## **ENDNOTES**

The Commission has reviewed thousands of pages of documents from dozens of government agencies, private companies, and other entities, and interviewed hundreds of witnesses from these same agencies, companies, and entities. When possible, we include all pertinent details in the following endnote citations for those documents and interviews that have contributed to this report. Many documents and interviews, however, were disclosed or given to the Commission on a confidential basis. For these "non-public" sources, our citations include only as much detail as we can comfortably disclose while still respecting the privacy concerns of the source (e.g., "non-public BP document," "interview with government official," "interview with Coast Guard official").

The vast majority of non-public material that we cite in the endnotes below comes from documents and interviews provided by four government agencies—the Chemical Safety Board, the Coast Guard, the Department of Energy, and the Department of the Interior—and ten companies—BP, Cameron, Chevron, Dril-Quip, ExxonMobil, Halliburton, Schlumberger, Shell, Transocean, and Weatherford. In addition, the Commission participated in the Coast Guard's Incident Specific Preparedness Review of the BP Deepwater Horizon spill, through which dozens of officials from a variety of federal and state agencies, federal, state, and local elected officials, and executives and personnel from private companies and other spill response-related entities have been interviewed. All Coast Guard Incident Specific Preparedness Review interviews are also cited as non-public. Finally, the Commission has interviewed many Gulf Coast residents who wish to remain anonymous. These interviews are cited as non-public as well.

#### **Chapter One**

- <sup>1</sup> Internal Halliburton document (HAL\_0011208); Testimony of Nathaniel Chaisson, Hearing before the Deepwater Horizon Joint Investigation Team, August 24, 2010, 42.3. This report cites many "Internal documents" that the Commission received from companies, including BP, Halliburton, and Transocean. Those internal documents are identified by their document production serial numbers when available, which were assigned by the entity that provided them.
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- <sup>4</sup> Testimony of Michael Williams, Hearing before the Deepwater Horizon Joint Investigation Team, July 23, 2010, 35–36.
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- <sup>29</sup> Testimony of Daun Winslow, Hearing before the Deepwater Horizon Joint Investigation Team, August 24, 2010, 188 and 191.
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- 32 Testimony of Daun Winslow, Hearing before the Deepwater Horizon Joint Investigation Team, August 23, 2010, 442.
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#### **Chapter Two**

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### **Chapter Three**

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- Per Holand, Reliability of Subsea BOP Systems for Deepwater Application, Phase II DW, SINTEF Report STF38 A99426 (November 7, 1999); Per Holand, Deepwater Kicks and BOP Performance, SINTEF Report STF38 A01419 (July 24, 2001); WEST Engineering Services, Inc., Mini Shear Study for U.S. Minerals Management Service, Requisition No. 2-1011-1003 (December 2002); WEST Engineering Services, Inc., Shear Ram Capabilities Study for U.S. Minerals Management Service, Requisition No. 3-4025-1001 (September 2004).
- 102 WEST Engineering Services, Inc., "Comments by WEST Engineering Services, Houston, Texas, to The National Commission on the BP Deepwater Horizon Oil Spill and Offshore Drilling" (November 12, 2010): 3.
- 103 David Barstow and others, "Regulators Failed to Address Risks in Oil Rig Fail-Safe Device," New York Times, June 20, 2010, www.nytimes.com/2010/06/21/us/21blowout.html.
- 104 U.S. Department of the Interior, Outer Continental Shelf Safety Oversight Board, Report to the Secretary of the Interior (September 1, 2010), 6.
- <sup>105</sup> *Ibid*.
- <sup>106</sup> *Ibid*.
- <sup>107</sup> U.S. Department of the Interior, Office of Inspector General, Survey Report: Offshore Civil Penalties Program, Minerals Management Service (March 30, 1999), http://www.doioig.gov/images/stories/reports/pdf/99-I-374.pdf.
- 108 Commission staff analysis of Bureau of Ocean Energy Management, Regulation and Enforcement data provided to the Commission by the Department of the Interior of unannounced MMS inspections of MODUs/drilling rigs, 1990 (1,985 inspections) to 2009 (85 inspections). The pivotal change occurs in 1998–1999, as the numbers drop from 864 to 41 in the span of one year.
- 109 Yearly MMS Incident Summary Reports are available at http://www.boemre.gov/incidents/IncidentStatisticsSummaries.htm.
- "Deepwater Gulf of Mexico production rising," Oil & Gas Journal (November 1, 1999): 34 ("In 1999, 11 more deepwater development production projects in the gulf have already begun producing or are on the verge of doing so"); Michael Davis, "LEARNING THE DRILL/The oil patch rebound brought with it a need for drilling companies to find, train and keep people to work the rigs," Houston Chronicle (February 1, 1998): 1 ("A shortage of qualified personnel has been a nagging problem since the oil patch has come back in the past year. But over the next two years some 50 new offshore jack-up rigs, semi-submersibles and drill ships currently being built or converted will

