

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: JEFF RAHN

Hampton Inn
17256 Sam Hill Drive
Marshall, Michigan

Tuesday,
October 26, 2010

The above-captioned matter convened, pursuant to notice,
at 1:05 p.m.

BEFORE: PAUL L. STANCIL
Accident Investigator

APPEARANCES:

PAUL L. STANCIL, Accident Investigator
N rd

[Redacted]

CHARLES R. KOVAL, Accident Investigator
N rd

[Redacted]

JAMES BUNN, General Engineer
U.S. Department of Transportation
Pipeline and Hazardous Materials
Administration

[Redacted]

JAY A. JOHNSON, Senior Compliance Specialist
E nc.

[Redacted]

DUANE KLABUNDE, Supervisor
Measurement, Audit, and Compliance

[Redacted]

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I N T E R V I E W

(1:05 p.m.)

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

6 MR. KOVAL: I'm Chuck Koval with the National
7 Transportation Safety Board, pipeline accident investigator.

8 MR. BUNN: I'm Jim Bunn. I'm with PHMSA, Central
9 Region.

10 MR. KLABUNDE: Duane Klabunde, Supervisor in compliance
11 with Enbridge North Dakota.

12 MR. JOHNSON: Jay Johnson, Senior Compliance Specialist
13 here at Enbridge Superior.

14 MR. RAHN: Jeff Rahn, Senior Pipeliner for the Marshall
15 PLM.

16 INTERVIEW OF JEFF RAHN

17 BY MR. STANCIL:

18 Q. Okay, Jeff, I realize that we spoke to you back on July
19 29th. You were interviewed in the midst of your response
20 activities to this accident. And at that time, you went through
21 what your activities had been to that date. You talked about some
22 phone calls that you made to report the release and what, you
23 know, what you did to contain the spill on that first day is
24 basically what we're here to talk about. And what I'd like for
25 you to do, if you could go through in as much detail as you can

1 possibly provide what steps you took to contain the oil spill
2 again on that first day of the accident. Just, you know, tell us
3 what equipment you used, where you used it, how it was used, what
4 other people were assisting you, just everything you can remember
5 about that day.

6 A. Okay, initially after we found the leak, we went over
7 back to the shop to get a vac truck and our gang truck with a boom
8 trailer. Then we proceeded over to County Road A where we set out
9 a piece of absorbent boom. There's a dock that crosses the water
10 there, so we thought that would be a good spot. At that point,
11 there was no oil. And after we did that, we drove around to 15½
12 Mile, and that's where we set up the vac truck, threw out some
13 boom absorbent, and then we also threw a couple of sections of
14 hard boom out. And that's about the gist of what I could do, and
15 that's where we were at from the beginning until the following
16 day.

17 Q. Okay. You mentioned "we". Who was with you?

18 A. Phil Heath and Ben Camp.

19 Q. Okay. And go back to the first place where you
20 installed the oil boom. Could you describe that location, what
21 you saw there?

22 A. I personally didn't see anything. We just thought that
23 it was a good idea to put a piece of absorbent boom, because there
24 was a dock there to hold everything in case it did come that far
25 or after we were gone. We just thought it was a very good point

1 to throw it out, just in case.

2 Q. Now, did you notice where the oil was in relation to
3 this dock? This was off of A Drive?

4 A. That's correct.

5 Q. And where was the oil at?

6 A. The first I seen it was upstream approximately a half-
7 mile, and that's 15½ Mile. That's the next road we went to.

8 Q. Okay. Now, you put the boom at that dock. What was
9 your reasoning for selecting that?

10 A. Just easy access and just in case.

11 Q. Did you expect at that time that the oil was going to
12 get down that far?

13 A. No, sir, I had no idea, because we weren't sure where it
14 was even at, at that point.

15 Q. And would this boom have -- how effective do you think
16 this boom would have been at the time to hold back the oil?

17 A. Well, it's going to collect some, and if anything else,
18 it might be a deterrent for it to, you know, go wide instead of
19 out towards the river.

