

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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CARGO LOSS OF THE CGA CGM *BIANCA*
AT THE NAPOLEON AVENUE WHARF
IN NEW ORLEANS, LOUISIANA,
ON AUGUST 2, 2020

Accident No.: DCA20FM024

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Interview of: EMMET WRIGHT
Health, Safety, and Environmental Manager
Ports America

Via telephone

Friday,
August 7, 2020

APPEARANCES:

ANDREW EHLERS, Marine Accident Investigator
National Transportation Safety Board

LT [REDACTED], Investigating Officer
U.S. Coast Guard

SCOTT SOULE, Attorney
(On behalf of Ports America)

I N D E X

ITEM

PAGE

Interview of Emmet Wright:

By LT [REDACTED]

4

By Mr. Ehlers

17

I N T E R V I E W

1 MR. EHLERS: Okay. Recording has started.

2 LT [REDACTED]: Thanks, Drew.

3 Have you ever been part of or helped out with a Coast Guard
4 or NTSB safety investigation?

5 MR. WRIGHT: No.

6 LT [REDACTED]: Have you worked with OSHA before maybe?

7 MR. WRIGHT: Yes.

8 LT [REDACTED]: Okay. So basically what we're doing is a safety
9 investigation, just trying to determine what happened to help
10 prevent things like this from occurring again. So I'm just going
11 to ask you about your experience and your job, and then we'll go
12 from there. And Drew will have some questions as well.

13 MR. WRIGHT: Great.

14 INTERVIEW OF EMMET WRIGHT

15 BY LT [REDACTED]:

16 Q. So you are the health, safety, environmental manager for
17 Ports America, correct?

18 A. That's correct.

19 Q. And how long have you been in that position?

20 A. Two years.

21 Q. And before that, where were you working?

22 A. I worked for an oil spill response company doing the safety
23 sensitive role as well.

24 Q. And how long have you been in this industry for?

1 A. So 2 years at Ports America, so I mean, I guess 2 years for
2 that industry, but maritime with kind of the oil and gas industry
3 for 3 years prior to that.

4 Q. And has it always been the safety realm?

5 A. Pretty much. My previous role, maybe 75 percent safety,
6 25 percent operations. But 100 percent safety in this role.

7 Q. And as the health, safety, environmental manager for Ports
8 America, what are your primary duties?

9 A. I manage the safety program and provide some training and
10 oversee safety performance for our employees here.

11 Q. Okay. I'll definitely be interested in the safety program,
12 and we'll go back to maybe ask some questions, but specifically to
13 your training, what training have you received to be fulfilling
14 this role for the company?

15 A. What?

16 MR. SOULE: What type of training have you --

17 LT [REDACTED]: Education, job pre-requisites, certifications.

18 MR. WRIGHT: I have a -- I am a Certified Safety
19 Professional. That's probably the most relevant thing for this
20 specific role.

21 BY LT [REDACTED]:

22 Q. What does that mean?

23 A. The Board of Certified Safety Professionals is probably the
24 main certifying body for industrial health and safety, and it's I
25 guess the main -- most comprehensive certification that they

1 offer.

2 Q. And is that certification good for a specific period of time,
3 or it's --

4 A. I believe it's 5 years.

5 Q. It's been recertified?

6 A. Let me think. December is when I took the -- this past
7 December.

8 Q. Of '19 --

9 A. So -- yeah, this past December.

10 Q. Okay. And was having that certification, was that a
11 prerequisite to your job performance here?

12 A. No.

13 Q. Any other types of training that Ports America specifically
14 requires? Any annual verifications or periodic refreshers?

15 A. For my role specifically?

16 Q. Yes.

17 A. No.

18 Q. Okay. So then shifting gears a bit and talking about the
19 safety program that you manage, can you explain what the program
20 is and what you require from the employees?

21 A. Yeah. It is a behavior-based safety program, and from our
22 direct Ports America employees, superintendents, managers, et
23 cetera, we require them to perform observations, (indiscernible),
24 safety meetings, to aid in investigations, and to basically be
25 well versed in the entirety of the safety program, including

1 obviously their area of operation.

2 Q. And you were starting to mention -- so who falls under the
3 safety program that you're in charge of implementing?

4 A. Well, I mean, I guess everyone really falls under it, but due
5 to the nature of our union workforce, I don't have necessarily as
6 much interaction with every single terminal -- you know, employee
7 on the terminal as I would with the Ports America direct
8 employees.