- go into operation. Finding qualified crews to operate these increasingly high tech drilling rigs is a major worry for drilling companies.").
- <sup>111</sup> 33 C.F.R. § 140.1.
- 112 46 C.F.R. pt. 2.
- 113 Curry L. Hagerty and Jonathan L. Ramseur, Deepwater Horizon Oil Spill: Selected Issues for Congress, (Washington, D.C.: Congressional Research Service, July 15, 2010): 37. The Coast Guard proposed new safety rules in 1999, which triggered significant industry opposition, and has not since made those rules final. Outer Continental Shelf Activities, Notice of Proposed Rulemaking, 64 Fed. Reg. 68,416 (December 7, 1999).
- 114 Inspection Under, and Enforcement of, Coast Guard Regulations for Fixed Facilities on the Outer Continental Shelf by the Minerals Management Service, 67 Fed. Reg. 5912 (February 7, 2002).
- 115 The MMS and the United States Coast Guard have signed three governing Memoranda of Understanding (in 1989, 1999, and 2004, with supporting Memoranda of Agreement) in order to clarify roles and responsibilities related to workplace safety and the approval of technical systems and equipment that are applicable to both drilling and marine systems on offshore oil and gas facilities. See http://www.boemre.gov/regcompliance/MOU/MOUindex.htm.
- <sup>116</sup> S. Elizabeth Birnbaum, interview with Commission staff, August 2010; Randall B. Luthi, interview with Commission staff, August 2010; Thomas R. Kitsos, interview with Commission staff, August 2010.
- <sup>117</sup> Deepwater Royalty Relief Act of 1995, Pub. L. 104-58, 109 Stat. 563 (1995).
- <sup>118</sup> Press Release, U.S. Department of the Interior, Secretary Salazar Launches Ethics Reform Initiative in Meeting with Minerals Management Service Employees, January 29, 2009, http://www.doi.gov/news/pressreleases/2009 01 29 release.cfm.
- For example, in 2006, Congress responded to Gulf state demands for greater revenues by enacting the Gulf of Mexico Energy Security Act, which provides that Alabama, Louisiana, Mississippi, and Texas and the coastal political subdivisions will receive 37.5 percent of all revenue (bonus bids, rentals, and royalty production) for new leases in the 5 million acres in the Eastern Gulf and the 5.8 million acres in the Central Gulf. See http://www.boemre.gov/ooc/press/2008/FactSheet-MMSGOMSecurityActMARCH202008.htm. The Fiscal Year 2010 allocation to the four Gulf States and their political subdivisions was approximately \$866 million. See http://www.boemre.gov/offshore/PDFs/GOMESAFY2010Final.pdf.
- <sup>120</sup> U.S. Department of the Interior, Outer Continental Shelf Safety Oversight Board, Report to the Secretary of the Interior (September 1, 2010), 11.
- 121 U.S. Department of the Interior, Office of the Inspector General, MMS Oil Marketing Group–Lakewood, September 10, 2008.
- 122 U.S. Department of the Interior, Office of the Inspector General, MMS Oil Marketing Group-Lakewood, Report Transmittal Letter, September 9, 2008, 3, http://www.doioig.gov/images/stories/reports/pdf/RIKinvestigation.pdf.
- 123 Department of the Interior Office of the Inspector General, Minerals Management Service, Island Operating Company, et al., (May 25, 2010), 7, http://www.doioig.gov/images/stories/reports/pdf/IslandOperatingCo.pdf.
- 124 Ibid.
- 125 Press Release, U.S. Department of the Interior, Secretary Salazar Launches Ethics Reform Initiative in Meeting with Minerals Management Service Employees, January 29, 2009, http://www.doi.gov/news/pressreleases/2009 01 29 release.cfm.
- <sup>126</sup> U.S. Department of the Interior, Outer Continental Shelf Safety Oversight Board, Report to the Secretary of the Interior (September 1, 2010), 8.
- <sup>127</sup> Ibid., 13.
- 128 Ibid., 8, 13.
- <sup>129</sup> *Ibid.*, 13.
- <sup>130</sup> *Ibid.*, 6.
- 131 Don E. Kash, Lease Management Activities in the Geological Survey, Commission on Fiscal Accountability of the Nation's Energy Resources: Technical Reports, 1981–1982, RG 48, Entry 998, Box 10, File 239, National Archives and Records Administration, 27.
- 132 U.S. Department of the Interior, Outer Continental Shelf Safety Oversight Board, Report to the Secretary of the Interior (September 1, 2010), 11–12.
- <sup>133</sup> Ibid., 11.
- <sup>134</sup> 43 U.S.C. § 1344.
- <sup>135</sup> 43 U.S.C. § 1344.
- <sup>136</sup> 43 U.S.C. § 1344(a)(3).
- <sup>137</sup> 42 U.S.C. § 4332.
- 138 40 C.F.R. § 1508.8 ("Effects includes ecological . . ., aesthetic, historic, cultural, economic, social, or health, whether direct, indirect, or cumulative").