20 Q. And what were the conditions like where the boom was
21 placed? Was the current --

22 A. The water was very high and fast.

23 Q. Very fast?

24 A. And that's why we put the boom along the dock to give it
25 the support.

1 Q. Were there any other locations near there that you
2 placed -- this was absorbent boom, correct?

3 A. Yes, sir.

4 Q. And it was just one string of it?

5 A. It was like 40 feet. It was a few sections of 10-foot
6 boom.

7 Q. Okay. And where was the next location that you
8 installed some?

9 A. Upstream of that, was 15½ Mile.

10 Q. Okay. And what was that location like?

11 A. That was -- well, we got there and we seen the oil. So,
12 what I had, that's what we utilized as far as the vac truck. We
13 started vacuuming instantly. We set boom out. We set absorbent
14 boom and hard boom to somewhat channel it towards us.

15 Q. Okay. Can you describe how you installed the boom and
16 what it looked like at that point?

17 A. Like on a 45 of the way the -- because it's winding
18 through there like on a 45, so it would hit the boom and deflect
19 it towards us, so we could vacuum whatever we could.

20 Q. And how thick was the oil at that point in time?

21 A. I have no idea, sir. I never measured it. I just -- I
22 seen it and we just attacked it.

23 Q. Okay. And so you stayed at that location and worked on
24 vacuuming oil during the rest of that day?

25 A. Yes, sir, for the most part.

1 Q. Okay. Tell me what happened while you were there.

2 A. Other people arrived. A skimmer arrived. Other
3 resources arrived and everybody collaboratively just -- you know,
4 there's more vac trucks coming in, and fill one, do the other, and
5 that was basically the whole scenario from the time I was there.

6 Q. Okay. Were you doing it one truck at a time?

7 A. Well, no, there was other contractor vehicles coming in,
8 and I couldn't tell you how many, but there was a lot of other
9 ones coming in, you know, at different times. And as soon as they
10 got there, we utilized them, and that's basically what I was
11 doing.

12 Q. And you were there until -- I think you told us before
13 you were there until about 11:00 that night; is that correct?

14 A. Yes.

15 Q. And what happened with the oil once the trucks were
16 filled?

17 A. Well, it kept going. We couldn't stop it just because
18 of the volume of the water. It was so strong, it --

19 Q. I mean, you filled the tank trucks up. Where did they
20 take the oil?

21 A. Over to Marshall Station initially, before all the frac
22 tanks got put in position.

23 Q. Okay. And was there any point in time where the trucks
24 couldn't move because there was nowhere to take the oil, or were
25 they able to pick it up and go and keep it moving?

1 A. Not that I'm aware of, sir. We were more or less, you
2 know, taking care of our own. We would fill it up and the next
3 one would come in and they would go.

4 Q. Okay. Now, where you were set up there at 15½ Mile, was
5 there any substantial amount of oil below you further downstream?

6 A. Well, I'm sure there was, but I couldn't tell you on how
7 far it was at that point. All I know is when we got to 15½ Mile,
8 we seen oil. That's where I started.

9 Q. Okay. Did anybody get a look below you?

10 A. I'm sure they did, but it wasn't, you know, it wasn't --

11 Q. You didn't do it?

12 A. Because I was, you know, I was trying to take care of
13 what I seen.

14 Q. Okay. And so you said you had -- between yourself you
15 had three people?

16 A. Yes, sir.

17 Q. And then other people arrived later?

18 A. Yes.

19 Q. Who were these other people?

20 A. Later on in the day I believe Jim Meny, which is our
21 mechanic, and two gentlemen from Vector, Jamie Falconberg.

22 MR. JOHNSON: Yeah, Falconberg.

23 MR. RAHN: Falconberg, is it? And Mike, a mechanic
24 there, I don't know his last name.

25 BY MR. STANCIL:

1 Q. We don't need it.

2 A. He's relatively new.

3 Q. Okay. So, at 15½ Mile Drive, what equipment did you
4 use? You mentioned absorbent booms?

5 A. Absorbent, and we threw out a few sections of hard boom.

6 Q. Okay. And where did this equipment come from?

7 A. It was out of our trailer that we initially brought with
8 our gang truck and boom trailer.

9 Q. And did you use all of the equipment that you had
10 available there, or did some --

11 A. Well, it's such a narrow area, we had a lot more boom
12 that we could have installed, but it's like hooked in 100- to 200-
13 foot lengths, so we took the shortest length and utilized that.

