

ATTACHMENT 29 – *INTERVIEW OF ENBRIDGE MARSHALL PLM CROSSING COORDINATOR*

UNITED STATES OF AMERICA
NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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ENBRIDGE OIL SPILL
MARSHALL, MICHIGAN

* Docket No.: DCA-10-MP-007

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Interview of: BENJAMIN CAMP

Conference Room
Holiday Inn Express
630 East Chicago Street
Coldwater, Michigan

Thursday,
July 29, 2010

The above-captioned matter convened, pursuant to notice,
at 9:38 a.m.

BEFORE: KARL GUNTHER
Accident Investigator

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I N T E R V I E W

(9:38 a.m.)

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3 MR. GUNTHER: I'm Karl Gunther from the National
4 Transportation Safety Board. We are doing interviews related to
5 an accident oil spill that occurred in Marshall, Michigan on July
6 25th, 2010.

INTERVIEW OF BENJAMIN CAMP

7
8 BY MR. GUNTHER:

9 Q. Could you please give your name, address, and phone
10 number for the record?

11 A. Yes, my name is Benjamin Joshua Camp. My address is
12 , Michigan .

13 Q. And could you give your job title and company
14 affiliation?

15 A. I am a crossing coordinator at the Marshall PLM for
16 Enbridge Energy in Marshall, Michigan.

17 Q. Can you describe the actions that you took regarding the
18 oil spill? Just start at the beginning and just give me a
19 narrative of what you did?

20 A. I received a phone call at approximately 11:30 Monday
21 morning -- I believe that's the 25th -- from Tom Fridel in
22 Chicago, and stating that there was a report of an oil leak. I
23 grabbed the two guys we had on site. We grabbed our half-masks
24 and safety gear FR, went down the road on Old 27. Met with some
25 folks from Consumer's Energy on the right of way. They had

1 reported -- they verbally reported there was oil back in the
2 swamp. They said there's an easier way to get to it. We got in
3 the vehicles, drove back to Division Drive, and then down to -- I
4 think it's Brooks Drive, to go back to the right of way.

5 And I stopped the Consumer's Energy guys; I told them to
6 stay back. I donned my half-mask and the rest of my safety gear
7 with a gas detector and, keeping everyone back, I proceeded to
8 walk the right of way until I came to the swamp and found oil on
9 the ground. I took a reading on my gas detector from where I was.
10 I walked back, told the other guys they have oil on the ground,
11 and proceeded to call the control center and inform them that I
12 had confirmed oil on the ground.

13 Q. Okay. When did you arrive on the site?

14 A. Approximately 11:45. So, 15 minutes after I received
15 the call, we were on the site.

16 Q. And when did you call Enbridge with the confirming the
17 oil on the ground?

18 A. At 11:45, as soon as I saw the oil.

19 Q. Okay.

20 A. And I was safe to use the phone obviously.

21 Q. What formal training do you have?

22 A. Wow, that's a big list. We have HAZWOPER training. We
23 have boom deployment training. Sorry, I'm a little fuzzy. We are
24 trained for emergency response; annually we do exercises. We do
25 desktop deployment exercises. Locator training. You name it,

1 we've been trained on it pretty much.

2 Q. And how long are the classes? How often are they given?

3 A. Most everything is annual, and most of our training for
4 emergency response is eight hour training.

5 Q. Now, do you all have exams, and if so, what kind?

6 A. We have verbal exams and written exams.

7 Q. Are you qualified under your company's OQ program?

8 A. Yes.

9 Q. How many years of experience do you have?

10 A. I've been with the company almost five years. I was a
11 pipeliner for a little over a year, and was a crossing coordinator
12 for about almost four years.

13 Q. Okay, after you made the call to Enbridge confirming oil
14 on the ground, what else did you do?

15 A. I had a rider with me, Jeff Rahn. He proceeded to make
16 phone calls; I was driving the truck. We left another employee at
17 the site. We proceeded down the road, saw fire trucks, and we
18 stopped at the Talmadge Creek on Division Drive and talked to the
19 fire department, and then proceeded downstream.

20 We saw oil at that creek, a heavy amount of oil, so we
21 continued downstream on the creek to attempt to find an end to the
22 oil. We found -- we went to A Drive North and found it was just a
23 very light sheen of oil coming through, so we knew it hadn't
24 gotten very far.