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139 16 U.S.C. §§ 1801-1891d.
140 16 U.S.C. §§ 1531-1544.
141 16 U.S.C. §§ 1361-1423h.
142 16 U.S.C. §§ 1431-1445c-1.
143 33 U.S.C. §§ 1251-1387.
144 33 U.S.C. §§ 2701-2762.
145 Exec. Order No. 12,777, 56 Fed. Reg. 54,757 (October 22, 1991).
146 43 U.S.C. §1344.
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- 148 It appears to be understood that the meaning of this language is that an environmental impact statement is not required for the Gulf of Mexico, but it should be pointed out that is not the compelled or obvious reading of the language. The provision can also be fairly read to say no more than at least one impact statement has to be prepared for areas outside the Gulf and not address the issue, one way or another, concerning the application of NEPA within the Gulf. That potentially significant nuance, however, is beyond the scope of this report's inquiry.
- National Environmental Policy Act; Revised Implementing Procedures, 45 Fed. Reg. 75336 (proposed Nov. 14, 1980) (proposed NEPA rules); National Environmental Policy Act; Revised Implementing Procedures, 46 Fed. Reg. 7485 (Jan. 23, 1981) (final NEPA rules); see 516 Departmental Manual, 2.3.A(2) (1980).
- <sup>150</sup> 43 C.F.R. § 46.215
- 151 U.S. Department of the Interior, Outer Continental Shelf Safety Oversight Board, Report to the Secretary of the Interior (September 1, 2010), 20.
- 152 Ibid.
- 153 516 Departmental Manual 15.4.C (providing for exceptions from categorical exclusion in certain "extraordinary circumstances," including when there are highly uncertain and potentially significant environmental effects).
- <sup>154</sup> 51 Fed. Reg. 15,624 (1986).
- 155 NOAA Fisheries Service, Southeast Regional Office, letter to MMS dated July 1, 1999 (subsequently updated in 2006, 2007, and 2008).
- 156 Essential Fish Habitat Assessment for the Minerals Management Service Programmatic Consultation for Gulf of Mexico Outer Continental Shelf (OCS) Oil and Gas Activities (June 4, 1999).
- 157 NOAA Fisheries Service, Southeast Regional Office, letter to MMS dated July 1, 1999 (subsequently updated in 2006, 2007, and 2008).
- <sup>158</sup> 30 C.F.R. § 254.21.
- <sup>159</sup> 30 C.F.R. § 254.23.
- 160 The Response Group on behalf of ExxonMobil, Gulf of Mexico Regional Oil Spill Response Plan (August 2009), Rev. 5; The Response Group on behalf of ConocoPhillips, Gulf of Mexico Regional Oil Spill Response Plan (April 2010), Rev. 6; The Response Group on behalf of Chevron, Gulf of Mexico Regional Oil Spill Response Plan (February 2010), Version 3; The Response Group on behalf of Shell Offshore Inc., Gulf of Mexico Regional Oil Spill Response Plan, (June 2010), Rev. 6.1.
- 161 The Response Group on behalf of BP, Regional Oil Spill Response Plan-Gulf of Mexico (June 30, 2009), App. H: 5, 17, and 32

# **Chapter Four**

- <sup>1</sup> John Guide (BP), interview with Commission staff, September 17, 2010.
- $^2$  Internal Transocean document (TRN-HEC 90686). Internal documents are identified by their document production serial numbers when available, which were assigned by the entity that provided them.
- <sup>3</sup> Internal BP document (BP-HZN-MBI 126338).
- <sup>4</sup> Internal Transocean document (TRN-USCG-MMS 11597).
- <sup>5</sup> Internal BP document (BP-HZN-MBI 126338).
- 6 Ibid
- <sup>7</sup> Ibid. Three companies own the Macondo well. BP has a 65 percent share, Anadarko Petroleum Corporation has a 25 percent share, and MOEX Offshore has a 10 percent share. BP maintained regular contact with Anadarko and MOEX throughout the drilling of the well.