14 Q. So, there was extra boom available if you needed it?

15 A. Yes.

16 Q. Okay.

17 A. But that did go away shortly after when somebody came
18 and got the trailer, I believe.

19 MR. JOHNSON: So, you had the boom, but somebody took
20 the additional boom elsewhere?

21 MR. RAHN: Correct.

22 BY MR. STANCIL:

23 Q. Okay. So, what other -- did you use other equipment
24 other than the oil boom or was it just oil boom?

25 A. Well, then we got a skimmer and hooked that up, brought

1 the air compressor and hooked the skimmer up also.

2 Q. Okay. And then the vacuum trucks were pumping from the
3 skimmer?

4 A. Yes. Well, I think they were each -- some were on the
5 skimmer, some were sucking oil.

6 Q. And how many trucks could you get in there at one time?

7 A. Two, possibly three. It depends on how they were
8 positioned, because when one truck would go -- and if they were
9 back to back you could probably get two, but primarily two.

10 Q. Primarily two.

11 MR. JOHNSON: And you had one on standby, so when one
12 would pull out, you put another one in?

13 MR. RAHN: Correct.

14 BY MR. STANCIL:

15 Q. So, at that location was there anything else anyone
16 could have done, other than what you were doing?

17 A. In my opinion, sir, no.

18 Q. Did you have enough equipment, enough people throughout
19 that first day to do the job that needed to be done?

20 A. Well, for what we had, yeah, that's all we had.

21 MR. JOHNSON: Maybe did you need more people where you
22 were working? At your location there were the three of you. Is
23 that enough?

24 MR. RAHN: Well, we utilized what we had. I mean, if I
25 need more as far as what aspect? I mean --

1 MR. JOHNSON: Would you call the guy in from work? Was
2 there one more guy standing there to help?

3 MR. RAHN: Not really, just because of the small area,
4 and there -- you know, the people's yard and stuff like that.
5 There's really nowhere else to do anything, because it went into
6 two culverts and we were utilizing the culverts right at the road.

7 BY MR. STANCIL:

8 Q. Okay. Did anyone think of using any other type of
9 strategy to contain the oil besides the oil booms, in other words
10 a dam or some other way of holding the oil back?

11 A. Well, that's really out of my realm, because I was just
12 concerned with trying to contain it and vacuum up as much and as
13 quickly as possible. The other aspects of it would have been
14 through Mick and Rusty or whoever. I was just more or less
15 concerned with getting the oil out.

16 Q. Okay. Who was -- who did you report to on that day?

17 A. Mick Collier and Rusty Smith.

18 Q. Rusty. Have you ever worked on an oil spill on Talmadge
19 Creek before or the Kalamazoo or in this area?

20 A. No, sir.

21 Q. This is the first one?

22 A. Yeah, not the last.

23 Q. Have you ever worked on any other oil spills before?

24 A. Yes.

25 Q. What -- can you tell me about them?

1 A. I was up in Superior on the -- maybe you can help me
2 with the name of the river there.

3 MR. JOHNSON: Were you up in the Nemadji?

4 MR. RAHN: Yes.

5 MR. JOHNSON: And that was, if you will, that was the
6 oil spill on a frozen river. And Owen, Owen would have been --
7 yeah, we had some -- it was we were getting thaw, so we had to
8 build flumes there when the oil was --

9 MR. RAHN: Well, that got in that little ditch, which
10 made it --

11 MR. JOHNSON: Yeah, it was kind of a trick where they
12 built some flumes, and it didn't do a lot of damage at all. But
13 without that -- I mean, we got that flume in just before that
14 crude oil would have been going, so we were able to let kind of a
15 spring thaw water coming out of that field, and we were able to
16 move the water through that flume and hold the oil back and suck
17 it all up.