25 We set up booms and absorbent booms. Went to a

1 landowner -- I met up with Brian Whittaker, the electrician for
2 the Marshall station. Went to a landowner on the south side of A
3 Drive South. They had a driveway going to a gravel pit. Checked
4 the creek there where it crossed. Just a very light sheen. Spoke
5 to the landowners and told them we might need to access this site
6 and set up a boom. Then proceeded to upstream of the creek to 15
7 1/2 Mile Road and found heavy amounts of oil there, so we went
8 back to the station, got our vac trucks, our single vac truck, our
9 gang truck, flatbed semi-truck, and our boom trailer; went back to
10 15 1/2 Mile and set up and started sucking oil. We did that -- we
11 were there within 15 minutes. I think approximately 12:05, I
12 think we were set up and sucking oil.

13 Q. Do you have any idea when the oil hit Kalamazoo Creek or
14 Kalamazoo River?

15 A. At 12:05 when we reached 15 1/2 Mile with a vac truck,
16 we had a moderate amount of oil. I stayed there until we had
17 relief. I am not sure how long it would have taken it. I would
18 assume quite some time before it actually got to the river, but,
19 like I said, when I was at A Drive we had a sheen, so --

20 Q. All right. Did you observe anything unusual?

21 A. Other than oil in the creek?

22 Q. I mean, anything --

23 A. No, nothing unusual.

24 Q. Okay, and did you see any environmental damage or --

25 A. Plant life, you know, that was it.

1 Q. Did you respond to any other leaks on the accident
2 pipeline?

3 A. No other leaks, no.

4 MR. GUNTHER: All right. Okay. Matt, have you any
5 questions?

6 MR. NICHOLSON: Yes.

7 BY MR. NICHOLSON:

8 Q. I am Matt Nicholson, NTSB, Washington, D.C., the IIC on
9 this investigation, and I've got some follow-up questions. And I
10 apologize. I left the room for just a short while, so I might not
11 have gotten all of this. You said you arrived on scene at 11:45,
12 right?

13 A. To the best of my knowledge, yes. I checked my phone
14 records, so.

15 Q. And when you got there, where did you go to? You saw
16 oil. Where was that at?

17 A. It was directly on our pipeline right of way south of
18 Division Drive approximately a quarter mile, and west of Old 27,
19 approximately a half-mile.

20 Q. And at that point your first response was to call back
21 to the operation center?

22 A. Control center and make sure they isolated the line.

23 Q. Okay. So the conversation you had is, "I've got oil on
24 the ground," and the action they took was to shut the --

25 A. I believe the valves were already shut, but that was --

1 it was confirmed that that valves were shut.

2 Q. Were they already shut or was it just confirmed -- so
3 the conversation you had went how? I mean --

4 A. We have -- I talked to the person at the control center.
5 I believe it was Greg. I didn't get a last name. He said, "We
6 have the valves shut, two upstream and two downstream." I can't
7 confirm whether they were already shut or whether they shut them
8 at that time.

9 Q. So talking to Greg, it sounds like -- did he mention
10 that they had also noticed a problem on the line or --

11 A. No.

12 Q. He just simply said the valves are already shut? No --

13 A. It was a very short conversation.

14 Q. And you immediately went into emergency mode?

15 A. Yes.

16 Q. You've got an emergency response procedure that you
17 follow? Company policy?

18 A. Nothing -- I didn't have anything written, but yes, I
19 have training that --

20 Q. And that training tells you to?

21 A. Try and stop the oil before it -- you know, stop it as
22 soon as you can.

23 Q. Okay.

24 A. Try and contain the situation.

25 Q. And to do that you went back to the Leggitt Road

1 facility?

2 A. Went to the Leggitt Road facility and got what equipment
3 we had. We only had three employees at the time, including
4 myself. We also had the electrician, but he was stationed with
5 the fire department trying to help, I guess, quarantine the area.