- <sup>8</sup> Internal Transocean documents (TRN-USCG-MMS 11600, 11605, 11609, 11613, 11617, 11621, 11625).
- <sup>9</sup> Brett Clanton, "New tactic might seal leaking well sooner, BP CEO says," Houston Chronicle, May 5, 2010.
- <sup>10</sup> Gregory Walz (BP), interview with Commission staff, October 6, 2010.
- <sup>11</sup> Testimony of Gregory Walz, Hearing before the Deepwater Horizon Joint Investigation Team, October 7, 2010, 157–59.
- <sup>12</sup> Internal BP document (BP-HZN-MBI 143300) (emphasis added).
- <sup>13</sup> Internal BP documents (BP-HZN-MBI 136937, 136941).
- <sup>14</sup> Internal BP document (BP-HZN-CEC 8848-58).
- <sup>15</sup> Internal BP document (BP-HZN-MBI 129238-39).
- <sup>16</sup> Guide, interview. Indeed, just days before the running of the long string at Macondo, another well drilled by Transocean's DD3 suffered just such a complication. *Ibid*.
- 17 Testimony of Jesse Gagliano, Hearing before the Deepwater Horizon Joint Investigation Team, August 24, 2010, 320.
- <sup>18</sup> Internal BP document (BP-HZN-CEC 22433). Walz also noted that the flight carrying centralizers would not increase costs. *Ibid.*
- <sup>19</sup> Guide, interview. BP had special one-piece bolt-on centralizers made for the Thunder Horse project. *Ibid.*
- <sup>20</sup> Internal BP document (BP-HZN-MBI 128379).
- <sup>21</sup> Internal BP document (BP-HZN-CEC 22669).
- <sup>22</sup> Internal BP document (BP-HZN-CEC 22433).
- 23 Testimony of Steve Lewis, Hearing before the National Commission, November 9, 2010, 93–94; Internal BP document (BP-HZN-MBI 129226). Prior to conversion, a small ball drops from the top of the float valves to block the main path through the auto-fill tube, leaving only two small holes on the side of the tube through which mud can flow. *Ibid*.
- The Well Site Leaders—Bob Kaluza and Don Vidrine—would normally have been on the rig. Morel, a relatively junior BP engineer, had flown to the rig out of a professional interest in learning more about the cementing process. Guide, interview.
- <sup>25</sup> Bryan Clawson (Weatherford), interview with Commission staff, October 28, 2010; BP, Deepwater Horizon Accident Investigation Report (September 8, 2010), 70.
- <sup>26</sup> Testimony of Steve Lewis, 96; Internal Transocean document (TRN-USCG MMS 11638).
- <sup>27</sup> Internal BP document (BP-HZN-MBI 137367).
- <sup>28</sup> Ibid.; Testimony of Nathaniel Chaisson, Hearing before the Deepwater Horizon Joint Investigation Team, August 24, 2010, 432.
- <sup>29</sup> Internal BP documents (BP-HZN-MBI 137367, 21304). Since the incident, BP has argued that the M-I SWACO models predicted an erroneously high circulation pressure, and that the readings the crew observed were proper. This may ultimately explain the readings, but it does not explain why the BP Macondo team dismissed them as the result of a broken pressure gauge.
- <sup>30</sup> David Izon, E.P. Danenberger, and Melinda Mayes, "Absence of fatalities in blowouts encouraging in MMS study of OCS incidents 1992-2006," Well Control July/August (2007), 84.
- $^{31}$  Testimony of John Guide, Hearing before the Deepwater Horizon Joint Investigation Team, July 22, 2010, 87.
- <sup>32</sup> John Gisclair, Sperry Sun data, April 20, 2010 (annotations, September 20, 2010). Commission calculation based on internal Halliburton document (HAL 10994).
- <sup>33</sup> Internal BP document (BP-HZN-MBI 127537-39); Internal Halliburton document (HAL 11196).
- 34 30 C.F.R. § 250.421.
- 35 Internal BP document (BP-HZN-MBI 193549). BP's internal guidelines further specify that centralization should extend 100 feet above any such hydrocarbon-bearing zones. If either the top of cement or centralization requirements are not met, the guidelines require that the actual top of cement should be confirmed by a "proven cement evaluation technique." *Ibid.*
- <sup>36</sup> Internal BP documents (BP-HZN-MBI 143295, BP-HZN-CEC 22663); BP, Deepwater Horizon Accident Investigation Report, 34.
- $^{37}$  Document provided to the Commission by Halliburton entitled "Halliburton GoM Foam Jobs 2002–2010."
- <sup>38</sup> S.L. Pickett and S.W. Cole, "Foamed Cementing Technique for Liners Yields Cost-Effective Results" (Society of Petroleum Engineers SPE Paper #27679, Midland, Texas, March 1994), 523–24.
- 39 Halliburton had delivered the slurry blend to the *Deepwater Horizon* several months earlier. It had developed the blend to match the temperature and pressure profile of the well that *Deepwater Horizon* had drilled immediately prior to Macondo—another BP well called Kodiak. Jesse Gagliano (Halliburton), interview with Commission staff, September 10, 2010.

