

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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ENBRIDGE OIL SPILL,
MARSHALL, MICHIGAN

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Docket No.: DCA-10-MP-007

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Interview of: RYAN ANDERSON

Conference Room
Hampton Inn
17256 Sam Hill Drive
Marshall, Michigan

Wednesday,
October 27, 2010

The above-captioned matter convened, pursuant to notice,
at 1:55 p.m.

BEFORE: PAUL STANCIL
Accident Investigator

APPEARANCES:

PAUL STANCIL, Accident Investigator
N y Board

[Redacted]

[Redacted]

CHARLES R. KOVAL, Accident Investigator
N rd

[Redacted]

[Redacted]

DUANE KLABUNDE, Supervisor
Measurement, Audit and Compliance
E

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[Redacted]

JAY A. JOHNSON, Senior Compliance Specialist
Enbridge Energy Company, Inc.

[Redacted]

[Redacted]

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I N T E R V I E W

(1:55 p.m.)

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2
3 MR. STANCIL: My name is Paul Stancil. I'm a hazardous
4 materials accident investigator with the National Transportation
5 Safety Board.

6 MR. KOVAL: Chuck Koval, pipeline investigator with
7 NTSB.

8 MR. KLABUNDE: Duane Klabunde, Enbridge North Dakota,
9 Supervisor of Compliance.

10 MR. JOHNSON: Jay Johnson, Senior Compliance Specialist,
11 Superior Compliance.

12 MR. ANDERSON: Ryan Anderson, Vesper Pipeline
13 Maintenance Supervisor.

14 COURT REPORTER: Thank you.

INTERVIEW OF RYAN ANDERSON

15
16 BY MR. STANCIL:

17 Q. Okay, Mr. Anderson, if you could give us an idea of what
18 your role and involvement was in the initial response to the
19 accident here in Marshall, Michigan, please?

20 A. You bet. A little background. Like I said, I'm the
21 maintenance supervisor in Vesper, Wisconsin, which is right in the
22 middle of the state of Wisconsin. At the time of the -- I have
23 five people that report to me, Enbridge employees, one of which
24 was on vacation, two of which were actually in lower Michigan
25 working on a pipeline integrity program, and then two of them were

1 with myself at Fort Atkinson, Wisconsin when we received the call.
2 Fort Atkinson is about a two and a half hour drive from there back
3 north to our home location.

4 We received a call at 11:30 Eastern Time. Ironically we
5 were in crisis media training at the time. So myself and the two
6 gentlemen with me headed back to Vesper, grabbed our clothing, and
7 left with our vacuum truck and our pickup truck pulling our boom
8 trailer. I got to Marshall at 10:00 Eastern Time on the 26th,
9 10:00 p.m. Eastern on the 26th.

10 When I got to Marshall I reported to the pipeline
11 maintenance shop and was briefed on the situation, having had some
12 conversations en route. And then once I got to the site, I was
13 asked if I could help coordinate the resources that were coming in
14 to get them all to the various locations in the field. So on that
15 first evening I actually stayed at the maintenance PLM shop. Like
16 I said, I can't specifically say the what and who's, but as
17 various vacuum trucks came, I was in communication with Steve
18 Sleaver, Mick Collier, and Jeff Rahn, who were all out on the
19 creek and river, and they would phone into me what resources they
20 were in need of and if they were there or when they got there, I
21 was deploying them to those guys. Additionally, I procured some
22 hotel rooms for our company resources that were on site. And I
23 don't have a copy of it, but maybe somewhere I had established
24 which company resources we had from a maintenance perspective, and
25 established shifts to where it was providing break periods for

1 some but ensuring that we had coverage throughout the response.
2 And then some minor, you know, getting food and water out to the
3 various locations. So from 10:00 p.m. that evening, I roughly
4 would say, I think I was there until between 2:00 and 3:00 a.m. on
5 the 27th and had gone back for a three-hour catnap and returned on
6 the 27th at 6:30-ish a.m.