18 MR. RAHN: That's the two recent ones I can recall.

19 BY MR. STANCIL:

20 Q. So, how would you describe your experience with the oil
21 spill response?

22 A. Fairly good.

23 Q. Fairly?

24 A. Yeah.

25 Q. Okay. So, while you were there at 15½ Mile Road, how

1 would you assess the success of what you were doing there to
2 recover the oil?

3 A. Well, we were taking product off the water, you know,
4 and I guess every little bit helps. For what I had and what we
5 were doing, I think we did great. I mean, that's all at that
6 point there that can be expected.

7 Q. Okay.

8 A. If more resources, more people, you know, until
9 everything else comes into play.

10 Q. Was any significant amount of oil getting past your
11 point?

12 A. Oh, yeah. Yes, just because of the water being so high
13 and so quick. It was hard to manage.

14 Q. Okay. How long did that situation last with the high
15 water?

16 A. Days, I believe, because I was only there for that day,
17 and then I got -- I went over to A Drive.

18 Q. And that was the second day that you were at A Drive?

19 A. Yes, sir.

20 Q. And what did you do down there?

21 A. I was pretty much coordinating, making sure the trucks
22 were coming in and there was boom getting replaced and hard boom
23 getting set. And there was a lot of vacuum trucks and skimmers
24 being set up, and making sure it kept going, making sure they were
25 doing what they should be.

1 Q. Okay. So, to recap again, on the first day the crew
2 that you were with, were they the only personnel from the Marshall
3 PLM that were involved in the initial containment activity?

4 A. Yes, sir.

5 Q. And you deployed boom at two locations, A Drive and 15½
6 Mile Road?

7 A. Yes, sir.

8 Q. Okay. And then you waited for additional -- you worked
9 at A Drive -- I mean, at 15½ Mile Road until additional people
10 arrived?

11 A. Yes.

12 Q. And while you were working, from the very beginning when
13 you began containing the oil at 15½ Mile Road, was oil getting
14 through at that time?

15 A. Yes, sir.

16 Q. It was, okay. Did you or did anyone you were working
17 with notify anyone to give them an update on what the situation
18 was there?

19 A. Well, I believe at some point Mick Collier did come over
20 to that location and he assessed it. And what he did from there,
21 I have no idea. But like I said, my main focus was taking as much
22 oil out of there as quickly as I can.

23 Q. Okay. So you were busy doing the recovery?

24 A. Yes, sir.

25 Q. And you weren't really --

1 A. I wasn't in the planning stages.

2 Q. You weren't paying attention to the planning or the re-
3 strategizing or reporting or anything?

4 A. No, sir.

5 Q. Okay. And you mentioned that, you know, you were doing
6 the best you could with what you had. Do you think if there were
7 more that you all could have done anything else?

8 A. Well, short of doing where we were at, I don't believe,
9 but they maybe could have went to other locations or something in
10 that area. But from what we had and where we were at, that's
11 basically what we could do.

12 Q. Now, you couldn't say anything about other locations
13 because you didn't see them?

14 A. That's correct.

15 Q. Okay. You had mentioned before that you were taking
16 some benzene readings?

17 A. Yes.

18 Q. You had a reading of 1.6 parts per million and your
19 threshold was 0.5, and you all were wearing half-face respirators;
20 is that right?

21 A. Yes.

22 Q. Did any of these levels create any concern or in any way
23 hamper your response to the spill?

24 A. It didn't hamper our response, but that's always a
25 concern, you know, with any kind of reading with it.

1 Q. You all were prepared? Everybody had the correct
2 personal protection equipment?

3 A. Yes. Yes, sir.

4 Q. And what sort of boom deploying training have you
5 received, Jeff?

6 A. We do numerous ones in-house. I think last year we did
7 three of them, and then I actually went over to a boom class in
8 Westover, Canada also to do -- not an actual boom deployment, how
9 to deploy it and how to tie it and stuff, off of trees and how you
10 stack it on the boats and stuff like that.

11 Q. Comparing what you were taught in these courses or
12 learned in these exercises, how would you compare that to this
13 situation that existed on this real oil spill?

14 A. Well, it's good training. The difficulty was because of
15 the small stream or creek, it was hard, especially with the water
16 levels being different than what they normally are. And I
17 personally haven't seen that before.