9 Q. So, with that, who do you interface with the most? Is it the
10 superintendents that you communicate --

11 A. Yes.

12 Q. -- for safety? And what types of plans or memorandums,
13 procedures are under this safety program? Specifically maybe to
14 cargo ops or emergency procedures.

15 A. Well, every operation has its own procedure basically. Due
16 to the nature of the business, every site is different, every
17 terminal is different, and every operation within those terminals
18 are different. So we have procedures for certain operations and
19 certain aspects of operations, but there's not a real clear -- I
20 mean, I can't tell you that everything falls under a specific
21 manual just because, due to the nature of the work, that's not
22 really a possibility.

23 Q. What about specific to container operations? Are there
24 specific policies, safety precautions that the company has written
25 for its employees?

1 A. Yes, there are. There are -- but, again, the company has --
2 it's not one overarching procedure for them just, again, due to
3 the difference. Even with containers, which you would think might
4 be a pretty standardized cargo, the rules and throughout different
5 states, different terminals, different (indiscernible) forces
6 vary. So we do have safety procedures, but they are specific to
7 certain operations.

8 Q. Okay. And how often do you meet with the superintendents or
9 other personnel and discuss safety matters?

10 A. Like a formalized safety meeting?

11 Q. Formalized and then also informal.

12 A. Well, I do observe operations from time to time. I don't
13 have a set schedule for that, but -- in that I may be interacting
14 with everyone at that point. But generally we have a departmental
15 safety meeting monthly.

16 Q. And what about training and safety training? Is there a
17 requirement that you have or Ports America has for the
18 superintendents and other operators to cover (indiscernible) on
19 these safety plans?

20 A. It depends on the operation. There are certain ones that,
21 yes, there are certain trainings that are required to be current
22 and kept on top of. But just like I said, the nature of
23 operations are so varied that there's not any rigid program, no,
24 that you have that has to be completed by certain dates, et
25 cetera.

1 Q. Okay. So there's no formal program? For training?

2 A. I wouldn't say that. But there's not, operationally, like
3 this superintendent needs to know -- to be refreshed on this and
4 that and the other thing, because one superintendent may be on a
5 container ship, one may be on a break bulk ship. So the safety
6 procedures and the nature of the job is going to vary so much that
7 there's not one overarching safety training program that can be
8 all encompassing for everyone, so it varies.

9 Q. Okay. I understand. Thank you. And you were saying, so you
10 conduct safety audits for Ports America, or just through your
11 observation of the cargo operations?

12 A. Yeah, I do. I do conduct audits.

13 Q. In your time here, have you observed some unsafe operations
14 that might've required adjustments?

15 A. Yeah. I would say there are -- there have been infractions
16 that have been corrected.

17 Q. And how are those normally addressed?

18 A. Direct. So if I observe something that's an unsafe act, I
19 would correct it with the group that's onsite. I will stop the
20 operation, discuss it with everyone involved, and if it's
21 something that could be an ongoing thing, then I'll discuss it
22 with the larger group. And everyone is expected to do the same.
23 No one tolerates allowing unsafe acts to continue unchecked.

24 Q. And you have authority to stop an unsafe operation if you
25 observe it?

1 A. Yes.

2 Q. And is the -- does the company require the crew members to
3 conduct safety meetings, the sup -- crew members meaning the
4 superintendents, the longshoremen, the facility personnel, conduct
5 safety meetings before every cargo operation?

6 A. Generally, yes.

7 Q. Do you know what those safety meetings might entail?

8 A. It is going to be generally a description of the work that's
9 to be performed that day and identified hazards that would be
10 present in that, as well as any other conditions that might be
11 experienced throughout the course of the day.

12 Q. Are you aware of some hazards that they might be talking
13 about, maybe specific to container operations?

14 A. Sure. Being close to containers, staying three containers
15 back when lashing. Then there are -- we talk a lot about hand
16 safety when it comes to removing twist locks. We talk about crane
17 operator safety as it comes to -- as it pertains to loading the,
18 what we call bomb carts or chassis. And we're -- if there's
19 anything having to do with inclement weather, that falls under
20 that as well.

21 Q. And what about, when you said that you will address the
22 safety issue on the pier, can you recall of a particular safety
23 issue that you might've observed that was worth addressing?