7 So the Tuesday, the 27th, that morning when I got in I
8 actually went near the source area, I guess I'll call it. So
9 right as the wetland where the pipe rupture entered Talmadge Creek
10 there was one established inverted flume. We constructed a second
11 inverted flume that day, along with we started the process of
12 constructing the access road off of Division back to the Talmadge
13 Creek and source area. Additionally there was -- I was overseeing
14 the vac truck operations at Division. So that was throughout the
15 27th.

16 I guess some other minor items, we cleared an access
17 route to the source area. I worked with some of the logistics
18 around the frac tank operations at what came to be known as Frac
19 Tank City or Marshall Station with unloading.

20 And then on Wednesday the 28th, that morning I was
21 assigned what is called Division D, as in dog. I was assigned the
22 section chief or division chief, whichever. At the time I arrived
23 there, there was one containment boom site established there that
24 was referred to as D2, and on that first day with a few company
25 resources and contract resources we established D1, D3, and D5.

1 Q. And that was on the third day you were there?

2 A. Yeah, the 28th.

3 Q. Okay. Anything else?

4 A. No. I guess that's the high points.

5 Q. Okay. You mentioned that when you got there you were
6 procuring resources for the first several hours?

7 A. Yeah. And, you know, there had been people working on
8 that, but I had provided some additional contacts. The two
9 significant ones, I guess, was both Keating Construction and Mills
10 Construction, some of the contractors used in the Cushing Region.
11 They were mobilized that night.

12 Q. What sort of services did they provide?

13 A. They would both be considered general pipeline
14 contractors I'd call them. Kind of a do everything type
15 contractor.

16 MR. JOHNSON: Maybe if you explain to them how you use
17 contractors because you don't have PLM in Cushing in your --

18 MR. ANDERSON: Yeah, so in the Cushing Region there
19 isn't internal maintenance crews, so there is a couple key
20 contractors that they lean on for all aspects from the simple
21 tasks to the most complex tasks, and having been exposed to those
22 contractors from having worked there, I have an awareness of their
23 services provided, so that's where that phone call to them came.
24 So they showed up with everything from boats to containment boom
25 to vacuum trucks to labor.

1 BY MR. STANCIL:

2 Q. And you mentioned you were tracking that. Do you keep
3 some sort of a record of what was coming and what was --

4 A. Yeah, because you can imagine once the incident happened
5 it was, you know, calls all over to get all hands on deck.

6 Q. Right.

7 A. And I guess I had figured that there wasn't a real good
8 beat on exactly who, like names and exact numbers of who was
9 coming from our internal maintenance crews themselves. So through
10 one means or another I got an accurate count from the 10
11 maintenance crews who they actually had on site, whether they were
12 already there or when they would be there, and had split them
13 basically into two shifts, which I think I labeled days and
14 nights, so we have an equal amount of staff to cover around the
15 clock.

16 Q. How is that documentation laid out? Was there a form
17 or --

18 A. No, there's a whiteboard in what was at the time the
19 incident command center.

20 Q. That's the only place that that information existed?

21 A. Yeah. Yeah, I didn't write it separately, no.

22 Q. Okay. All right. And then with respect to the vac
23 trucks at Division Street, who were -- which companies were
24 supplying those to you?

25 A. On the Tuesday there was a bit of a mixed bag of trucks,

1 but there were some company vacuum trucks at that site along with
2 Young Environmental I remember having been there, and there very
3 well could have been another oddball or two in there. But
4 throughout that Tuesday, there was at any given time three
5 separate vac trucks in operations at all times right at Division
6 itself.

7 Q. So you were stationed right there at the culvert pipe?

8 A. I was roaming between the source area, I guess, or where
9 the source went into the Talmadge Creek, looking after that site,
10 because at that time that road wasn't constructed in there, so in
11 most cases we were having to tow the vacuum trucks in and out of
12 there, looking after the needs and the work going on on Division,
13 and then some inside Frac Tank City, too.

14 Q. So can you describe what the situation looked like there
15 at Division?

16 A. At Division?

17 Q. Yeah.

18 A. On Tuesday?

19 Q. Yes.

20 A. It was essentially -- as far as like the oil status?

21 Q. Yes.

22 A. It was solid oil in Talmadge Creek, so it was, you know,
23 hoses and basically keeping debris from plugging hoses, and there
24 was plenty of oil there to vacuum there. At that time there was
25 no point in even having a skimmer. You could simply place the

1 vacuum truck hose in the top portion of the creek and recover oil.