18 Q. Do you think the equipment was adequate for the type of
19 job you were doing?

20 A. At that point, yes, sir.

21 Q. It was?

22 A. Well, for what we could do in that small of an area
23 where we were at, yes, sir.

24 Q. Okay. Do you have any suggestions to improve a
25 response? Say this happened again in the future to you or someone

1 else, is there anything that you would recommend to do
2 differently?

3 A. Not really. I mean, for what -- that's what we're
4 trained to do is if we see it, we start cleaning it up and taking
5 care of it, and that's basically my job. I mean, more, maybe more
6 manpower would never hurt, but there again, on little ditches like
7 this, I haven't witnessed it. I mean, it was a different animal
8 for me.

9 MR. STANCIL: Okay, Chuck?

10 BY MR. KOVAL:

11 Q. When you had those two spills previously, you said --
12 did you say Superior and the other river --

13 MR. JOHNSON: The Nemadji.

14 MR. KOVAL: Nemadji?

15 MR. JOHNSON: The Nemadji, N-E-M --

16 MR. KOVAL: The Madgi?

17 MR. JOHNSON: N-E-M-A-D-J-I.

18 MR. KOVAL: Okay, okay.

19 MR. JOHNSON: And then the Owen, O-W-E-N. Those were
20 the two other ones that he --

21 MR. KOVAL: Were those also exercises?

22 MR. JOHNSON: No, those were releases.

23 MR. KOVAL: Releases, some releases you had as exercises
24 also? You've had exercises --

25 MR. JOHNSON: What we do is -- yeah, if we get all the

1 core components in a release, then that also serves as, if you
2 will, an exercise.

3 MR. KOVAL: I noticed that.

4 BY MR. KOVAL:

5 Q. You said you had eight skimmers at A Drive?

6 A. Yes, the second day.

7 Q. The second day.

8 A. They may have had them there the first day, but, like I
9 said, my main focus was on 15½ Mile. So, what was going on there
10 before I arrived, I couldn't tell you.

11 Q. At 15½ Mile, you had skimmers there?

12 A. Yes, we had one.

13 Q. So, it wasn't a huge volume of oil if you were able to
14 use skimmers?

15 A. Well, that's when -- sure, it was a huge volume, but the
16 skimmers really helped. They separate the oil and water, you
17 know, and I don't know how thick it was or whatever, but we
18 utilized what we had.

19 Q. Okay. You just didn't vacuum it off?

20 A. We were doing that as well.

21 Q. Okay.

22 A. But a skimmer will take -- that will take more of the
23 product because of the barrels.

24 Q. Okay. Did you set up at that location, did you set up
25 nighttime work? Did you have lamps to do that?

1 A. Yes, there was a -- there was light plants there. And
2 at that point, when everybody started to roll, other people got
3 materials into us.

4 Q. So, you had 24-hour operations?

5 A. Yes, sir.

6 Q. And you have these monitors, these personal monitors for
7 benzene and hazardous gas monitors?

8 A. Yes.

9 Q. You keep them on your --

10 A. Not benzene. It's a four-way. It tells you H2S,
11 oxygen, LEL, and there's another one. It's a four-head monitor.
12 I can't think of the fourth one.

13 Q. And where do you wear these?

14 A. Right by your breathing zone.

15 Q. And half-face respirators, how many of them do you have
16 to bring out?

17 A. Well, there's -- I don't --

18 Q. Does everyone have one?

19 A. Yes, personally, and then there's like 15 to 20, I
20 believe, in our boom trailer.

21 Q. And, of course, everyone has their own PPE?

22 A. Yes, sir.

23 Q. Okay.

24 BY MR. BUNN:

25 Q. Okay, so you said you got to A Drive, and there was no

1 oil there?