24 A. Yeah. Things like, you know, someone doesn't have proper PPE
25 on. They don't have a vest on, and I see them walking, I will

1 address that with them, make sure they get it. We've had
2 sometimes contractors that have come out, and they're maybe not
3 aware of the PPE requirements, so I'll address that with them and
4 provide them or ask them to go get their own PPE and be in
5 compliance with terminal rules. Things like that.

6 Q. And, if there was a major safety concern, who do you report
7 that to?

8 A. Can you give me an example?

9 Q. Well, who's your supervisor?

10 A. The vice president of operations here.

11 Q. And then who directly reports to you?

12 A. No one.

13 Q. No one. But you interface most directly with the
14 superintendents?

15 A. I would say, yeah, yeah. Superintendents, operations
16 managers, site managers, yes.

17 Q. And I know you've only been at Ports America for 2 years,
18 correct?

19 A. That's correct.

20 Q. And, in the time that you've been here, has an incident like
21 the one that happened last Sunday, has it ever occurred or
22 something similar?

23 A. I cannot recall any incident like that, no.

24 Q. Or what about, maybe not the damage amount, but something
25 similar to a vessel being blown off the pier?

1 A. There was a -- I believe there was an incident, but it
2 resulted in no damage, earlier this year.

3 Q. If this incident that happened on Sunday, if it had resulted
4 in personnel injuries, would you have -- would you be the
5 responsible party for managing the injured personnel?

6 A. Yes.

7 Q. And, so we're clear, was anyone injured?

8 A. There was one injury reported, but it appears to be a minor
9 injury, muscle strain.

10 Q. And has that member returned back to work?

11 A. Not yet, no. They've been medically cleared to return to
12 modified work, but oftentimes, in cases where they are cleared to
13 return to modified work, they prefer not to until they are able to
14 return to full duty work, and that appears to be the case here as
15 well.

16 Q. And what function was the injured member serving during the
17 incident?

18 A. Crane operator.

19 Q. Any idea how he might've been injured?

20 A. He -- well, he doesn't really know based on my conversation
21 with him. But some of the, I guess jostling, or I think he
22 mentioned being pinched within the cab, might've contributed to
23 that. And I guess, on his way out of the cab, he feels like he
24 might've strained his shoulder.

25 Q. Were you at the facility on Sunday when the incident

1 occurred?

2 A. No.

3 Q. And have you talked to any of the shore side facility members
4 about the incident that occurred?

5 A. Yep.

6 Q. Can you provide just a summary maybe of what they told you
7 happened?

8 A. Sure. Based on conversations, it seems like operations were
9 going along as normal. All of the sudden, a pretty violent storm
10 blew up, and the ship broke free from the dock. The cranes were
11 moved along with it, and the damage that occurred, occurred. But
12 I don't really have -- based on everyone's eyewitness or
13 secondhand account of the (indiscernible) view or timeline of
14 everything that occurred since I wasn't really there.

15 Q. Okay. Back to -- we were talking about the safety briefings
16 and how weather is dispatched. Who's responsible for monitoring
17 the weather or providing a weather report in those safety
18 meetings?

19 A. Well, if there's no weather anticipated, there's no
20 weather -- it's not going to be provided if it's not relevant.
21 But if there is a risk of severe weather, then whoever's
22 conducting the meeting would do so.

23 Q. So who's responsibility would it be to determine if there's a
24 risk of heavy weather?

25 A. It's probably everyone's responsibility that's involved.

1 We -- like I said, our operations are varied. The structure of
2 the -- who is involved with everything varies from operation to
3 operation, so it's probably everyone's responsibility to determine
4 what hazards might be present.

5 Q. Are you aware of any type of formal agreement between the
6 Port of New Orleans, Ports America, and even the vessels that come
7 in, to monitor weather and make an appropriate alert if a storm is
8 approaching?

9 A. Formal agreement, no.

10 Q. It's just a best practice, a fluid conversation that's to be
11 had with everyone involved in evolutions?

12 A. Yeah. So when we have tropical storms, hurricanes, we're in
13 constant communication on the threats of whether there's going to
14 be a shutdown of the port, or as the (indiscernible) sea, we have
15 plans in place for that kind of thing. But as far as just storms
16 that come out of nowhere, there's no formal process that I can
17 think of for that.