2 Q. All right. Was there containment working at that
3 location at that time?

4 A. Yeah.

5 Q. What did you have there?

6 A. There was what we refer to as hard boom or containment
7 boom there for the different collections sites, both on the up
8 creek side and the down creek side of Division.

9 Q. Was that holding the oil back at that time?

10 A. Oh, yeah, it was helping to hold it in the sense that
11 collection was easier, yeah.

12 Q. How about the water flow rate? Was it still pretty
13 fast?

14 A. On the Tuesday, yeah, it was still over-bank.

15 Q. Did the oil boom seem to be functioning there?

16 A. Yep.

17 Q. Okay. And you helped construct a flume at the source
18 area?

19 A. Yeah.

20 Q. When was that?

21 A. That would have been on the Tuesday also.

22 Q. Was that first and then the vac trucks or?

23 A. No, no. When I got there that Tuesday morning, the
24 truck operations had been ongoing since the initial response to
25 the incident, so they had been just going around the clock, and so

1 those operations continued. The second flume itself probably got
2 put in place just after lunch on the Tuesday, so, you know, 1:00
3 p.m. Eastern.

4 Q. Now, what was the second flume able to accomplish that
5 the first flume itself wasn't able to do?

6 A. I think, well, a couple. One is the turbulence of the
7 water, I guess, was allowing some of the oil to get through the
8 inverted flume, and also the first flume was constructed out of
9 native material, so it through time was starting to fail. It
10 wasn't failed at that time, but you could see it was eventually
11 going to fail, so, but the second one we actually had a clay
12 material transported in and constructed it with that.

13 Q. Were there any particular contractors that were working
14 with you on the flume construction?

15 A. Yeah, the contractor that had the construction equipment
16 for the flume was Charps, C-h-a-r-p-s.

17 Q. Anyone else?

18 A. Company resources were there. And Dick Worth had some
19 labor there. Dick Worth Construction.

20 Q. As far as the availability of resources, did you have
21 everything that you needed to do what you were hoping to
22 accomplish at those locations?

23 A. Well, I guess that's a loaded question in that, you
24 know, if you ever needed 2,000 people, it's always within the
25 first hour. As a general statement I think we were accomplishing

1 a decent amount, and I was actually surprised at how quickly
2 people and equipment did get into place, though. I felt we were
3 doing well, but at the same time to say you wouldn't have always
4 wanted one more of everything, absolutely.

5 Q. Was any oil getting away from you at that time?

6 A. I would say at the time -- and I think Brian Pierzina
7 was there too after we installed the second flume. We had
8 estimated that out of the second flume we were probably losing
9 about one percent. There was just residual oil getting through
10 that second flume from the turbulents or suspended --

11 Q. Anything that got through that flume would have been
12 trapped at Division?

13 A. Yeah, it would have, you know, worked its way through
14 Talmadge and then hit the hard boom at Division.

15 Q. And then from there, nothing further was escaping
16 downstream?

17 A. There too, like the banks were still oil saturated, so
18 what was oozing in from the bank versus what would have or could
19 have been getting underneath the containment booms would have been
20 hard to assess, but it was almost to a sheen level.

21 Q. Okay.

22 A. So.

23 Q. Okay. How about contacts with other entities, other
24 agencies? Did you have any interaction with folks like the EPA or
25 the state or local?

1 A. I didn't. Well, I guess the Monday night that we got
2 there, there was some EPA presence at the Marshall PLM, but in the
3 field, outside of Brian Pierzina on the Tuesday afternoon, who I
4 was with, and Jim -- what's his last name?

5 MR. JOHNSON: Bunn?

6 MR. ANDERSON: Bunn. Older gentleman?

7 MR. JOHNSON: Yeah.

8 MR. ANDERSON: Yeah. The two of them, they were out at
9 the flume sites and around the source area, and we had walked that
10 swamp there on the Tuesday afternoon, but in those first three
11 days, outside of the two of them, I didn't see any agency
12 presence.

