19 A. For deciding the decisions around operating valves and
20 compressor stations around the system.

21 Q. Okay. I'll leave it at that. Thanks.

22 MR. CHHATRE: Ravi Chhatre, NTSB.

23 BY MR. CHHATRE:

24 Q. On the SCADA display, do you have the capability to see
25 different cross-ties, if there are valves that are open or closed?

1 A. Yes.

2 Q. And can you tell me line 101, 109, and 132, do they have
3 any cross-ties that you can -- that you recall seeing?

4 A. On SCADA, I don't believe we have all of the cross-ties
5 depicted with the status of the valves as to whether they're open
6 or closed.

7 Q. So, that information is not available on the SCADA, the
8 cross -- am I interpreting that correct, or --

9 A. I don't recall if -- I don't recall seeing cross-ties
10 shown on the SCADA schematic.

11 Q. Okay.

12 MR. DAUBIN: This is Brian Daubin, PG&E. Again, keep in
13 mind that we're talking about an entire system. So, when we ask
14 questions about does SCADA show cross-ties, the answer that was
15 given is yes, it does show some cross-ties, but it doesn't show
16 necessarily all cross-ties. So, we can either be specific about
17 which cross-ties that you have in question so that he can answer
18 specifically --

19 MR. CHHATRE: Okay. I --

20 MR. DAUBIN: -- does that exist.

21 MR. CHHATRE: I do not know how many cross-ties you have
22 on 101, 109, and 132, but I'm only interested in those three, like
23 I said earlier, the first time I stated earlier that, and all I'm
24 interested in is seeing whether the SCADA has that ability to
25 display any or all of those.

1 MR. DAUBIN: And so the NTSB has been provided --

2 MR. CHHATRE: I understand.

3 MR. DAUBIN: -- the maps associated --

4 MR. CHHATRE: I'm asking --

5 MR. DAUBIN: -- with those lines.

6 MR. CHHATRE: Right. Your point is well taken.

7 MR. DAUBIN: Okay.

8 MR. CHHATRE: I'm not questioning whether I have it or
9 not. I'm trying to find out if he knows it can be displayed or
10 not. That's not saying we don't have information.

11 MR. DAUBIN: Okay.

12 MR. CHHATRE: You understand the difference what I'm
13 saying?

14 MR. DAUBIN: I do. But you asked the question --

15 MR. CHHATRE: I asked the question --

16 MR. DAUBIN: -- are the cross-ties there and do you --

17 MR. CHHATRE: Right.

18 MR. DAUBIN: How many do you have. So --

19 MR. CHHATRE: Right. And I'm wondering whether he has
20 the information or not. That's all.

21 MR. DAUBIN: Okay.

22 MR. CHHATRE: That's all the intent for the record.

23 MR. DAUBIN: Thank you.

24 MR. CHHATRE: That's no implication that Peter didn't
25 send me the information.

1 MR. DAUBIN: I wasn't suggesting there was an --

2 MR. CHHATRE: Okay.

3 MR. DAUBIN: --implication. I'm trying to get specifics
4 so the answers can be asked specifically.

5 MR. CHHATRE: Yeah. My question was, does he recall or
6 can he tell on SCADA if the cross-ties, 1, 2, 10, all, are
7 displayed or not. Is that ambiguous?

8 MR. DAUBIN: No, and I think you have an answer to that,
9 so --

10 MR. CHHATRE: Okay.

11 BY MR. CHHATRE:

12 Q. And, I'm sorry, with all this conversation, I missed the
13 answer. The answer is?

14 A. The answer is that I don't believe that the cross-ties
15 are, that all the cross-ties between those lines are depicted on
16 the SCADA schematic.

17 Q. Then should I think that like some may be or some are,
18 or --

19 A. There may be some, but as far as I remember from my
20 memory of looking at a SCADA schematic for the peninsula, I don't
21 recall all of the cross-ties being shown on the schematic screen.

22 Q. And if they are displayed, would you know from SCADA
23 they are open or closed?

24 A. No, you would not know that.

25 Q. You would not now that. Okay.

1 A. Not on the peninsula.

2 Q. Okay. And last question is, do you recall -- let me
3 back up. Were you working around 6:00 on the day of the accident
4 in the evening?

5 A. Yes.

6 Q. Do you recall what time the work would have started?
7 Would you know what time the work would have started?

8 A. I would say it was somewhere around, between 4:00 and
9 5:00 in the evening.

10 Q. Okay. And how would you know that, is the follow-up
11 question?

12 A. We were called by telephone by personnel at Milpitas
13 informing us that they were about to begin work there.

14 Q. Okay. And that would be in the SCADA record?

15 A. I'm sorry?

16 Q. That will be in the SCADA record that the call came at
17 this time when the work started, or it will not be? That phone
18 conversation, is that be logged somewhere in the --

19 A. Yeah, it would probably have been recorded on the
20 phone --

21 Q. Okay.

22 A. -- log, yeah.

23 Q. That way somebody calling you would know the --

24 A. Yeah. And then normally we would then, the gas system
25 operators would note that on the gas logging system, the

1 electronic log.

