

**Statement of James Warren
Former KBR Convoy Truck Driver in Iraq**

I worked as a truck driver for Kellogg Brown & Root ("KBR") in Iraq from October 2003 to the end of March, 2004. I started at orientation in Houston from September 2-28, 2003, where KBR put everybody up at various hotel. I stayed at the Hyatt Regency. We were served catered food from waiters wearing tuxedos. I then flew to Kuwait, where I was assigned to Camp Cedar II in southern Iraq. I drove supply trucks between Camp Cedar II and Camp Anaconda in Balad, north of Baghdad. I also worked at the TDC Yard near Kuwait City supervising third country nationals and helping them load and unload trucks. Before coming to Iraq, I worked as a truck driver for 13 years. For 11 years, I worked for private trucking companies, including Builders Transport, Cal-Ark International, and Truck Service Corp. For two years, I worked as an independent truck driver.

During my time in Iraq KBR didn't seem to care about what happened to its trucks. KBR bought its trucks new, usually Mercedes or Volvo, with virtually no milcage on the odometers. KBR removed the spare tires from the trucks on my convoys. I don't know why they did this. But on one convoy, one of the trucks got a flat tire. Since we didn't have any spares, we had to leave the truck on the side of the road. As someone who has been in trucking for 13 years, I do not understand how a company could ditch a brand new truck because they didn't have a spare tire. No trucker I know would have been that careless with his own truck.

For the first four months I was in Iraq, it was common to torch trucks that were abandoned. I personally saw the Army put burn grenades into the gas tanks and the transmission of a truck to basically destroy it so the Iraqis couldn't have it. Army torched the trucks even though we all carried chains and could have towed them to be repaired.

Basic maintenance was non-existent. The only maintenance that I saw done was changing tires and some electrical work. The biggest problem was that KBR provided no air filters, fuel filters, or oil changes for these trucks. Especially in Iraq, these trucks should have been getting replacement filters and oil changes on a regular basis. By the time I left Iraq about six months later, the truck assigned to me had 59,000 miles on it and never got a single oil change. The joke from one of the two or three mechanics we saw working out of a Conex container was, "We may not have any filters, but Iraq has plenty of oil."

While I was driving for these KBR convoys, people would steal things off the trucks on a daily basis. It was quite obvious. I heard the phrase, "let's go shopping." I personally witnessed thefts. Sometimes I would wake up inside the truck as it was rocking back and forth from people on top of the truck loosening boxes and taking things.

Security was part of it. The theft was rampant. Most of the stealing was done between 9 pm and midnight, when the trucks were at Camp Anaconda. I reported this to my convoy commander, Don Martin, who told me, "Don't worry about it, it's the Army stealing from the Army."

In March, I called Randy Harl personally, who I believe was the president of Halliburton. I had his home phone, his cell phone, and his work phone. I called him up and told him about the theft going on at night at Camp Anaconda. He promised he would get to the bottom of it, and thanked me.

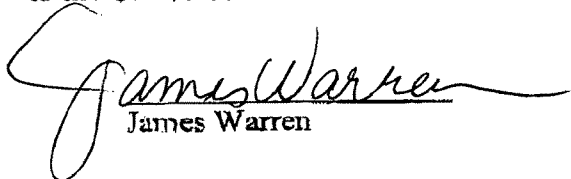
I never saw any evidence that KBR tried to stop the theft after my call to Mr. Harl. No KBR officials ever asked me about the theft after the call.

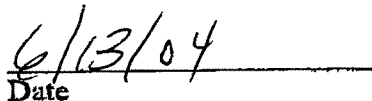
A problem was that KBR wasn't using enough containers on the trucks. Instead, they would just strap down the supplies on flatbeds. They couldn't secure all the supplies that way. People could just loosen the straps and take things away. Also, supplies would just fall off the trucks. An Army escort traveling with our convoy told me he recovered some valuable helicopter radios that fell off some of our trucks. Containers are also easier to load and unload. I know from when I worked at the TDC Yard that there were a lot of containers just sitting empty in Kuwait. Even if KBR used up all of those containers, they should have gotten more — it would have saved money in the long run since they are more efficient and they prevent loss and theft.

Another problem was that we didn't have manifests for our cargo. I was never required to certify that the supplies I started with were the supplies I ended with. I have no idea how KBR accounted for all the equipment that was stolen and lost.

On a lot of the convoys, there were empty trucks. Normally, convoys had 28 flatbed trucks. There were plenty of times we would run with seven, eight, even a dozen empty trucks. Sometimes we had to carry equipment and supplies out of Camp Anaconda — we called this "retro." We would also have empty trucks both coming and going, which didn't make any sense. One time, there were 27 empty trucks in one convoy. It just didn't seem like there was good planning about where things were going and when. This was a major waste of time and money, and it put us and our military escorts in danger for absolutely no reason.

About three weeks after I spoke with Mr. Harl, I was called in to the headquarters at Camp Cedar II. They also called in my foreman, who sat next to me during an interview. They said that I knew who was ordering truck drivers to force Iraqi cars off the road. In fact, it was the convoy commanders, their superiors, and the military who told us to maintain the integrity of the convoys at all costs. My foreman, his superiors, and the military escorts had all told us, "If they don't move out of the way, just get them off the road." During this interview, I would not provide the names of the people who gave us these orders, especially when one of them was sitting right next to me. About five days later, as a result of this interview, KBR transferred me to Kuwait. After about another two weeks, KBR terminated my employment, and I was sent back to the United States.


James Warren


Date