

Message

From: Stutz, Rachel [/O=MSXBP/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/[REDACTED]]
Sent: 21/03/2016 18:52:32
To: Commins, Riona [/O=MSXBP/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/[REDACTED]]; Bondy, Rupert [/O=MSXBP/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/[REDACTED]]; Lynch, John E Jr. (Jack) [/O=MSXBP/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/[REDACTED]]; Morrell, Geoff [/O=MSXBP/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/[REDACTED]]; Minge, John C [/O=MSXBP/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/[REDACTED]]; Nash, Mike A (Legal) [/O=MSXBP/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=Mike.A.Nash]; Gase, Karen K [/O=MSXBP/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/[REDACTED]]; Sidoti, Elizabeth [/O=MSXBP/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/[REDACTED]]
Subject: RE: Privileged/Confidential -- For Monday Call -- Draft Lieu response

Redacted - Privilege

Rachel Stutz
Office
Mobile
[REDACTED]

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From: Commins, Riona
Sent: Monday, March 21, 2016 2:51 PM
To: Stutz, Rachel; Bondy, Rupert; Lynch, John E Jr. (Jack); Morrell, Geoff; Minge, John C; Nash, Mike A (Legal); Gase, Karen K; Sidoti, Elizabeth
Subject: RE: Privileged/Confidential -- For Monday Call -- Draft Lieu response

Redacted - Privilege

From: Stutz, Rachel
Sent: 21 March 2016 17:29
To: Bondy, Rupert; Lynch, John E Jr. (Jack); Morrell, Geoff; Minge, John C; Commins, Riona; Nash, Mike A (Legal); Gase, Karen K; Sidoti, Elizabeth
Subject: RE: Privileged/Confidential -- For Monday Call -- Draft Lieu response

Redacted - Privilege

Rachel Stutz

Office: [REDACTED]

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[REDACTED]@bp.com

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From: Stutz, Rachel

Sent: Friday, March 18, 2016 3:23 PM

To: Bondy, Rupert; Lynch, John E Jr. (Jack); Morrell, Geoff [REDACTED]@bp.com); Minge, John C [REDACTED]@bp.com); Commins, Riona; Nash, Mike A (Legal); Gase, Karen K; Sidoti, Elizabeth [REDACTED]@bp.com)

Subject: Privileged/Confidential -- For Monday Call -- Columbia Journalism School inquiry

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Rachel Stutz

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[REDACTED]@bp.com

This email message and any attachments are confidential and may be privileged. If you are not the intended recipient of this email, please advise the sender immediately.

From: Nicholas, David H
Sent: Tuesday, March 15, 2016 11:10 AM
To: Sidoti, Elizabeth; Stutz, Rachel; Clanton, Brett
Subject: For LitComms: re Exxon Valdez

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David Nicholas
Head of Group Press Office, BP.
Te [REDACTED]
Email [REDACTED]@bp.com

BP International Limited. Registered office [REDACTED], number 542515.

From: Dino Joseph Grandoni [mailto:[REDACTED]@columbia.edu]
Sent: 15 March 2016 14:03
To: Nicholas, David H
Cc: Susanne Rust Papenfus
Subject: Exxon Valdez

Hi David,

Hope you're well. My name is Dino Grandoni, and I'm a reporter based at Columbia Journalism School as part of its Energy and Environment Reporting Fellowship. Our stories are published in the Los Angeles Times. Susanne Rust, the editor of the fellowship, is CC'd, as well.

In 1975, the U.S. Geological Survey started issuing warnings that the Columbia Glacier in Prince William Sound was becoming increasingly unstable as a result, in part, of climate warming, and that it was likely to start to calving icebergs into the shipping lanes around Valdez, potentially imperiling the tankers moving through them.

Representatives from Alyeska and its member companies, including Sohio, then a BP subsidiary, met with USGS glaciologists twice to discuss the glacier — once in 1975 and again in 1984, when it was clear the glacier was receding.

Also in 1984, Art Klinge, an employee of Sohio, published a study on the flow of icebergs into shipping lanes. He determined that it would increase as the glacier retreated.

On March 24, 1989, the Exxon Valdez, filled with oil from the Alyeska pipeline, moved out of the shipping lanes to avoid icebergs. Although the accident was largely blamed on the mishandling of the crew (captain was drinking, not present on deck) - it was ice that caused the tanker to move off-course in the first place.

In 1994, the Overseas Ohio, chartered by BP, collided with an iceberg in Prince William Sound. It did not spill oil because it was empty.

Here are our questions for BP:

- 1) It is clear from the documents we've obtained that BP was aware of the risks the deteriorating glacier posed to its oil tankers. Did BP disclose these risks to shareholders? If so, by what means? If not, why?
- 2) Can we speak with Art about his iceberg study, if BP would make him available for comment?

Thanks in advance. We look forward to your comments.

Sincerely,
Dino and Susanne

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Dino Grandoni