2 A. That's correct.

3 Q. How far is it from A Drive to the river where Talmadge
4 Creek?

5 A. Well, the way the crow flies, I want to say a half mile,
6 mile.

7 MR. JOHNSON: Yeah, we're going to go see it later
8 today, so somewhere thereabouts.

9 BY MR. BUNN:

10 Q. I'm just trying to get an idea. Okay.

11 A. A half mile to a mile.

12 Q. And then 15½ Mile is a half mile from A Drive?

13 A. Roughly, yes.

14 Q. Okay. Okay. Okay, that's all I have. Thanks.

15 BY MR. KLABUNDE:

16 Q. Did you have any direct contact or input from any other
17 agencies or were you just taking directions from Mick and Rusty at
18 the time?

19 A. Basically, that was just them, sir.

20 Q. Okay. Did any other agencies show up during your
21 response over that time period?

22 A. The fire department, I believe, showed up, and the
23 police.

24 Q. Were they making any suggestions or kind of just seeing
25 what the status was?

1 A. They were kind of like taking control of the traffic.

2 Q. Okay. And you discussed your half-face; is that
3 something you're tested for annually?

4 A. Yes, sir.

5 Q. That's with HAZWOPER training?

6 A. Well, not with HAZWOPER, but I think they have somebody.
7 They come in and fit test everybody annually. I'm not with the
8 HAZWOPER, but it's done annually.

9 Q. Okay, I don't have anything further.

10 BY MR. JOHNSON:

11 Q. Where were you when you received the call? I'm just
12 kind of curious. I don't know that I've ever asked you that.

13 A. We were waiting. We were getting pig parts and stuff
14 together.

15 Q. Getting ready to go to Stockbridge?

16 A. Stockbridge, yes, sir.

17 Q. So, when I asked that, so, I mean, so the call came in
18 from the control center to Ben?

19 A. Yes.

20 Q. And then he went out and you guys stayed back and did
21 what? I'm just kind of curious.

22 A. No, he come out and said, hey, I just got a call; let's
23 go.

24 Q. Oh, so you went with him to look for the leak?

25 A. Yes, sir.

1 Q. Oh, can you -- okay, can you walk through that a little
2 bit? I'm just kind of curious.

3 A. We got the call, and approximately --

4 Q. I don't need times.

5 A. Well, we got the call, and he come out and he says we've
6 got to go; they had a report. So, we drove down to Division --
7 well, on 27, looked upstream, looked downstream and didn't see
8 anything. So, we came around and went into the industrial park,
9 and by then we could smell an odor. We got out and walked
10 upstream or -- yeah, upstream and noticed it.

11 Q. Okay.

12 A. That was about a 15-minute window.

13 Q. So, that was just you and Ben?

14 A. And Phil Heath.

15 Q. And Phil?

16 A. Yes.

17 Q. And then you basically drove back to the shop?

18 A. Yes. While we were making calls, we drove back to the
19 shop, got the truck, the gang truck, the vac truck, the boom
20 trailer.

21 Q. Okay. So, you basically, you -- because you didn't have
22 a -- well, Ben was acting supervisor, is that --

23 A. Yes.

24 Q. At the time because Rusty was out. So, amongst
25 yourselves, the three of you, then, you drove back and started

1 loading up, what, your gang truck, your boom?

2 A. Yep, and the vac truck.

3 Q. And the vac truck. And you just headed to where you put
4 it?

5 A. Yes, right at 15½ Mile. Well, we went to A Drive first
6 to see if anything was there. Yes, and then we just threw the
7 boom out and we went to 15½ Mile and that's where we stayed.

8 Q. Okay. Someone -- let's see, A Drive is where you put it
9 on the bridge?

10 A. Correct.

11 Q. And then you went back to where you set up the boom and
12 you had your vac truck. Wasn't there one more chunk of boom put
13 in by a culvert somewhere in between?

14 A. I think it's on the upstream side of A Drive.

15 Q. And who did that?

16 A. I want to say Brian.

17 Q. Okay. So it wasn't you?

18 A. I could have been a part of it, Jay. To be honest with
19 you, you know, we threw the boom out, and we -- I was more likely
20 there when we did it, but, you know, we were both doing it
21 simultaneously.

22 Q. So, basically, the direction at that -- when did you
23 start getting -- did Mick get involved with you guys, and how did
24 he --

25 A. Well, as soon as we verified the leak, he was the first

1 call.