- <sup>40</sup> At this point, it appears that lab personnel replicated the dry blend recipe that was on the rig using off-the-shelf materials from their lab. For later tests, Halliburton sent samples of the cement that was actually on the *Horizon* back to the lab and directly tested those materials.
- <sup>41</sup> Internal BP document (BP-HZN-MBI 109218).
- <sup>42</sup> Internal Halliburton document (HAL\_DOJ 68).
- <sup>43</sup> Internal Halliburton document (HAL DOJ 36).
- <sup>44</sup> Internal Halliburton document (HAL DOJ 43).
- 45 Ibid
- <sup>46</sup> Internal BP document (BP-HZN-MBI 136946-47).
- <sup>47</sup> Internal BP document (BP-HZN-MBI 171151).
- <sup>48</sup> Internal BP document (BP-HZN-MBI 136946-47).
- <sup>49</sup> Internal BP document (BP-HZN-CEC 20234).
- <sup>50</sup> Ibid.
- <sup>51</sup> Testimony of Vincent Tabler, Hearing before the Deepwater Horizon Joint Investigation Team, August 25, 2010, 22–23. 36.
- <sup>52</sup> Internal Halliburton document (HAL 0011208).
- <sup>53</sup> Internal BP document (BP-HZN-MBI 137370).
- <sup>54</sup> Internal BP document (BP-HZN-MBI 129141).
- <sup>55</sup> Internal Transocean document (TRN-USCG MMS 30422); Internal Schlumberger document (SLB-EC-2).
- <sup>56</sup> Testimony of John Guide, 44–45.
- <sup>57</sup> Internal BP document (BP-HZN-MBI 143304).
- <sup>58</sup> Testimony of John Guide, 298 (the cement plug was "deeper than normal"); Testimony of Ronald Sepulvado, Hearing before the Deepwater Horizon Joint Investigation Team, July 20, 2010, 145 ("the top of the surface plug is normally at 500 feet below the wellhead").
- <sup>59</sup> Internal BP document (BP-HZN-CEC 8574).
- <sup>60</sup> Testimony of Jimmy Harrell, Hearing before the Deepwater Horizon Joint Investigation Team, May 27, 2010, 118.
- <sup>61</sup> Internal BP document (BP-HZN-CEC 8574).
- <sup>62</sup> Internal BP document (BP-HZN-CEC 21260-279).
- 63 Internal BP document (BP-HZN-MBI 126928).
- <sup>64</sup> Internal BP document (BP-HZN-OSC 1438).
- <sup>65</sup> 30 C.F.R. § 250.423.
- <sup>66</sup> The blind shear rams closed and sealed as expected during the positive-pressure test. This fact suggests that the rams were capable of sealing the well when the blowout occurred. But the evidence is inconclusive on its own; during the positive-pressure test the crew closed the blind shear rams using a low pressure hydraulic system, rather than the high pressure hydraulic system that would have activated the rams in the event of a blowout.
- <sup>67</sup> Internal Transocean document (TRN-HCEC 90).
- <sup>68</sup> Testimony of Patrick O'Bryan, Hearing before the Deepwater Horizon Joint Investigation Team, August 26, 2010, 360
- <sup>69</sup> Testimony of David Sims, Hearing before the Deepwater Horizon Joint Investigation Team, August 26, 2010, 204. There were no regulations or industry standards guiding the conduct or interpretation of negative-pressure tests at the time of the Macondo blowout. The absence of any such guidance may have contributed to the failure to conduct and interpret the test correctly here.
- <sup>70</sup> This calculation is based on approximate values of the depths and mud weights involved.
- 71 Testimony of Leo Lindner, Hearing before the Deepwater Horizon Joint Investigation Team, July 19, 2010, 297; BP, Deepwater Horizon Accident Investigation Report, app. Q. 1.
- <sup>72</sup> BP, Deepwater Horizon Accident Investigation Report, 83.
- Testimony of Leo Lindner, 308–11. The exclusion for "[d]rilling fluids, produced waters, and other wastes associated with the exploration, development, or production of crude oil, natural gas or geothermal energy" is found at 40 C.F.R. § 261.4.
- <sup>74</sup> Testimony of Leo Lindner, 276–79, 297, 359–60; Internal BP document (BP-HZN-BLY 47100).
- 75 Testimony of Randy Ezell, Hearing before the Deepwater Horizon Joint Investigation Team, May 28, 2010, 279–81.
- <sup>76</sup> Testimony of Daun Winslow, Hearing before the Deepwater Horizon Joint Investigation Team, August 24, 2010, 219;

- Testimony of Randy Ezell, 279.
- 77 Testimony of Randy Ezell, 279.
- <sup>78</sup> Testimony of Lee Lambert, Hearing before the Deepwater Horizon Joint Investigation Team, July 20, 2010, 292. Transocean disputes these accounts. It points out that the only individuals who have stated that Anderson advanced the "bladder effect" theory are BP employees.
- <sup>79</sup> Testimony of Lee Lambert, 292.
- <sup>80</sup> Testimony of Jimmy Harrell, 117; Internal BP documents (BP-HZN-MBI 127909, BP-HZN-CEC 20189-90). While that may have been Mr. Vidrine's stated reason for running the test on the kill line, the Commission notes that the negative-pressure test performed at Macondo—whether on the drill pipe or kill line—was different from the negative-pressure test described in the Application for Permit to Modify. Testimony of Mark Bly, Hearing before the National Commission, November 8, 2010, 293–95.
- <sup>81</sup> BP, Deepwater Horizon Accident Investigation Report, 86.
- 82 There are several possible explanations for the inconsistent readings on the drill pipe and kill line. One possibility is that the viscous spacer that had leaked through the annular preventer migrated into and clogged the kill line. John Smith, Review of Operational Data Preceding Explosion on Deepwater Horizon in MC252 (July 1, 2010), 20–21. Another possibility is that a valve was inadvertently closed that should have been open. BP, Deepwater Horizon Accident Investigation Report, 87. A third, more remote, possibility is that hydrocarbons coming up the well formed solid hydrates when they hit the cold seawater and those hydrates clogged the kill line. Guide, interview.
- 83 Testimony of Christopher Haire, Hearing before the Deepwater Horizon Joint Investigation Team, May 28, 2010, 247.
- <sup>84</sup> For example, a bubble of gas, under ideal conditions, would expand approximately 166-fold. This number differs under actual conditions based on fluid properties and flow.
- 85 Mudloggers operate systems that collect and transmit real-time data from sensors on the rig. BP employed mudloggers from Sperry Drilling (a Halliburton subsidiary) on the Deepwater Horizon.
- <sup>86</sup> The driller first sent mud to pits 9 and 10, then switched to pit 7, and then switched to pit 6. Sperry Sun data, April 20, 2010, 20:10–21:18.
- <sup>87</sup> *Ibid.*, 20:28–20:36, 20:58–21:06.
- 88 Ibid., 20:20-21:01.
- <sup>89</sup> *Ibid.*, 21:01.
- 90 Ibid., 21:01-21:08.
- 91 The Commission believes, based on interviews of the mudloggers on the *Horizon*, that the Hitec system may have shown a more obvious trend because it displays numeric values as opposed to trend lines such as those seen in the Sperry data shown in the text. Joseph Keith (Sperry), interview with Commission staff, October 6, 2010; Cathleenia Willis (Sperry), interview with Commission staff, October 21, 2010.
- <sup>92</sup> Testimony of Greg Meche, Hearing before the Deepwater Horizon Joint Investigation Team, May 28, 2010, 207–09.
- 93 40 C.F.R. §§ 261.4, 435.11.
- 94 Testimony of Greg Meche, 207-09, 219.
- 95 Keith, interview.
- <sup>96</sup> Internal BP document (BP-HZN-MBI 21415).
- <sup>97</sup> Keith, interview. Given what we now know, it is all but impossible that the well was not flowing as of 9:08 p.m. BP, Deepwater Horizon Accident Investigation Report, 25; Smith, Review of Operational Data Preceding Explosion on Deepwater Horizon, 22–23. Other than faulty memory, the only apparent explanations for Mr. Keith's statement are that the crew had already closed off the portion of the flow line Mr. Keith was watching or that Mr. Keith watched for an inadequate period of time. Keith, interview; Darryl Bourgoyne (LSU), interview with Commission staff, November 23, 2010.
- 98 Testimony of Greg Meche, 207-09.
- 99 Ihio
- 100 Internal BP document (BP-HZN-MBI 21415).
- <sup>101</sup> Sperry Sun data, April 20, 2010, 21:08–21:14.
- <sup>102</sup> Ibid., 21:14-21:15.
- 103 Ibid., 2010, 21:17-21:18.
- 104 Testimony of Chad Murray, Hearing before the Deepwater Horizon Joint Investigation Team, May 27, 2010, 335–36.
- 105 Ibid., 336.
- 106 Testimony of Randy Ezell, 282.
- <sup>107</sup> Testimony of Bill Ambrose, Hearing before the National Commission, November 8, 2010, 381.

