



February 10, 2016

Rex W. Tillerson  
CEO, ExxonMobil  
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Irving, Texas 75039-2298

Todd Spitler  
ExxonMobil, Public and Governmental Affairs  
3700 W 190<sup>th</sup> Street  
Torrance, CA 90504

Mr. Tillerson and Mr. Spitler,

We are in receipt of your statement about Consumer Watchdog's report, "Against The Tide: How Missing Tankers Pumped Up Gas Prices and Refiner Profits" and it seems to contradict both government and private data, including GPS tracking of the S/R American Progress from the AIS (Automation Identification System) GPS data.

While you state that the S/R American Progress was in dry dock in Singapore, we have GPS tracking data showing its movements around Singapore. The attached photographs show the ship was moving in Singapore for four weeks and not in dry dock. GPS data for 20 additional days while the ship was in Singapore are not available. The entire trek from the Panama Canal to Singapore and back, including a stop of the full tanker in Los Angeles without a discharge, took the vessel out of service for 140 days. This seems to be an unnecessarily long period of time not to be delivering fuel. S/R American Progress was hardly "in regular service delivering gasoline in the Gulf Coast" ... "when the ship was not in dry dock," during the height of our gasoline crisis, as your statement claims.

GPS data shows that the ship arrived in Los Angeles from Singapore on September 21st, but Lands Commission data shows it didn't discharge fuel in the neediest market in America. US Customs data show blendstocks discharged in Florida on October 9<sup>th</sup>.

In addition, you state "Exxon has been importing 600,000 barrels a month to help meet California's fuel demand from as far away as Singapore." (Essentially 25 million gallons per month, 42 gallons per barrel.) Yet Lands Commission data shows only 13 million gallons of gasoline being imported during the first 7 and 1/2 months of the year, as opposed to the 800,000 million gallons of lost production in Torrance.

Given these facts, we ask you to clarify:

1. "600,000 barrels a month" (25 million gallons per month) of what petroleum product did Exxon import to California? Was it gasoline, and if so, through what entities and by

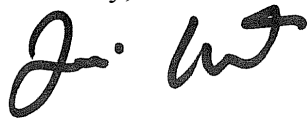
which route? Exxon's California marine terminals did not report that many barrels being delivered. Our report noted 56 million gallons of Alkylites were imported during the period (just six million per month), but this additive needs to be added to other blendstocks or to gasoline to make higher octane fuels. It would not replace lost capacity in Torrance. How much gasoline did Exxon import during the first nine months of 2015 and how?

2. When exactly was the S/R American Progress in dry dock in Singapore, during which days, and for what reason? Why would you not use a port closer to US waters for service given the need for fuel in California and the tremendous value of a Jones Act vessel in the market, reported as \$80,000 per day by OPIS, which translates to over \$11 million lost by the 140 day voyage?

During 2015, Exxon refused to testify about California's gasoline price spikes and supply problems before the California Assembly, the California Senate and the California Energy Commission's Petroleum Market Advisory Committee (PMAC). Whatever information Exxon will provide now will clarify contradictions between your statement, on the one hand, and government and industry data on the other.

The PMAC Committee's next meeting is dedicated to discussing new reforms for transparency in the gasoline market. We urge you, Mr. Tillerson, to participate. The lack of sunshine in California's gasoline market is creating huge volatility in gasoline prices and billions of dollars in added costs for California drivers. Join the conversation.

Sincerely,



Jamie Court, President of Consumer Watchdog

Map of S/R American Progress movements, June 20<sup>th</sup>, 2015 – August 30<sup>th</sup>, 2015 (70 days):