6 Q. Okay.

7 A. So we went back to Leggitt Road to the Marshall PLM and
8 grabbed our equipment and proceeded to 15 1/2 Mile.

9 Q. And your equipment would have been the booms?

10 A. We have, yes, booms, absorbent pads, and absorbent
11 booms.

12 Q. And you said you had boom -- there is training provided
13 on how to deploy the booms?

14 A. Yes. We have annual training. We'll actually take a
15 boat out, set boom on a river or lake.

16 Q. That's annual training?

17 A. Yes.

18 Q. So which booms were deployed? I mean you said
19 absorbents and --

20 A. Both. Everything we had.

21 Q. Where do you -- do you put the boom across the river?

22 A. We put it across the river so that we could try and
23 funnel it to get a vac truck on it, because at that time we had no
24 idea how much oil was released. We were just trying to make an
25 effort.

1 Q. And that boom went down in the Talmadge Creek, is that
2 what it was?

3 A. Yes.

4 Q. And how far away from where you noticed the initial
5 spill to where you put the boom? How far downstream did you have
6 to put that boom from where you think the rupture site --

7 A. As the crow -- I'm not sure of the specific route or the
8 creek, so I couldn't tell you exact distance as far as the creek
9 goes, but it was approximately a mile from the site to the 15 1/2
10 Mile where we initially set up the first vac truck.

11 Q. So I don't know anything about putting booms down, but
12 your training, I guess, tells you. Do you just go to the leading
13 edge of the sheen and trap it, or do you set up --

14 A. Shore to shore. It was a narrow creek so we went shore
15 to shore.

16 Q. And then at 12 -- that was somewhere between 11:45 and
17 12:05 that the booms are put down, and then about 12:05 you
18 thought you had vacuum trucks in there?

19 A. We had a vacuum truck.

20 Q. A single truck?

21 A. Yep. And we started pulling oil.

22 Q. At that time did it appear it was still seeping out of
23 the lawn, I guess?

24 A. I'm --

25 Q. You don't know?

1 A. I couldn't tell you.

2 Q. So you continued to put the booms down and apply
3 absorbents for how -- when did you get support? Was there --

4 A. Approximately 1:30. We had lots of fire department -- I
5 believe the DNR was there. There was several police, but other
6 than that --

7 Q. So police were on scene, fire --

8 A. It was the three Enbridge employees including myself
9 that were the ones there pulling oil.

10 Q. Did you notify your supervisor, or what are you to do in
11 that situation?

12 A. Yes.

13 Q. And who is that?

14 A. Rusty Smith. He was on vacation.

15 Q. You called him on his personal phone?

16 A. I did call his work phone and he answered.

17 Q. And from there he got you the support you needed, I
18 suppose?

19 A. (No verbal response.)

20 MR. NICHOLSON: Okay, that's all I've got for now. I'll
21 pass it on.

22 MR. GUNTHER: Any of PHMSA?

23 BY MR. PIERZINA:

24 Q. All right. I'm Brian Pierzina with the Pipeline and
25 Hazardous Materials Safety Administration.

1 The downstream valve from the failure site, is that a
2 remote valve or a manual valve?

3 A. I'm fairly certain that is a remote valve.

4 Q. The person that you talked to that said the valves were
5 shut, that was at the control center?

6 A. That was Greg at the control center.

7 Q. Greg at the control center, and he said they were shut.
8 But you don't know who would have shut it?

9 A. It had to have been remote then if that --

10 Q. Right. Okay.

11 A. Yeah, it had to have been.

12 Q. How long did it take to fill up your vac truck?

13 A. It took quite a while. It took quite a while because
14 the flow of the river was difficult.

15 Q. Okay. So when your vac truck got full, what did you do
16 next?

17 A. I'm not sure if I was there when the vac truck got full.
18 We were trying to set up a skimmer that we had, but we were short
19 people and vehicles to go back to the shop and get extra
20 equipment, such as a compressor. So as I recall, I went back to
21 the shop to gather more supplies.

22 Q. Do you have any sense for when, you know, additional
23 Enbridge employees began to arrive outside of you three and the
24 electrician?

25 A. No.

1 Q. Do you know who they were?

2 A. Mick Collier was the first one I saw. We also had Jim
3 Meny, the mechanic at Marshall PLM. He was there relatively
4 swiftly. I unfortunately don't have the time.