- <sup>108</sup> David Young (Transocean), interview with Commission staff, November 19, 2010.
- <sup>109</sup> Testimony of David Young, Hearing before the Deepwater Horizon Joint Investigation Team, May 27, 2010, 259.
- <sup>110</sup> Young, interview.
- <sup>111</sup> Sperry Sun data, April 20, 2010, 21:08–21:14.
- <sup>112</sup> Bill Ambrose (Transocean), interview with Commission staff, September 21, 2010.
- <sup>113</sup> Sperry Sun data, April 20, 2010, 21:38.
- <sup>114</sup> Young, interview.
- <sup>115</sup> Sperry Sun data, April 20, 2010, 21:38–21:42.
- 116 Testimony of Randy Ezell, 283; Young, interview.
- 117 Testimony of Micah Sandell, Hearing before the Deepwater Horizon Joint Investigation Team, May 29, 2010, 10.
- 118 Testimony of Christopher Pleasant, Hearing before the Deepwater Horizon Joint Investigation Team, May 28, 2010, 173
- 119 Testimony of Randy Ezell, 283.
- <sup>120</sup> Testimony of Bill Ambrose, 244.
- 121 Smith, Review of Operational Data Preceding Explosion on Deepwater Horizon, 14; Testimony of Bill Ambrose, 252–53; BP, Deepwater Horizon Accident Investigation Report, 28.
- 122 Testimony of Christopher Pleasant, 165.
- 123 Ibid., 123.
- 124 Ibid.
- 125 Various parties have suggested other causes for the deadman's failure, including leaks, overdue equipment certification, and improper modifications.
- <sup>126</sup> Interview with industry expert, September 24, 2010.
- 127 After the blowout, some industry CEOs testified they would never have used a long string production casing, suggesting there was a causal connection between BP's choice of the long string and the blowout. Hearing Before the Subcomm. on Energy and Environment, 111th Cong. 104 (June 15, 2010) (statements of John Watson, Chairman and Chief Executive Officer, Chevron Corporation; and Rex Tillerson, Chairman and Chief Executive Officer, Exxon-Mobil)
- <sup>128</sup> First, the long string required the cement to travel through a longer stretch of steel casing—roughly 12,000 feet longer—before reaching its final destination, potentially increasing the risk of cement contamination. Second, because it can require higher cement pumping pressure, a long string design can lead to the selection of lower cement volumes, lower densities, and lower pump rates. Third, the cement job at the bottom of a long string is more difficult to remediate than one at the bottom of a liner.
- 129 Internal BP document (BP-HZN-MBI 128489); BP, Deepwater Horizon *Accident Investigation Report*, 64 ("the BP Macondo well team did not ask for the OptiCem model to be re-run"). This may have been because of Mr. Guide's distrust of the OptiCem model. Testimony of John Guide, 275 ("it's wrong a lot"). When Halliburton rig personnel eventually informed Gagliano of BP's decision themselves, he responded by e-mailing BP modeling data suggesting again that more centralizers would be needed to prevent channeling. Internal BP document (BP-HZN-MBI 128708).
- 130 Testimony of Jesse Gagliano, 259; Testimony of Nathaniel Chaisson, 415.
- <sup>131</sup> BP, Deepwater Horizon Accident Investigation Report, 35. Mr. Guide disagreed with the BP report's conclusion in an interview with Commission staff. Guide, interview.
- 132 Internal BP document (BP-HZN-CEC 22670).
- 133 Ronald Sepulvado (BP), interview with Commission staff, September 1, 2010.
- <sup>134</sup> BP, Deepwater Horizon Accident Investigation Report, 66.
- <sup>135</sup> Fred Bartlit, letter to the National Commission, October 28, 2010 (reporting the results of cement testing).
- <sup>136</sup> If BP were looking, the one February test actually reported to BP could have prompted BP to question the design as well. BP argues that its failure to do so here is understandable given that it had hired one of the world's leading cementers specifically for purposes of designing and testing the cement slurry.
- 137 To the contrary, Halliburton's selection of conditioning time appears to have been haphazard at best. Lab personnel used different conditioning times (ranging from zero conditioning time to three hours) in each of the four foam stability tests that they conducted.
- 138 Internal Halliburton document (HAL DOJ 43).
- 139 Testimony of Daun Winslow, 209; Guide, interview.
- 140 Moreover, once the BP Well Site Leaders and crew realized that the annular preventer was leaking, they should have circulated out any spacer that had migrated below the annular preventer prior to continuing with the test. Testi-