2 Q. Okay.

3 A. And then he started making his calls.

4 Q. And so you guys -- he kind of gave you some direction on
5 what to do, or you did it and kept him -- while he was driving in
6 from Stockbridge?

7 A. Yes.

8 Q. Okay.

9 A. And, like I said, that's where Ben might know a little
10 bit more if he was conversing with Mick or whatever. We were just
11 -- we went to the next site, seen it, and that's where we started
12 and stayed for a good period.

13 Q. When the -- some of your first -- your suck truck, when
14 that was full originally, did you -- you said you sent it to the
15 station. Did they dump it into the station's sump and then come
16 back?

17 A. Yes, they did.

18 Q. Okay. So, even before you got the frac tanks in, you
19 had the station sump to fill, so you weren't held up?

20 A. No, not at that point.

21 Q. Okay. So then pretty much for day one, Mick, even
22 though Rusty was there, he had his own crew, so your direction was
23 more from Mick, would you say?

24 A. Well, yeah, and, you know, they really didn't -- I was
25 just doing what I could, you know what I mean, and they were

1 focusing on other areas as well.

2 Q. So, he did a lot more direction of "stay here"?

3 A. Correct.

4 Q. Okay. And then day two, I know day two then you
5 switched. I mean, who gave you the direction at that point in
6 time? Who was there sending you places, if you remember?

7 A. I want to think it was Rusty, just because then I pretty
8 much utilized being an Enbridge employee to keep stuff moving,
9 getting more materials in there, keeping the vac trucks going so
10 nobody was basically standing.

11 Q. So, you went where on day two? Sorry.

12 A. A Drive.

13 Q. A Drive. And then did you have contractors and stuff
14 working, so you kind of were a semi-supervisor?

15 A. Yes. Yes.

16 Q. Okay. Other than maybe when I came in and wanted to do
17 interviews, did you have any issues getting different directions
18 from people going no, you should be here, you should be here, or
19 pretty much --

20 A. No, I was pretty, pretty well off. I mean, I -- where I
21 was.

22 Q. All right. And then, because I know you were there that
23 night, someone behind the scenes got a light plant down where you
24 guys were, because, I mean, you worked to 11:00. So it just
25 showed up?

1 A. Yes. Yes.

2 Q. Okay.

3 A. And it could have been ours, Jay. I don't know.

4 Q. No, I don't care. Just you didn't call for one, but
5 someone knew to get it down to you?

6 A. Yes.

7 Q. Okay. Yeah, and were you on days then?

8 A. I took a -- I worked until 11:00, and then came back in
9 at 3:00 in the morning and then worked to 7:00. Then I believe I
10 was at A Drive from that point on. And then I took that day off
11 and worked that night, and then I was on nights for two or three
12 weeks.

13 Q. Okay. And then while you were on nights, I mean, a big
14 part of your job was being an Enbridge guy from the area, you ran
15 contract crews?

16 A. Basically, and to make sure it kept going, to do what I
17 could and to make sure it was staying in gear.

18 Q. Okay. Yeah, so we can ask Ben that too, but, I mean,
19 like for Phil and the other guys that was pretty common for an
20 Enbridge guy to be with contractors at each?

21 A. For the most part, sure.

22 Q. That's all I have.

23 BY MR. STANCIL:

24 Q. And, Jeff, just a couple of other things. I get the
25 sense that you're kind of bothered by the fact that you really

1 couldn't do anything to stop that oil going through?

2 A. Well, it's -- I live here. That's not a good thing.

3 Q. Yeah, I mean, that's a -- that's okay. It must have
4 been a helpless feeling with the water flowing.

5 A. Absolutely.

6 Q. What was it like?

7 A. The feeling?

8 Q. To be there and watch this? I mean, what --

9 A. Disbelief, you know, and, like I said, I've gone on them
10 before where the response and everything went really well. So,
11 you know, that was a benefit to me. But, you know, whenever you
12 see it -- and we didn't know from 15½ Mile to the river if we were
13 right on the edge of it or where it got -- you know what I mean,
14 so we were thinking pretty -- I was thinking pretty good as far as
15 it's not in the river. So, that was a benefit to me. But it was
16 an overall sick feeling when you see stuff like that.