5 Q. All right, one second. That's Jim Meny?

6 A. M-e-n-y.

7 Q. The three of you that were on site initially were
8 yourself, Jeff Rahn --

9 A. R-a-h-n.

10 Q. -- and Brian Whittaker, correct?

11 A. Uh-huh.

12 Q. The initial was actually Philip Heath?

13 A. Philip Heath. He is a pipeliner at Marshall.

14 Q. Okay, all right, and you -- just help me out. I think,
15 basically, you've tried to throw everything that you had at it at
16 Marshall as soon as you could, as fast as you could?

17 A. Yes.

18 Q. And what's the next resources that you had as far as
19 boom, vac trucks, and stuff, where did that come from?

20 A. I think possibly Bay City.

21 Q. Bay City. All right.

22 A. I couldn't keep track of everything. Once the
23 supervisors got there, I just was a drone and just did what they
24 told me.

25 Q. I understand. And I imagine as far as time, a sense of

1 time, you don't know when stuff started showing up or --

2 A. No.

3 Q. And at that point did you just remain on duty in a
4 support role basically till --

5 A. Yes. Till at least 11:00.

6 Q. That night?

7 A. Before I got relief, yes. Before the other crews
8 started -- enough employees showed up to allow some to go home.

9 MR. NICHOLSON: All right. Thank you very much.

10 MR. GUNTHER: Okay, Enbridge?

11 BY MR. JOHNSON:

12 Q. Jay Johnson with Enbridge. Just maybe for
13 clarification, you're a crossing coordinator but part of the
14 pipeline maintenance crew? From a training standpoint.

15 A. Yes. I've received almost all of the same training as a
16 pipeliner or the supervisors.

17 Q. Basically, though, all of those training records, which
18 I understand why you don't remember them all, those are stored by
19 Rusty or as far as --

20 A. Yes. That and the Griffith office keeps --

21 Q. So, if they wanted records -- which may become part of
22 this -- I mean, we will contact your supervisor or the Region
23 office.

24 A. Yes.

25 MR. JOHNSON: And maybe I didn't hear this correctly,

1 but, Karl, did you ask if there was any other leaks you responded
2 to, in general, or --

3 MR. CAMP: Oh, yeah --

4 BY MR. GUNTHER:

5 Q. It was around that same time, and was this the only leak
6 or were there other leaks?

7 A. Can you give me a more specific time period?

8 Q. So on the 25th and into 26 --

9 A. Of July of 2010?

10 Q. Right.

11 A. No, that was the only leak I responded to.

12 MR. JOHNSON: Okay. Yeah, because that, if you will, I
13 didn't understand the question, so I didn't know what --

14 MR. CAMP: Thank you for clarifying that.

15 MR. GUNTHER: Did you say whether there's another leak
16 or you know whether there's one leak?

17 BY MR. JOHNSON:

18 Q. I have got -- have you been involved with responses to
19 any other leaks?

20 A. Yes, I have.

21 Q. Okay.

22 A. In the five years I've been with the company, yes.

23 Q. So have any of the other leaks been leaks on water or
24 water-involved?

25 A. Give me just a sec here to picture everything. We had

1 one small leak that went into a dry drainage ditch, but nothing on
2 any body of water, any flowing river, nothing like that.

3 Q. As part of your training, and I kind of heard you say
4 you do tabletop experiences and responses. Have any of those
5 involved exercises on water for place a boom and whatnot?

6 A. Yes.

7 Q. Okay. As far as the valves go on your position, would
8 you be called on to close a valve? I mean, is that your position
9 or would that be, like, Brian or Darrell that would be called?

10 A. They would contact either a mechanic or an electrician
11 for that. As a last resort, I may. I believe I am capable.

12 Q. And then you talk about the training, when you were
13 there you responded with what you had with you based on your
14 training. But your emergency response training is based on Book
15 Seven Emergency Response, is that what you're referring to as far
16 as your training and what to do?

17 A. Yes.

18 Q. Just from a time frame from my standpoint -- and, you
19 know, I've been out here with you since Monday. It gets kind of
20 confusing. How many people were on, if you will, were scheduled
21 to be on the crew that date? Any idea? I mean, because I know
22 Rusty was on vacation. So, were you at the office or were you at
23 the pipeline maintenance facility when the calls came in?