13 BY MR. STANCIL:

14 Q. Were you getting any feedback as to whether or not they
15 were satisfied with what you were doing?

16 A. To be blunt, on the Monday evening there was, I'd say,
17 some animosity that, you know, they just wanted more, but, of
18 course, like, so did we. All right? So yeah, there was some
19 tension there and like, you know, you need to do more. Well, I
20 think that was going without saying.

21 Q. Did they give you any specific request as to what more
22 they wanted?

23 A. No.

24 MR. JOHNSON: When you say "they", would you say that
25 was PHMSA or EPA?

1 MR. ANDERSON: EPA.

2 BY MR. STANCIL:

3 Q. And the two on-scene coordinators, is that who you're
4 talking about?

5 A. Yeah. There was, ball park, I want to say four to six
6 agents that were sitting around a table similar -- well, a U-
7 shaped table in the PLM building, and at that time I think we were
8 having briefings maybe every two hours.

9 Q. And you had to participate in those briefings?

10 A. Yeah.

11 Q. Tell me what happened at the briefings.

12 A. The start would be with, at the time it was Tom Fridel
13 would give a, basically a status update and then the EPA would
14 pose any questions in regards to asking what we were doing.

15 Q. Like what?

16 A. The one that still sticks in my brain is what we were
17 doing to address encephalitis.

18 Q. A lot of mosquitoes out there?

19 A. Up until that evening I wasn't real sure what
20 encephalitis was, but I got a quick education.

21 Q. Okay. Anything else?

22 A. No. Well, I guess the other one was, you know, they
23 were getting -- they must have had -- I don't know what they had
24 out, but they were getting some on-field information because they
25 were asking questions in regards to, you know, there was two

1 trucks at A Drive and now there's one, where'd the other truck go;
2 those type of items. And so, you know, I'd try to track down that
3 detail of which, you know, the truck was full, he's going to
4 unload or, you know, they needed a truck at 15½ Mile. Those type
5 of items that first evening.

6 Q. Do you have any observations as far as how well the
7 spill was managed?

8 A. From a general view, like I said, it's always a level of
9 frustration because, you know, you'd loved to have rolled up there
10 with thousands of people and equipment. So they're always a bit
11 challenging to start with, but really, reflecting after those
12 three days, I personally felt a whole heck of a lot was
13 accomplished in a major incident that was not planned.

14 Q. Do you have any lessons learned or critiques of
15 procedures or plans or anything that could have been done better?

16 A. I think on a personal level, like everything, you learn
17 from it and, you know, shoulda, woulda, coulda; it's always great
18 in hindsight and I wonder if, you know, personally I could have
19 put effort into coming up with contraptions for plugging culverts.
20 Personally, you know, having additional equipment and materials
21 that you may need, but otherwise, no.

22 Q. If you were going to plug a culvert, where would you
23 have done that at?

24 A. Well, come to find out there was a personal drive
25 downstream of Division. We had, you know -- and I guess on the

1 Tuesday I was -- I didn't extend past Division, but there was,
2 between there and the Kalamazoo River there, you know, were
3 culverts I guess at every -- each roadway, because I guess the
4 whole operation, like, can't have too much redundancy is what I
5 realized.

6 Q. Did you have any idea what was going on below you and
7 below Division?

8 A. No. I knew there was things going on, but --

9 Q. There was a lot going on, but you didn't --

10 A. Intentionally didn't choose to --

11 Q. -- your area of responsibility was upstream of Division?

12 A. Uh-huh.

13 MR. STANCIL: Chuck?

14 BY MR. KOVAL:

15 Q. You said the -- was the road already built to the site
16 when you got there?

17 A. No. There was a, I guess you'd call it a two-track, so
18 basically, you know, a trail where it would have been grass-
19 covered. I don't know if the farmer, you know, may have driven
20 pickups back through there, but in the course of running those
21 heavy vacuum trucks, the road had failed and so there was low
22 spots. So that's when on the Tuesday, Carr Construction started
23 hauling in loads of gravel.