18 Q. Are there any weather conditions that would require a
19 operational shutdown?

20 A. Yes. Yes.

21 Q. Can you -- will the crew work in rain or heavy winds?

22 A. They will not work in high winds. They may work in rain if
23 everyone involved feels that it's safe to do so. If anyone
24 involved feels that's it's an unsafe environment, then they may
25 shut the operation down. And there are certain -- they can shut

1 the operation down, based on judgment, if anyone feels that it's
2 an unsafe environment.

3 Q. Does the terminal or any of the equipment have weather
4 monitoring devices?

5 A. I believe so.

6 Q. What do you think that they might have?

7 A. I believe the cranes have wind monitoring devices.

8 Q. And so when those -- when a certain threshold of wind is
9 reached, how is that communicated for the crews to perhaps shut
10 down unsafe operations?

11 A. So it is my understanding that the audible alarm sounds when
12 the crane manufacturer -- or recommended -- the manufacturer's
13 recommendation of a borderline unsafe wind speed is observed, that
14 the initial alarm sounds. At that point, what will happen is the
15 operator is to make his way to a safe position in what we call
16 standby. So we will stand by and wait until it's safe to resume.
17 And then, at the -- if there's escalating levels at which the
18 cranes will actually, in my understanding, stop, shut down certain
19 functions.

20 Q. So, when you're saying the operators stand by, we're talking
21 about the crane operators?

22 A. That's correct.

23 Q. And what's the standby position of the crane?

24 A. I'm not 100 percent certain of that.

25 Q. Okay. No problem. Do you manage at all the superintendents'

1 or the other terminal crews' work schedules?

2 A. No.

3 Q. Are there policies in place that the company -- Ports America
4 has that ensure that the crews are well rested or require crew
5 changes for a certain length of operation?

6 A. I'm not aware of that, no.

7 Q. Are you aware of any heavy weather advisory that was issued
8 to this area on Sunday?

9 A. Nothing related to wind.

10 Q. Is there anything that you think could've been done
11 differently by any of the crew members, whether on the vessel or
12 pier side, to have prevented this incident?

13 A. Great question, and one which I am looking to -- looking for
14 the answer to myself. But, based on initial investigation, I
15 cannot think of what could've been done in this particular
16 incident.

17 Q. And have you seen the -- any video footage of the incident?
18 And is that helpful at all, give you a better sense of what
19 happened?

20 A. In one sense that I can understand the nature of the weather,
21 how quickly it blew through. And the, I guess the severity and
22 the speed at which it transitioned from a calm, sunny day to a
23 pretty violent storm. So in that sense, yeah, the video does show
24 that pretty well.

25 Q. Is this type of weather, is it a common occurrence to this

1 area that a storm can appear so quickly and then disappear?

2 A. Well, I would say that, in south Louisiana, things are known
3 to happen. Weather gets a little bit volatile, especially in the
4 summertime. But I'm not -- I can't say I'm familiar with
5 something of this severity. I would definitely not say something
6 with this severity is a common occurrence.

7 Q. And talking with any members from this dock that were on the
8 pier that day, did they indicate that anything was unusual with
9 the vessel, or maybe that the vessel was ill-equipped to handle
10 that type of weather?

11 A. No.

12 LT [REDACTED]: Okay. I think that's it for the questions I have.
13 Drew, I'll turn it to you.

14 MR. EHLERS: Okay, thanks. Emmet, I'll have sort of
15 questions all over the place here just because I've been listening
16 in, so my apologies if this seems disjointed.

17 BY MR. EHLERS:

18 Q. But back to your responsibility. Are your responsibilities
19 limited to the Nashville Avenue facility only, or do you oversee a
20 number of facilities?

21 A. A number of facilities.

22 Q. How many facilities? Ballpark is fine.

23 A. It is -- let me see. About, I guess I would say -- I'll tell
24 you, I oversee our operations in Gulf Port, Baton Rouge, and New
25 Orleans.

1 Q. Okay. That helps me. That was actually my next question was
2 where were these geographically located, so that helps. All
3 right. I think you painted a pretty good picture of the
4 complexity of procedures based on location, type of cargo, et
5 cetera. Are there specific operating or safety procedures for
6 that Nashville Avenue complex?

7 A. Yes, up at the Nashville -- well, again, most of them, even
8 within that Nashville Avenue area, the cargo operations are still
9 so varied that there's really not a procedure that could cover
10 everything, but there are special procedures for different
11 operations.