24 A. Yes.

25 Q. Who else was there, do you remember?

1 A. Phil Heath, Jeff Rahn, Jim Meny was there and his
2 daughter, which was a summer student, Alyssa Meny. They were the
3 initial ones there at 7:00, and then Brian Whittaker, his shift
4 normally starts at 8:00. I believe he comes in usually at about
5 7:30, so he was there.

6 Q. All right. I don't have anything else.

7 Oh, did you have something?

8 A. Darrin Frantris called in sick that day. He would
9 normally have been there.

10 MR. PIERZINA: Ben, I apologize. I did think of a
11 couple other things.

12 BY MR. PIERZINA:

13 Q. As an Enbridge crossing coordinator, your primary
14 responsibility relates to responding to locates and excavation
15 involving the pipeline; is that correct?

16 A. Correct.

17 Q. Were there any excavations taking place, say, from
18 Marshall pumping station to Old 27 and -- go back as far as you
19 can. Anything recent, within -- if anything at all, you know,
20 within a year or two, basically any digging anywhere near the
21 pipeline --

22 A. To my knowledge within the time period that I was a
23 crossing coordinator, we've never had a dig on that section of
24 right of way.

25 Q. Thank you. And not -- you or any foreign contractor,

1 pipeline company or utility? I'm just trying to get a sense if
2 anybody might have been digging in that area at any known point in
3 the past?

4 A. No, there would not have been.

5 MR. JOHNSON: And it's Enbridge's policy that we don't
6 allow other people to watch over crossings. They're our lines.

7 MR. CAMP: Correct. An Enbridge employee will be there
8 to inspect whenever anyone digs on the pipeline or near it.

9 BY MR. NICHOLSON:

10 Q. Anyone, including Enbridge?

11 A. Including Enbridge. Whether, say, Enbridge hires a
12 contractor to dig on their pipe, we have to have an Enbridge
13 personnel there to inspect.

14 Q. And so you said there have been no excavations on that
15 segment of line in how long?

16 A. That I'm aware of.

17 Q. And you've been there --

18 A. I've been a crossing coordinator for about three-and-
19 three-quarter years.

20 Q. Okay.

21 BY MR. JOHNSON:

22 Q. If we wanted to look at the records of that area, would
23 any crossings be in the pipeline activity reports?

24 A. Should be, yes.

25 Q. And that's something that Brian's asked for.

1 MR. PIERZINA: We would like, yeah, any --

2 MR. GUNTHER: I was going to say Miss Utility reports
3 would have that as well.

4 Fish and Wildlife?

5 MR. TIDWELL: No.

6 MR. GUNTHER: Okay. Anybody have any additional
7 questions?

8 MR. NICHOLSON: Yeah, I've got some follow-up questions
9 to ask. I'll keep bugging you here.

10 BY MR. NICHOLSON:

11 Q. So, your title, I'm sorry, was you're a crossing and
12 excavations?

13 A. Crossing coordinator is my title.

14 Q. Oh, crossing coordinator is your title?

15 A. Yep. I handle utility crossings on our pipelines.

16 Q. Okay, and then you referred to someone else as a
17 pipeline or a pipeliner. Is there another title for a person
18 that's actually turning the valves and managing the --

19 A. We have pipeliners. They're the laborers and general
20 maintenance people and emergency response.

21 Q. Okay. So we talked about the valves and whether they
22 were manual or remote actuated, and you said you called the
23 command center and they told you the valve was shut, and that
24 indicates maybe it's a remote-actuated valve?

25 A. I know for sure one downstream, one upstream closest to

1 our remote, the other two would have to be.

2 Q. Were you asked to -- did anyone go confirm whether those
3 valves were truly shut?

4 A. I'm sure they did, but I --

5 Q. It wasn't you?

6 A. I have no information on that to confirm.

7 Q. Okay. And you describe as yourself, one, two, three --
8 yourself and four other people at the maintenance facility that
9 morning?

10 A. Including our summer student, Jim Meny's daughter,
11 Alyssa Meny, there would have been five additional.

12 Q. Five.

13 A. But Alyssa is not emergency response. She's just there
14 to help out.

15 Q. Right. So really, typically, it's four additional?

16 A. Correct.

17 Q. Five total, and one was actually sick this time?

18 A. Correct.

19 Q. And that's a typical shift at the maintenance station?

20 A. Not a typical because typically our supervisor would be
21 there, so that would add another person. But since he was on
22 vacation, I was helping out.

