

Laferriere US PiC

Laferriere, Roger 08-05-2014

Used in Montage 00:09:16

Total Time 00:09:16



Page/Line	Source	ID
11:25 - 12:2	<p>Laferriere, Roger 08-05-2014 (00:00:05) 11:25 Q. Can you please state your full name 12:1 for the record? 12:2 A. My name is Roger Roland Laferriere.</p>	V204.1
14:14 - 15:9	<p>Laferriere, Roger 08-05-2014 (00:00:45) 14:14 Q. Captain Laferriere, I would like to 14:15 ask you a bit about your educational background. 14:16 Could you please walk me through your educational 14:17 training, please. 14:18 A. Okay. I am a high school graduate, 14:19 obviously. Then went on to get my environmental 14:20 science degree, Bachelor of Arts from the 14:21 University of Massachusetts, Lowell. 14:22 Later on in the Coast Guard I got my 14:23 Masters in Industrial Hygiene from the University 14:24 of Lowell Massachusetts. 14:25 And then got a Masters in Strategic 15:1 Studies from the Marine Corps War College. 15:2 Q. When did you receive your BA? 15:3 A. 1985. 15:4 Q. And when did you receive your 15:5 Masters in Industrial Hygiene? 15:6 A. 1997. 15:7 Q. When did you receive your Masters of 15:8 Strategic Studies? 15:9 A. 2009.</p>	V204.2
18:17 - 19:9	<p>Laferriere, Roger 08-05-2014 (00:00:46) 18:17 Q. Captain Laferriere, when did you 18:18 join the Coast Guard? 18:19 A. 1987. 18:20 Q. And where were you first stationed? 18:21 A. In headquarters, Washington, D.C. 18:22 Marine Environmental Response Office, I recall. 18:23 Q. Was that the first job you took 18:24 right after receiving your BA? 18:25 A. No, I, I had some other employments 19:1 before that. 19:2 Q. And when did you leave the U.S. 19:3 Coast Guard? 19:4 A. In August, September 1st, 2012, was</p>	V204.3

19:5 my retirement date.

19:6 Q. Where are you currently employed?

19:7 A. I am employed with the Federal

19:8 Emergency Management Agency in Sacramento

19:9 California.

24:23 - 25:23

Laferriere, Roger 08-05-2014 (00:01:14)

V204.4

24:23 Q. Aside from your work in the

24:24 DEEPWATER HORIZON spill have you ever been

24:25 involved in response to another oil spill?

25:1 A. Yes.

25:2 Q. Which other oil spills have you been

25:3 involved in?

25:4 A. I will start with the major oil

25:5 spills, how is that. EXXON VALDEZ, tank five

25:6 Morris Berman oil spill, tank barge VISTA BELLA,

25:7 V-I-S-T-A, B-E-L-L-A, Hurricane Hugo major oil

25:8 spill.

25:9 San Jacinto major oil spill. NEW

25:10 CARISSA major oil spill. Katrina major oil

25:11 spills. Motor vessel ATHOS I, major oil spill.

25:12 Those are the only ones that I can recall for

25:13 major oil spills. Hundreds of minor and medium

25:14 oil spills.

25:15 Q. Were any of the oil spills that you

25:16 have just mentioned related to off-shore

25:17 drilling?

25:18 A. No.

25:19 Q. Other than Katrina, were any

25:20 other --

25:21 A. That is incorrect. Katrina there

25:22 was some off-shore concerns for oil spill

25:23 response.

50:2 - 50:14

Laferriere, Roger 08-05-2014 (00:00:27)

V204.5

50:2 Q. Between May and July of 2010 were

50:3 you involved in the DEEPWATER HORIZON response

50:4 continuously?

50:5 A. Yes.

50:6 Q. What was your title?

50:7 A. I was the Federal On-Scene

50:8 Coordinator representative, also incident

50:9 commander within the Unified Command.

50:10 Q. Is that two different positions or

50:11 is that two titles for the same role?

50:12 A. One is a legal responsibility, legal

50:13 authorities, FOSCR. The other is the ICS

50:14 position.

123:25 - 124:18

Laferriere, Roger 08-05-2014 (00:00:59)

V204.6

123:25 Q. Is it your view that you would have

124:1 only had success in the context of safety and

124:2 response workers if there had been no incidents

124:3 whatsoever for an individual response worker?

124:4 A. You always try to strive for zero

124:5 incidents.

124:6 That is hardly ever achievable in a

124:7 response because of the nature of the dynamics

124:8 that go on. However, when you see a problem you

124:9 try to fix it. You hope to get it fixed. That

124:10 is Unified Command. That is success in my mind,

124:11 trying to get those things addressed.

124:12 But the fact that we lost, the heat

124:13 stress is not even an issue. But when I was

124:14 there we had a 20-year old kid that was killed in

124:15 a car accident and a 40-year old man died in a

124:16 pool. I can't consider that a success after

124:17 attending the funerals of both. We could have

124:18 done better.

309:19 - 309:21

Laferriere, Roger 08-05-2014 (00:00:04)

V204.7

309:19 Q. You are not suggesting that BP was

309:20 in charge of the DEEPWATER HORIZON response

309:21 efforts, correct?

309:23 - 310:7

Laferriere, Roger 08-05-2014 (00:00:20)

V204.8

309:23 THE WITNESS: I'm suggesting that BP

309:24 is responsible for the cleanup of the oil

309:25 spill, absolutely, absolutely. Let's not

310:1 forget that that is their duty.