2 Q. And I guess it is reasonable to assume that when the
3 work is done you would also get a call or you would see that on
4 SCADA?

5 A. Normally, when work is finished, we will receive a call
6 again --

7 Q. Okay.

8 A. -- confirming that the work has been completed.

9 Q. Right. And do they give you an estimate as to how long
10 the work might take?

11 A. Yes.

12 Q. Okay. Thank you. Thanks much.

13 MR. SHORI: Sunil Shori, California PUC, just two short
14 follow ups.

15 BY MR. SHORI:

16 Q. Do you recall, Mr. Genera, as far as the cross-ties at
17 Healy Station between 132 and 109, were they open shortly
18 following the events?

19 MR. JAQUES: I'm sorry, are you asking him if he knew
20 whether they were open or not or whether the SCADA system
21 displayed them that way?

22 MR. SHORI: I'd like to know if he know, one way either
23 through SCADA or through knowledge of operations whether those
24 cross-ties were open.

25 MR. GENERA: From my recollection, I believe that we had

1 the cross-ties opened up sometime that evening after the incident
2 in order to help support supply of gas on 132 around the area that
3 has been isolated because of the incident.

4 BY MR. SHORI:

5 Q. What position were they in preceding the incident, do
6 you know?

7 A. I don't know. I, yeah, I don't know. I'm assuming that
8 it was completely closed --

9 Q. Okay.

10 A. -- but --

11 MR. JAQUES: If you don't know, just say you don't know.

12 MR. GENERA: Yeah, I don't know.

13 BY MR. SHORI:

14 Q. Were you involved in closing any of the valves from
15 Martin Station leading into 132?

16 A. Yes.

17 Q. Which valves did you close?

18 A. I don't know the valve. I don't know which valves at
19 Martin were closed. I'd have to see a diagram or map or something
20 to give you a better answer.

21 Q. Do you know who asked you to close any valves feeding
22 into 132 from Martin?

23 A. I don't remember who that might have been.

24 Q. How about valve 10 and 12 at Martin, do you recall
25 operating those on the evening of the incident at Martin?

1 A. Specifically those valves, I can't say that those are
2 the ones that were operated.

3 Q. Thank you very much.

4 MR. CHHATRE: Any follow-up questions?

5 (No response.)

6 MR. CHHATRE: If not, thank you so much.

7 MR. GENERA: Thank you.

8 MR. CHHATRE: And --

9 MR. DAUBIN: I'm sorry, a couple of follow-up questions.

10 MR. CHHATRE: Okay.

11 MR. DAUBIN: I'm sorry. Jumped me on that one.

12 MR. CHHATRE: The floor is yours.

13 BY MR. DAUBIN:

14 Q. Joaquin, the --

15 MR. DAUBIN: I'm sorry, Brian Daubin, PG&E.

16 BY MR. DAUBIN:

17 Q. The work at Milpitas, was that under a system clearance?

18 A. I believe it was.

19 Q. Can you talk to me about the requirements of field
20 personnel when they report on and report off of a system
21 clearance?

22 A. Yeah. It's standard protocol for field personnel to
23 notify Gas Control when they are reporting on and when they are
24 reporting off of a clearance.

25 Q. Okay. And then in regards to Martin Station, is that

1 downstream of Healy Station?

2 A. Yes.

3 Q. Thank you.

4 MR. CHHATRE: Anybody?

5 (No response.)

6 MR. CHHATRE: Thanks again for your help.

7 UNIDENTIFIED SPEAKER: Off the record.

8 MR. CHHATRE: We appreciate you coming second time.

9 MR. GENERA: Thank you.

10 MR. CHHATRE: And we're sorry we couldn't talk to you
11 yesterday.

12 MR. GENERA: That's okay. Thank you.

13 MR. CHHATRE: Off the record.

14 (Whereupon, the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the
NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: PACIFIC GAS & ELECTRIC COMPANY
 SEPTEMBER 9, 2010 ACCIDENT
 SAN BRUNO, CALIFORNIA
 Interview of Joaquin Genera

DOCKET NUMBER: DCA-10-MP-008

PLACE: Burlingame, California

DATE: January 5, 2011

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been compared to
the recording accomplished at the hearing.

Mary Anne Jones
Transcriber