17 Q. I can see it still bothers you quite a bit.

18 A. Yeah.

19 Q. Yeah. That's -- I mean, there you are -- I mean, is
20 there any -- thinking about it now from hindsight, if there is --
21 somebody else gets put in that situation, and it will happen again
22 somewhere else, you know, what kind of advice would you have for
23 them?

24 A. Stay focused, because it's a whirlwind, and I think the
25 experience I had made a major benefit as far as who I was with and

1 what we did, because it is a team atmosphere when something like
2 that happens. Everybody is -- you know, they all come together.

3 BY MR. JOHNSON:

4 Q. How did you find the contractors that you brought in?

5 A. That was through Mick.

6 Q. And what I mean -- maybe I -- no, when I say -- I used
7 the term wrong. Did you find them in -- like willing to do it?
8 Sometimes you bring contractors in, and I know we had some
9 complaints of the guys on the river and stuff, but the guys that
10 you were working on, early on in the first couple of weeks, were
11 they pretty diligent? I mean, did you have good --

12 A. Well, yeah, good and bad. That's kind of why it was a
13 good thing to have a company person there, because you would --
14 you know, a lot of the contractors are there for the money, and
15 I'm pretty vocal when it comes to that, unfortunately, but I am.
16 And that was a big benefit to our company.

17 Q. That's what we talked a little bit about before all
18 this. The more people at Enbridge with that ownership, you just
19 get a better job.

20 A. There's no question.

21 BY MR. STANCIL:

22 Q. How much oil does the station sump hold?

23 A. I believe -- well, they just put a new one in a few
24 years back. I think 3,500 gallons.

25 Q. So, you could pretty much dump one truckload in there?

1 A. Well, our trucks at max 1,800 gallons, so two.

2 Q. Maybe two loads. Okay, I don't have anything else.

3 MR. STANCIL: Anyone else?

4 BY MR. KOVAL:

5 Q. With regards to staying focused, did you have any kind
6 of briefings or any other agencies or anything that may have kept
7 you from staying focused?

8 A. Not really, sir. They, like I said, they pretty much
9 left myself and us three alone because we were actually doing the
10 work. I mean, nobody wanted to rush down there and say, hey, you
11 know, what's going on? What are you doing? Why are you doing it?
12 Nothing like that happened from my aspect.

13 Q. Did any other agencies, government agencies or anything
14 hinder you in any way or help you?

15 A. No. There again, I was on the front line and I really
16 didn't see any of them.

17 MR. JOHNSON: You're supposed to say the NTSB interviews
18 took you away from --

19 MR. RAHN: These are. Gentlemen, I hope this is my
20 last.

21 MR. STANCIL: I thought Chuck was giving you an opening
22 there.

23 MR. RAHN: Well, I was trying to be polite.

24 BY MR. BUNN:

25 Q. What time do you think you got to A Drive?

1 A. The initial?

2 Q. Uh-huh.

3 A. A little after 12:00.

4 Q. Okay.

5 A. Because -- it wasn't too much longer, because once we
6 found the leak, the shop is only five minutes away, and from there
7 we just loaded up and, I mean, there was nothing to throw in the
8 truck or whatever. We just hooked onto the boom trailer and left.

9 MR. JOHNSON: I think in our timing, our time frame, I
10 think it was like 12:05 or 12:10, something like that there.

11 MR. BUNN: Yeah, I just was trying to -- okay, great.

12 MR. STANCIL: Okay, you're off the hook, Jeff. We're
13 done.

14 MR. RAHN: And I'm not coming back.

15 MR. STANCIL: All right. Thanks, Jeff.

16 MR. RAHN: Thank you.

17 (Whereupon, at 2:05 p.m., 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: ENBRIDGE OIL SPILL
 MARSHALL, MICHIGAN
 Interview of Jeff Rahn

DOCKET NUMBER: DCA-10-MP-007

PLACE: Marshall, Michigan

DATE: October 26, 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

Debbie Mizell
Transcriber