

Ex. 33

MISSOURI STATE HIGHWAY PATROL
REPORT OF INVESTIGATION

STATE CONTROL NO.: 05 362 024 063
REPORTING OFFICER: SERGEANT M. S. DOCHTERMAN 0250
OCC TYPE: TAUM SAUK RESERVOIR BREACH
COUNTY: REYNOLDS
DATE/TIME: DECEMBER 14, 2005
OFFENSE STATUS: INVESTIGATION CONTINUING
LOCATION: LESTERVILLE
REPORT DATE: 02/16/07
TROOP OF OCCURRENCE: G
SCENE PROCESSED: N
DDCC AT SCENE: N

DETAILS OF INVESTIGATION

~~State~~ Exhibit No. 33
Date ~~Aug 21~~ Case No. ~~ES-2007-~~
Reporter ~~mv~~ 0979

INTERVIEW WITH STEVEN J. SCHOOLCRAFT

1. On Friday, February 16, 2007, approximately 1325 hours, Sergeant Thomas Breen of the Missouri State Highway Patrol's Division of Drug and Crime Control and I interviewed Steven J. Schoolcraft, Generation Coordinator, Ameren Union Electric Company. The interview was conducted in a private office at Ameren's headquarters in St. Louis, Missouri. Present during the interview were attorneys Robert T. Haar and Lisa A. Pake of Haar & Woods LLP. The interview concluded at approximately 1357 hours.

2. Steven J. Schoolcraft is a white male, date of [REDACTED]. He resides at [REDACTED]. His residential telephone number is [REDACTED]. Schoolcraft has been employed with Ameren since August of 1985.

3. Schoolcraft provided the following statements: Schoolcraft stated that his job was working on Ameren's energy trade floor. He has had that job since 2000. His immediate supervisory is Tim Lafser. Schoolcraft stated his job is more of coordinating. He stated there is an approval process that looks at options, disputes, and scheduling conflicts. Schoolcraft stated there usually are no conflicts. He stated the "plant" wins if there are any arguments. The "plant" is closer to what is actually going on, so the "plant" has the final say. Schoolcraft stated other companies trade, but it is not like the New York Stock Exchange. He stated he does receive bonuses when target goals are met. ~~At the time of the breach, Ameren moved to an~~ energy-trading bonus to the management bonus plan. Schoolcraft was asked if he ever made decisions on trading to obtain bonuses. He stated, "To be honest, it never affected my decision at all."

4. Sergeant Breen requested Schoolcraft to explain some emails that he had either received or sent concerning the Taum Sauk plant. Schoolcraft received emails from Richard Cooper, dated October 10, 2005, and October 11, 2005, (SHP 004126-4128). The emails were concerning the subject of Taum Sauk problems. There was an attachment of the upper reservoir gauge piping broken loose with the email. Schoolcraft stated that he did not remember the email, but does remember the details that needed "special conditions" to allow a diver to get into the reservoir to work. Schoolcraft stated that "special conditions" was to have the levels of the upper reservoir at

certain depths to enable the diver to work on the gauge piping. Schoolcraft stated he received the email just for notification, and it was not a specific request to generate the upper reservoir up or down. Sergeant Breen asked Schoolcraft if he suggested the best economic windows for the outage for the diver. He stated that he could not remember. He stated that he was not in a position to "outright" deny the request for an outage. He stated there would be ~~negotiations~~ ^{discussions}. He stated there was never a definite date for the outage. Schoolcraft stated, "The final repair was never done. They didn't relay it as an urgency, so we left it in their hands." Sergeant Breen asked Schoolcraft, "What are some things that you watch to determine trading?" Schoolcraft stated, "(weather) Forecasts and power market if gas prices go up or down."

5. Schoolcraft received an email from Steven Bluemner, dated November 23, 2005, at approximately 0959 hours, (SHP 001599). The email was concerning the subject of Taum Sauk Plant Spring 2006 outages. The email stated, "Regarding the level gauge piping, all materials are on hand to make the repairs and, as you know, I tried to get this completed in early November but couldn't work out the schedule with Power Supply due to the warm weather." Schoolcraft stated he didn't remember the details as to why they could not work out the schedule. He believed it was due to the warm weather, but did not know if the stated market was high or low. He stated there was no urgency stated by the plant to get gauge piping fixed. Schoolcraft stated, "I don't remember exactly what the reason was why we couldn't find a window, just that it wasn't there." Schoolcraft stated, "The thought process was that the plant brought up the problems, safety (issues), and damage aspects, ^{THEY} it was not a scheduling issue, it was out of our hands." He added, "This is an issue of not knowing it was a safety issue."

6. This investigation is continuing.

M. S. Dochterman, Sergeant
Division of Drug and Crime Control
Troop C

MSD:lmm

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WITNESS NAME: SCHOOLCRAFT, STEVEN J.
ADDRESS: [REDACTED]
DOB: [REDACTED]
PHYSICAL DESC: SEX: M RACE: W
PHONE NUMBER: HOME [REDACTED] WORK