12 Q. And if I heard you correctly, there's no company-wide safety
13 manual; is that correct?

14 A. There's a safety program and there are quite a few
15 standardized elements of it, but as far as a manual dictating
16 procedure line by line, that's correct, there's not.

17 Q. Okay. And can we get a copy of your safety program, whatever
18 document that that's in?

19 MR. SOULE: Yeah. I mean, we'll work on that, Drew. And
20 what we'll probably do, because as you well know, most of these
21 safety management systems are very voluminous and very irrelevant.
22 What we were trying to get together were the ones that pertain to
23 container operations from our safety management system.

24 MR. EHLERS: That's perfect. In fact, I'd appreciate that,
25 because then I don't have to sift through it as well.

1 MR. SOULE: I don't think you need two or three -- I don't
2 know if it's 2- or 3,000 pages, so --

3 (Laughter.)

4 (Simultaneous speaking.)

5 MR. SOULE: -- container operations, sure.

6 MR. EHLERS: No, I appreciate that, because then I don't have
7 to sift through it, so that's fine.

8 MR. SOULE: That's right, yeah.

9 BY MR. EHLERS:

10 Q. You mentioned inclement weather procedures. Is that -- what
11 are those procedures? Are they related to the worker, related to
12 the operation?

13 A. I guess I would say both. Our specific procedure, which I
14 will send along, as relevant to this would be our high wind
15 procedure, which is basically that you go off of when the crane
16 alarms -- when the wind speed is at a certain point, which is a
17 set point on the crane gauges I believe, it triggers certain
18 effects, so it's kind of our standby. And then as it goes up a
19 tier, we shut down operations.

20 Q. Okay. When we talked with the superintendent the last hour,
21 he explained sort of the arrangement with the unions providing the
22 gangs that do the actual cargo operations. How -- I mean, as far
23 as safety goes, how do you interface with them, or how do you
24 enforce Ports America safety policies with the unions?

25 A. Well, it's a face-to-face thing, basically constant

1 reinforcement that's coming from our superintendents, their
2 foremen, to make sure people stay in compliance with things. But
3 overall, I think at their introductory -- like their orientation
4 with the union, they're provided with training by the association,
5 which is the Midgulf Association of Stevedores, which covers
6 several companies' policies, but some of our specific procedures
7 and overall rules for the terminal.

8 Q. Does Ports America have a stop work authority policy? You
9 know what I mean by that?

10 A. I do know what you mean. And yes, if -- safety is everyone's
11 responsibility. If someone believes that there's an unsafe
12 condition or an unsafe act, it -- we would require anyone to stop
13 work or to correct that act or condition immediately.

14 Q. How do you communicate that to, say, a new employee or on a
15 regular basis to employees that they have that authority?

16 A. I train superintendents. I give them an orientation which
17 that is a part of. And we consistently preach that kind of thing
18 in our safety meetings, at our gangway talks, and in our monthly
19 meetings with foremen, and in our -- I probably quarterly have an
20 event where I try to get everyone on terminal to attend, and
21 that's something I preach at that point.

22 Q. Do you know, did anyone attempt to stop work prior to the
23 accident?

24 A. Not that I am -- well, I should say, not prior to the storm.
25 I believe that the crane operators, as soon as they realized that

1 they were experiencing high winds, attempted to stop and get to a
2 safe position. But based on conversations with them, they were
3 unable to at that point.

4 MR. EHLERS: Sure. Okay. All right. Hey, I really
5 appreciate your answers and candidness, so thanks very much.

6 [REDACTED], that's all I have for now.

7 LT [REDACTED]: Great. Okay. Thanks, Drew, and thank you for
8 your time, Emmet. We're all set.

9 MR. WRIGHT: Absolutely. If you need anything else --

10 MR. SOULE: Just to make sure everyone's clear that whatever
11 incident you were talking about earlier was a ship breakaway --

12 MR. WRIGHT: Um-hum.

13 MR. SOULE: -- in the year. And again, just so everyone
14 knows, it does happen from time to time, especially in high water
15 conditions. I mean, this is not like (indiscernible) or some
16 other place where there's these perennial issues, but we do have,
17 on occasion -- I say we do have; I don't know. Every once in a
18 blue moon, there'll be a ship breakaway just as a --

19 MR. WRIGHT: Yeah, that one, as far as I know, there were
20 high water conditions at the time. The river was in, I don't know
21 what part of flood stage, but it was a lot higher than now when it
22 broke away, and yeah --

23 MR. SOULE: Yeah, I mean, sometimes we're blowing a 5-knot
24 current on the -- I mean, it's a little different reaction.