24 Q. You said you were responsible for getting equipment to
25 Division Street?

1 A. No.

2 Q. No.

3 A. Tuesday morning I was assigned to oversee the operations
4 at Division. A lot of the equipment was in place. When I got
5 there, there was the vacuum truck operations going on at Division
6 Street itself and there was vacuum trucks operating at the initial
7 inverted flume site along with some excavating equipment.

8 Q. Were you responsible for the flume site also?

9 A. On Tuesday, yes.

10 Q. Yes.

11 A. Yes.

12 Q. Any other sites?

13 A. No. On Tuesday? No.

14 Q. How about Wednesday?

15 A. On Wednesday I was division chief on area D of the
16 Kalamazoo River.

17 MR. JOHNSON: Which one was that? Which was D?

18 MR. ANDERSON: D was, well, went a little ways up river
19 of 20th Street down to the Custer Drive Bridge. Well, a little,
20 to the county line. Sorry. To the Kalamazoo County line.

21 MR. JOHNSON: Where is that in reference to Ceresco Dam?

22 MR. ANDERSON: All downstream.

23 MR. JOHNSON: Downstream?

24 MR. ANDERSON: Yeah.

25 MR. JOHNSON: Okay.

1 BY MR. KOVAL:

2 Q. You said you went back there with PHMSA and the EPA?

3 A. No EPA.

4 Q. No EPA?

5 A. No.

6 MR. JOHNSON: Or did they just come back there? Did you
7 bring them in?

8 MR. ANDERSON: PHMSA?

9 MR. JOHNSON: PHMSA.

10 MR. ANDERSON: I brought them in.

11 MR. JOHNSON: Okay.

12 MR. ANDERSON: Yep. They wanted to see the site. They
13 parked their vehicle at the farmhouse on Division and road to the
14 source area with me.

15 BY MR. KOVAL:

16 Q. I remember seeing you at the evening meetings or at the
17 PLM. You said the EPA was asking you questions about some of your
18 activities?

19 A. Yeah, at those briefings, like I said, they would ask,
20 and not directed necessarily to me, but to Enbridge, you know,
21 like I said, what are we doing to manage encephalitis; what are we
22 doing to monitor the atmosphere and accuracy of our equipment; and
23 then specifics like what happened to the vacuum truck that was at
24 A Drive.

25 Q. And would your agency then look to you for an answer?

1 A. In some instance, like the A Drive one I remember.
2 Because, like, we obviously didn't know there and so let us look
3 into it and we'll get back to you. Well, that one was, hey, can
4 you find out what's going on; why, you know, there was a truck and
5 there isn't one at A Drive? And so in that instance I had found
6 out. I can't remember if it was -- I think in a couple cases it
7 was either a truck was full and going to unload or, you know,
8 there was two trucks in one place and there was another site
9 established with a boom, so they needed a truck, so one of the
10 trucks go to another site, and so, you know, those type of
11 answers, I guess.

12 Q. Did you have a tank or tanker truck on Division Street?

13 A. That site on Tuesday had various equipment. By then
14 there was a sufficient amount that as trucks were getting filled
15 they would go to unload, and while they were unloading -- so they
16 had a bit of a rotation going. One of the trucks -- I guess when
17 you're saying tanker, tanker in the sense of not having vacuum
18 abilities?

19 Q. Well, I guess the tanker truck would be going to Frac
20 City, but you'd be having the vac trucks in?

21 A. Yeah. And so every truck that was on Division had the
22 ability to pull a vacuum; they would have had a vacuum pump on
23 them, and then they were going in directly unloading at Frac Tank
24 City and coming back.

25 MR. KOVAL: That's it. Duane?

1 BY MR. KLABUNDE:

2 Q. Just one question. Do you feel any previous training or
3 tabletop exercises that may have been put on by Enbridge during
4 your tenure with them had a benefit to this response or a benefit
5 to your capabilities during your response?

6 A. Yeah, those and everything else we do. You know, it's
7 all built on to be able to respond to an incident like this.