310:2 It is my duty to ensure that they do

310:3 it adequately, which they did. It doesn't

310:4 mean they did it excellently. It doesn't

310:5 mean they did it superiorly. It doesn't mean

310:6 they were awesome. It means they were

Page/Line	Source	ID
349:16 - 349:23	<p>310:7 adequate, adequate. That is it.</p> <p>Laferriere, Roger 08-05-2014 (00:00:35)</p> <p>349:16 Q. And this goes, this is actually a 349:17 two-page document that goes to HCE 058-004526. 349:18 This is an e-mail chain, the first, 349:19 the top of the page, the top of the first page is 349:20 from you sent on June 8th to Captain Hanzalik, 349:21 Captain Perry, and cc'd to Captain Austin. And 349:22 it is titled Forward Critical Resource Request 349:23 Offshore Skimming Assets. Do you see that?</p>	V204.9
349:25 - 350:24	<p>Laferriere, Roger 08-05-2014 (00:00:59)</p> <p>349:25 THE WITNESS: Yes. 350:1 BY MS. FIDLER: 350:2 Q. And do you recognize this e-mail? 350:3 A. Yes. 350:4 Q. Okay. You state in the e-mail on 350:5 the first paragraph, "Below is an assessment of 350:6 the offshore skimming situation in regards to 350:7 requesting and obtaining additional resources. 350:8 "BP contracting/acquisition is too 350:9 slow." 350:10 Did I read that correctly? 350:11 A. Yes. 350:12 Q. You state in the second paragraph, 350:13 "We all know we can use more skimmers offshore, 350:14 especially as the use of dispersants becomes more 350:15 problematic. I have been pushing for more 350:16 skimmers since I have been here. 350:17 Mike, BP IC has been agreeing with 350:18 me and we were holding off until we saw the 350:19 success of top kill and top hat." 350:20 Did I read that correctly? 350:21 A. Yes. 350:22 Q. You go on to state, "The reality is 350:23 we have had some success, but we are still seeing 350:24 oil and massive slicks forming. We need to push</p>	V204.10
351:10 - 351:11	<p>Laferriere, Roger 08-05-2014 (00:00:03)</p> <p>351:10 THE WITNESS: Yes, I don't change my 351:11 opinion on that.</p>	V204.11
355:24 - 356:7	<p>Laferriere, Roger 08-05-2014 (00:00:17)</p>	V204.12

355:24 Q. You go on to state, "Mike's argument
 355:25 has been based on the perceived high degree
 356:1 success of top kill which failed and now top hat
 356:2 which we still don't have a tremendous amount of
 356:3 faith in stopping the oil flow. The bottom line,
 356:4 the better we attack the source, the less
 356:5 shoreline impact there will be."
 356:6 Is that correct?
 356:7 A. Yes.

356:10 - 357:7

Laferriere, Roger 08-05-2014 (00:01:00)

V204.13

356:10 Q. Do you -- is that an accurate
 356:11 reflection of your assessment at the time?
 356:12 A. At the time of the incident
 356:13 absolutely. The more we attacked the source, the
 356:14 more -- less impact it would be. And I'm talking
 356:15 about surface, surface area.
 356:16 Q. In Paragraph 2 of your e-mail you go
 356:17 on to say, "We need to increase our oil spill
 356:18 response vessels, OSRVs, to twice the size of our
 356:19 existing fleet. This would be 22 additional
 356:20 vessels."
 356:21 Did I read that correctly?
 356:22 A. Yes.
 356:23 Q. Are these OSRVs skimmers?
 356:24 A. These are skimmer systems, large
 356:25 vessel skimming systems.
 357:1 Q. So when you are saying, when you
 357:2 were testifying earlier that when you were asked
 357:3 whether or not you had specifically requested a
 357:4 certain number of skimmers, is this, that you had
 357:5 requested 22 additional skimmers; is that
 357:6 correct?
 357:7 A. Yes, this is, yes.

357:13 - 358:4

Laferriere, Roger 08-05-2014 (00:00:36)

V204.14

357:13 THE WITNESS: I was asking for 22
 357:14 additional vessels.
 357:15 BY MS. FIDLER:
 357:16 Q. You go on to write, "BP will argue
 357:17 that there is not enough oil to skim or that
 357:18 there are traffic issues associated with this. I

357:19 disagree. We do not need pieces of skimmers,
 357:20 arms, skimmers, et cetera, we need the entire
 357:21 system including support vessels and barges.

357:22 "It took BP," excuse me, "it took BP

357:23 two weeks to outfit the Dutch skimming arms."

357:24 Did I read that correctly?

357:25 A. Yes.

358:1 Q. You go on to say, "We cannot afford

358:2 this kind of delay."

358:3 Did I read that correctly?

358:4 A. Yes.

359:2 - 359:23

Laferriere, Roger 08-05-2014 (00:00:58)

V204.15

359:2 Q. You go on a couple more paragraphs

359:3 down you state, "We will also need additional

359:4 barges for storage."

359:5 Did I read that correctly?

359:6 A. Yes.

359:7 Q. Can you explain the role of barges

359:8 in mechanical operations?

359:9 A. Well, when it is recovered by the

359:10 skimmer is, is usually placed into a receptacle,

359:11 either the receptacle is built into the skimming

359:12 vessel which is in the case in a lot of OSRVs, or

359:13 it is, there is a barge towed behind the skimmer.

359:14 Either way you also need barges on

359:15 the shore, because once you fill up either the

359:16 OSRV or the skimming vessel and barge combination

359:17 you have to send barges, you have to send the

359:18 ships back to shore, offload and then again back

359:19 into the fight. And there was a shortage of

359:20 barges to make that happen.

359:21 Q. I have you, did you let BP know

359:22 about your concern regarding additional barges?

359:23 A. Yes.

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