25 I just want to make sure everyone's clear that, again -- and

1 I think you guys understood this, but I don't know how clear it
2 was from Emmet here. But part of the deal with us hiring the
3 union labor is (indiscernible) over at Midgulf Association,
4 everyone that comes on board and gets hired has already undergone
5 safety; they're safety qualified and credentialed from them. So
6 that mostly, as you heard, I think what we do is kind of a trickle
7 down thing, just if there's anything unusual.

8 And again, Drew, I don't know -- Lt [REDACTED] might have seen out
9 there, we got a heavy vessel, I guess for an oil field operation,
10 that's three train-car lengths long out there. We got windmill
11 turbine blades. We got RORO ships on occasion. So there's a
12 whole host of different things that happens out here on a
13 day-to-day basis in addition to kind of the run of the mill, with
14 air quotes around that, for container ops and rubber and aluminum
15 and cold-rolled steel that's our mainstay.

16 MR. EHLERS: Sure.

17 MR. SOULE: But I just kind of wanted to make sure you guys
18 got a flavor for what happens here, and we're not solely a
19 container yard like APM Terminals, (indiscernible), or someone
20 else.

21 MR. EHLERS: Yeah. Your comment about the previous breakaway
22 spurred a question for me. What's the river running now? Is it
23 back down to normal levels? What's it at?

24 MR. WRIGHT: I think it's like 2 or 3 feet below normal
25 levels right now. It's a little bit low.

1 MR. SOULE: Yeah.

2 MR. WRIGHT: I don't have the exact number, but usually that
3 gets reported in our morning ops meeting, but really only when
4 it's a concern. If it's too low or if it's running high, we get
5 the gauge reading every morning. But yeah, I don't have the --
6 it's not high now, I know that, but I don't know the exact reading
7 right now.

8 MR. EHLERS: If it is high, is there special procedures, like
9 extra tugs and stuff like that, that has to happen?

10 MR. WRIGHT: I don't know specifically what the procedure
11 would be because -- I don't know, Robby may have explained this,
12 but we really don't have any say over the mooring with the
13 facility or with the vessel. That's kind of between the vessel
14 and the mooring company. So I imagine they probably do, but I
15 don't know exactly what it would be, and it may vary.

16 MR. SOULE: Yeah, Drew, and this is Scott. The Port of New
17 Orleans is very active in that regard as -- you know, I hate to
18 say that we're just the dumb stevedores, but that kind of is what
19 we are. We don't even have our lease -- as you see on that map,
20 we don't even have the lease rights to the dock face.

21 So the dock board is responsible for -- and of course vessel
22 operators are responsible for having the standby assist tugs or
23 having extra lines out or whatever they feel like they need to do.
24 But we take no responsibility for recommendations in that regard.
25 We're just here to discharge your cargo or load your cargo. It's

1 not a proprietary wharf like that where -- we don't undertake
2 those obligations.

3 MR. EHLERS: Okay. Understood. So that would be the Port of
4 New Orleans?

5 MR. SOULE: Yeah, and/or, you know, it might be putting words
6 in their mouth. I mean, I know in the past they've had those
7 restrictions in place in high water where they've required ships
8 of a certain size to have assist tugs at all times on them and
9 extra mooring lines out, but yeah.

10 MR. EHLERS: Okay. I got you. Thank you. I have no further
11 questions. Thank you.

12 MR. SOULE: All right.

13 LT [REDACTED]: Thank you, Emmet.

14 MR. WRIGHT: Absolutely.

15 MR. SOULE: We're all done then, and Drew will turn off the
16 recording I guess.

17 MR. EHLERS: Yes.

18 (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: CARGO LOSS OF THE CGA CGM *BIANCA*
AT THE NAPOLEON AVENUE WHARF
IN NEW ORLEANS, LOUISIANA,
ON AUGUST 2, 2020
Interview of Emmet Wright

ACCIDENT NO.: DCA20FM024

PLACE: Via telephone

DATE: August 7, 2020

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.



Autumn Weslow
Transcriber