8 MR. KLABUNDE: That's all I have.

9 BY MR. JOHNSON:

10 Q. How far apart were they, was the second flume you built
11 from the first one?

12 A. 100 feet.

13 Q. So some of us, I'd say we learned a lot at Marshall to
14 use in the future. Did anything that when you showed up at
15 Romeoville, did any of that stuff kick in?

16 A. Oh, yeah.

17 Q. Anything you can think of offhand or just, you know,
18 being there is like, you know, we just had that learning, you
19 know, a month before that? So I'm just kind of curious if
20 anything stuck out in your mind that, okay, this happened at
21 Marshall and I'm not going to let it happen here, or I did this
22 and --

23 A. I guess for me personally, and I referenced it earlier,
24 is the redundancy. You always felt like in an instant it would be
25 one collection site, maybe two, but you know, there we established

1 redundancy on top of redundancy. The amount of equipment and
2 people required, I guess the scale of it puts it in a whole
3 another category of what you need, and the long-term commitment to
4 it. It's not just a couple hundred days. It goes on still.

5 Q. And then Mick talked about this, and I heard you bring
6 it up, he said one of the things he in hindsight wished he'd have
7 had was, you know, even some sheets of 4 x 8 plywood to put down a
8 portion of the way into the culverts to hold the oil back but let
9 water go through underneath. Do you think that would have worked?
10 I know you talked about --

11 A. And you know, and we all at some point got together for
12 lunch and said, you know, woulda, coulda, shoulda, and that being
13 one of them. And does anything work 100 percent? No, but it's
14 every little bit helps each step of the way. So you know, that
15 would have been a quick easy one that could have contributed. You
16 know, the amount of flume pipes that we keep in stock, you know,
17 we all had a couple but never considered that we would have -- I
18 don't know how many flumes eventually ended up getting installed
19 in that, but there's many of them. I can say now I've got a lot
20 of flume pipe sitting back at my maintenance shop. Because those
21 type of items on, you know, 2:00 in the morning on a -- you know,
22 2:00 a.m. on a Tuesday, they're not necessarily readily available.

23 Q. Yeah, for the cost factor to have some flume pipe
24 around.

25 Okay, that was all I had.

1 A. So that part is frustrating when it's, you know, you're
2 waiting an hour for a flume pipe where, you know, you wish you had
3 it now.

4 MR. STANCIL: I just had a couple of follow-ups.

5 BY MR. STANCIL:

6 Q. Ryan, how long have you worked for Enbridge?

7 A. I guess I started with the company in 1996 on a
8 temporary basis, but combined years of service I have 13 years of
9 service.

10 Q. And what other oil spills have you had experience with
11 prior to this one?

12 A. Oil fields?

13 Q. Oil spills.

14 A. Oh, spills?

15 Q. Uh-huh.

16 A. Quite a few while working in the Cushing Region. I
17 guess specifics you want to know, or?

18 Q. Can you tell me how many or if there were any major ones
19 that --

20 A. Yeah, I had involvement, I guess -- well, the most
21 recently, both Reichel Road and -- which is where the contractor
22 had put sheet piling through one of our pipelines during
23 construction; Mile Post 912 where the well plus coupling failed.
24 While in Cushing, I would say 20-odd different leaks, and then
25 previous to that a few different leaks in Northern Minnesota, some

1 smaller station type leaks, and then the same in my area of
2 responsibility. We've had some dent features that have leaked,
3 you know, small amounts of oil, gasket or seal failures inside
4 pump stations.

5 Q. Any spills that required you to construct flumes or do
6 the same sorts of activities you did here and up in Marshall?

7 A. Previous to Marshall I can only remember one leak that
8 had any significant impact to water, and that was within a ditch
9 and a containment pond on our facility in Cushing, and we did not
10 construct a flume on it.

11 MR. JOHNSON: Were you at Owen?

12 MR. ANDERSON: No.

13 MR. JOHNSON: I don't remember you being there.

14 BY MR. STANCIL:

15 Q. And while you were supervising Division D, how much oil
16 managed to end up down there?

17 A. On the initial days we were at what was D1 and D2. We
18 were collecting 100 barrels an hour of liquid, of which, you know,
19 to try to assess that, I was guessing about 90 percent of which
20 was oil, but then what was D3 we were getting 5 to 10 barrels an
21 hour. So D1 and D2 were kind of the last of the significant
22 amounts of oil on that Wednesday.