- mony of John Smith, Hearing before the National Commission, November 9, 2010, 140-41.
- 141 The Commission agrees with others that there is no such thing as a "bladder effect" that could account for the pressures the rig crew was observing. There was no apparent explanation for the 1400 psi on the drill pipe other than that the well was flowing.
- 142 Transocean asserts that its personnel, including the driller and toolpusher, were not "in any way responsible for interpreting the negative pressure test or making the decision that the well was secure and work could properly proceed." Rachel Clingman, letter to Commission staff, November 16, 2010, 1. As the Commission's staff made clear at the November 8, 2010 hearing, the Commission is not tasked with deciding legal responsibility. Based on available evidence, however, Revette and Anderson agreed the negative-pressure test was a success and did not stop the job before moving on to the remaining temporary abandonment procedures. Testimony of Lee Lambert, 291; Internal BP documents (BP-HZN-CEC 20347, 20178).
- <sup>143</sup> Guide, interview.
- 144 Benjamin Powell, "BP Response to Presidential Commission's Preliminary Technical Conclusions," letter to Commission staff, November 22, 2010, att. 1, 3 (citing Hearing Before the Senate Comm. on Energy and Natural Resources, 111th Cong. (May 11, 2010) (statement of Testimony of Tim Probert, Halliburton President, Global Business Lines, Chief Health, Safety and Environmental Officer)).
- 145 Testimony of Mark Bly, 213; Testimony of Charlie Williams, Hearing before the National Commission, November 9, 2010, 45.
- <sup>146</sup> Testimony of Steve Lewis, 54, 124. BP argues that "[t]he use of additional mechanical plugs would have brought its own additional risks." Powell, letter, att. 1, 6 (citing API, *Recommended Practice 65—Part 2* (May 2010), § 3.1); Guide, interview. However, BP does not present any evidence that the Macondo team in fact evaluated those risks or compared them with the risks of setting a single surface cement plug in seawater 3,300 feet below the mud line.
- <sup>147</sup> Merrick Kelley (BP), interview with Commission staff, October 22, 2010; Industry expert, interview.
- 148 BP asserts that "[u]sing drill collars would have required unracking the drill pipe on the rig and then locating and re-racking drill collars—a set of additional operations with attendant risks." Powell, letter, att. 1, 5. BP does not provide any evidence to substantiate the extent of such "attendant risks" or whether they outweighed the risks of the procedure BP chose. Most significantly, BP offers no evidence that its Macondo team ever considered such risks or performed a rigorous comparative risk analysis.
- <sup>149</sup> Internal BP document (BP-HZN-CEC 8574).
- 150 Testimony of Mark Bly, 308. BP has suggested that the float valves provided an additional barrier to flow. BP, Deepwater Horizon Accident Investigation Report, 68. The Commission does not agree that float valves, even when converted, constitute a distinct physical barrier to flow, but instead reinforce the cement in the shoe track. Clawson, interview (indicating that Weatherford does not consider the float collar to be a barrier to hydrocarbons); API, Recommended Practice 65—Part 2 (May 2010), §§ 3.4, 4.4.3 (float valves not included in the list of subsurface mechanical barriers; float equipment used to prevent cement from flowing back into the casing).
- <sup>151</sup> Testimony of Darryl Bourgoyne, Hearing before the National Commission, November 9, 2010, 133.
- <sup>152</sup> Testimony of Charlie Williams, 46–53.
- 153 Testimony of Bill Ambrose, 380–84.
- 154 Between 8:00 and 9:49 p.m., the crew was performing a number of other activities that may have further confounded the data or at least distracted the driller. The crew was emptying various tanks on the rig into the active pit system, including "trip tanks" and "sand traps," which may have masked increased flow out of the well into the active pit system. At 9:18 p.m., a valve on one of the pumps blew, and a number of crew members from the rig floor went to fix it. Finally, the crew was operating one or both of the cranes on the main deck, which could have affected flow-out and volume readings.
- <sup>155</sup> Internal BP document (BP-HZN-OSC 5420).
- <sup>156</sup> Guide, interview.
- <sup>157</sup> *Ibid.*; Internal BP document (BP-HZN-MBI 193529-39).
- <sup>158</sup> It appears that the chain of command and responsibilities at BP during the execute phase were not well-understood by the Macondo Engineering Team Leader. When asked during an interview who was responsible for designing or amending the temporary abandonment procedures, the Macondo Engineering Team Leader said he would need to look at the company's chart of roles and responsibilities. Walz, interview.
- <sup>159</sup> Internal BP document (BP-HZN-MBI 117603).
- <sup>160</sup> Internal BP document (BP-HZN-MBI 128542).
- <sup>161</sup> Internal BP document (BP-HZN-OSC 6224).
- 162 There is a dispute as to whether BP personnel called back to shore that evening to discuss the data observed during the negative-pressure test. The Commission staff has to date seen no direct evidence of such a call. The staff's investigation is ongoing.
- <sup>163</sup> Internal BP document (BP-HZN-BLY 38354).
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- <sup>165</sup> Internal BP document (BP-HZN-BLY 38354).
- <sup>166</sup> Internal BP document (BP-HZN-BLY 38361).
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- <sup>168</sup> Internal BP document (BP-HZN-BLY 38362).
- <sup>169</sup> Internal Transocean document (TRN-PC 3227).
- 170 Transocean states that on April 5, 2010, it posted a short, two-page version of this advisory to an internal electronic document platform, which supervisors on the *Deepwater Horizon* had access to. But the advisory was limited to completion operations, and, as of this writing, Transocean has not offered any evidence that anyone on the rig actually saw or reviewed the advisory.
- 171 The industry and the international community also failed to adequately communicate lessons learned from the Montara blowout, which for ten weeks beginning on August 21, 2009 spewed between 400 and 1500 barrels per day of oil and gas into the Timor Sea approximately 150 miles off the northwest coast of Australia. David Borthwick, Report of the Montara Commission of Inquiry (The Montara Commission of Inquiry, Australia, June 2010), 5, 26. According to the Report of the Montara Commission of Inquiry, released on November 24, 2010, many of the technical and managerial causes of the Montara blowout track those at Macondo. For instance, the Commission of Inquiry concluded that the cement job in the "9 5/8" casing shoe failed, that there were numerous risk factors surrounding the cement job that went unheeded, and that the cement job was not properly pressure tested. Ibid., 7. According to the Commission of Inquiry:

The multiple problems in undertaking the cement job—such as the failure of the top and bottom plugs to create a seal after "bumping," the failure of the float valves and an unexpected rush of fluid—should have raised alarm bells. Those problems necessitated a careful evaluation of what happened, the instigation of pressure testing and, most likely, remedial action. No such careful evaluation was undertaken. The problems were not complicated or unsolvable, and the potential remedies were well known and not costly. This was a failure of "sensible oilfield practice 101."

*Ibid.* The Commission of Inquiry went on to conclude that while the "absence of tested barriers was a proximate cause of the Blowout," the deeper failure was a systemic failure of management on the part of the operator, PTTEP Australasia. *Ibid.*, 9.

- <sup>172</sup> Testimony of Rex Tillerson, Hearing before the National Commission, November 9, 2010, 250–52; Testimony of Marvin Odum, Hearing before the National Commission, November 9, 2010, 278–79.
- 173 30 C.F.R. § 250.1721(d).
- <sup>174</sup> 30 C.F.R. § 250.141(a).
- <sup>175</sup> Internal BP document (BP-HZN-OSC 1436).
- <sup>176</sup> Internal BP document (BP-HZN-MBI 127906). MMS approved a number of other requests by BP for deviations on the Macondo well. None of those other approvals appear to have contributed to the blowout. However, they do suggest that the MMS staff did not spend much time deciding whether to grant the requests, which may have been due to the severe funding and staffing shortages in the New Orleans office.

#### **Chapter Five**

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## **Chapter Nine**

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- $^3$  These terms are taken directly from the Council on Environmental Quality (CEQ) NEPA implementing regulations. 40 C.F.R. § 1508.28.
- <sup>4</sup> 40 C.F.R. §1508.4.
- $^{5}$  A "Development Operations Coordination Document" in the Gulf of Mexico is functionally the same as a "Development and Production Plan" in other LES regions.
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- <sup>7</sup> Minerals Management Service, MMS 2007-018 Gulf of Mexico OSC Oil and Gas Lease Sales: 2007-2010 Final Environmental Impact Statement (April 2007), Volume I, 2-3 to 2-5.
- <sup>8</sup> Minerals Management Service, MMS 2007-026 Chukchi Sea Planning Area Oil and Gas Lease Sale 193 and Seismic Surveying Activities in the Chukchi Sea Final Environmental Impact Statement (May 2007), Volume I, 1.
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- <sup>21</sup> 30 C.F.R. §§ 250.410-418.
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- <sup>23</sup> Transcript, Deepwater Blowout Containment Conference (September 22, 2010), http://www.doi.gov/news/video/ Deepwater-Blowout-Containment-Conference.cfm.
- $^{24}$  Doug Suttles, interview with Commission staff, October 13, 2010.
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- <sup>26</sup> Public information should further be provided in languages and formats that are understandable to individuals with limited English proficiency and individuals with disabilities. ESF #8—Public Health and Medical Services Annex at 7.
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## **Chapter Ten**

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