23 Q. How long did you spend working down there?

24 A. In the D section I was there, ballpark, a week.

25 Q. And by the end of that week did you still have a

1 significant amount of oil?

2 A. No. We were down to sheen management to where we were
3 doing some, you know, absorbent boom and different sheen
4 collection, maintenance type work, collecting loose debris from
5 the river. But at the time that I left there we were a bit held
6 up for clearance to start doing, you know, destructive cleaning or
7 washing or limb trimming of the bank.

8 Q. The worst of the spill as far as Division D was
9 concerned, was that the first couple days you were there?

10 A. The worst --

11 Q. The 28th? The heaviest amount of oil?

12 A. Oh, absolutely. Yeah, and like the 28th is where we
13 established those additional boom sites and you could see a
14 drastic decrease in the amount of free liquid in the river over
15 those next two days.

16 Q. Were you there when the oil first arrived at the D
17 Division?

18 A. No.

19 Q. Okay. Do you know whether there was a significant
20 amount of oil below Division D?

21 A. Past Division D it was E. I did have some involvement
22 in assisting some of our additional resources in helping them to
23 establish some boom sites, and past Custer Drive or past the
24 county line, I didn't see oil impact it outside of sheen, even
25 within the banks.

1 BY MR. KOVAL:

2 Q. You mentioned the previous accidents you were on.

3 A. Uh-huh.

4 Q. When was your last exercise? Not tabletop, actual
5 exercise.

6 A. Actual exercise, we would have had one -- we had a boom
7 deployment on Wisconsin River the previous October/November.

8 Q. How would you improve your tabletop exercise?

9 A. Tabletop, we would have had one in the spring, so
10 March/April. To help you improve a tabletop? You could probably
11 just simply spend more time on them, giving the greater detail,
12 and proving that what you would do would work, maybe. You know,
13 we may identify in this hypothetical situation we would call, you
14 know, these 10 people. Maybe you call them and see what you could
15 actually get, right, because what they say they can do and what
16 they can do sometimes is different.

17 Q. Did you have any contact with any of the local officials
18 previously in those exercises or --

19 A. Yeah. Anytime we do an exercise, at a minimum, we'll
20 contact the affected emergency responders and invite them to our
21 exercises. Some choose to; some choose not to. Also, our annual
22 public awareness program, they participate in meetings, and if
23 they don't, we'll follow-up with a call. In my area -- and then
24 drills all the same as we, you know, go through the same process
25 on incident reports too, which we had had a minor incident the

1 previous month, which is documented as an event, and then we'd
2 have the storage fire. So, like, there's contacts throughout the
3 year in which we visit with the public officials and emergency
4 responders.

5 Q. In your area -- or are you familiar with the control
6 points?

7 A. Probably most familiar with some of the more significant
8 water bodies and those are which we try to focus or make sure we
9 have a greater awareness on during our exercises. And, of course,
10 we have our control point maps too, so I know that I can always --
11 I'm not intimately familiar with a particular water body's control
12 points, we can always refer to those too.

13 Q. Thank you.

14 BY MR. STANCIL:

15 Q. Okay, do you have any final thoughts, Mr. Anderson?

16 A. No, sir.

17 Q. Any words of wisdom?

18 A. No words of wisdom here.

19 Q. Okay, well we very much appreciate your time today and
20 have benefited from your insights, and I appreciate it.

21 A. Sure.

22 Q. Thank you.

23 MR. JOHNSON: Thanks, Ryan.

24 (Whereupon, at 2:34 p.m., the interview was concluded.)

25

CERTIFICATE

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

IN THE MATTER OF: ENBRIDGE OIL SPILL
 MARSHALL, MICHIGAN
 Interview of Ryan Anderson

DOCKET NUMBER: DCA-10-MP-007

PLACE: Marshall, Michigan

DATE: October 27, 2010

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 as recorded by Amy
Shankleton-Novess, certified electronic reporter.

Amy Shankleton-Novess
Official Reporter

Kristen Shankleton
Transcriber