23 Q. And a shift starts at 7:00?

24 A. 7:00 a.m. is our normal shift, 7:00 to 3:30.

25 Q. Where is the maintenance facility? Is that the Leggitt

1 facility?

2 A. Leggitt Road, yep.

3 Q. And it's -- what is that, a 12-hour, or how -- is it an
4 8-hour shift? Twelve hour? Eight-hour shift?

5 A. Eight-hour yep. 7:00 to 3:30.

6 Q. And it's just first shift, or do you guys run two
7 shifts?

8 A. Just first, but everyone is on call for emergencies
9 after hours.

10 MR. PIERZINA: Does that include one calls, you get an
11 emergency, one calls the other guy?

12 MR. CAMP: Yes.

13 MR. PIERZINA: All right.

14 BY MR. NICHOLSON:

15 Q. The boom training, I must have missed it. You said your
16 training is tabletop training?

17 A. We do both tabletop exercises and we do on site on the
18 water, boat and boom exercises where we'll set several links of
19 boom in place.

20 Q. And you do that yearly?

21 A. Yes. If not more. Every region has their own, so a lot
22 of times several people will participate in many boom deployments.

23 Q. So your last training on that would have been -- have
24 you had 2010 training?

25 A. No. I was actually in charge of gathering information

1 for the 2010 boom deployment.

2 MR. JOHNSON: Probably got that now, huh?

3 MR. CAMP: I think we got it covered now, yeah. I hope.

4 MR. NICHOLSON: Okay, I think that's it.

5 BY MR. GUNTHER:

6 Q. There was one thing I wanted, if you can remember, when
7 were you first aware of the leak?

8 A. First aware of the leak at 11:30 when Tom Fridel called
9 me from the Chicago office.

10 Q. And that was on the 25th?

11 A. The 25th, if that's Monday, yes.

12 MR. JOHNSON: The 26th is Monday.

13 MR. CAMP: Okay, it was the 26th.

14 BY MR. GUNTHER:

15 Q. At 11:30 a.m.?

16 A. 11:30 a.m. on July 26th, Monday.

17 Q. Okay. That's what I wanted to verify, but --

18 BY MR. JOHNSON:

19 Q. And what Tom told you was, "We have oil on the ground"?

20 A. He said that there is a report of oil on the ground and
21 that we needed to go check.

22 Q. Okay. So, Tom said there was a report of oil on the
23 ground, the line is down, please verify?

24 A. Yes.

25 Q. I don't want to put Tom's words, but basically that's

1 what he said? So until you left -- you got that call at 11:30 and
2 then shortly there afterwards, probably five minutes, going to the
3 location, is when you saw the crude?

4 A. Correct.

5 Q. Okay.

6 MR. GUNTHER: Okay.

7 MR. NICHOLSON: Okay, so the statement you got from Tom
8 Fridel, the words you just said was, "there's a quart of oil on
9 the ground and the line is down"? Is that accurate?

10 MR. JOHNSON: I don't want to --

11 MR. NICHOLSON: So you did know that the line was down
12 at that point?

13 MR. JOHNSON: Maybe he didn't say that.

14 MR. CAMP: I do not recall --

15 MR. JOHNSON: And that's okay if you don't recall.

16 MR. CAMP: I don't recall.

17 BY MR. JOHNSON:

18 Q. I was just curious. You know, I, in my mind, I
19 shouldn't have tried to put someone's words out there for you.
20 But he told you, you were verifying that report of oil on the
21 ground?

22 A. Correct.

23 Q. So then once you saw oil on the ground, you contacted
24 who?

25 A. The control center to verify that the line was down and

1 the valves were closed.

2 Q. And they told you, that's when they told you this?

3 MR. GUNTHER: Right.

4 MR. CAMP: Yes.

5 MR. GUNTHER: All right.

6 MR. JOHNSON: Excellent. Yeah.

7 MR. GUNTHER: Any other questions? All right. Cut it
8 off.

9 (Whereupon, at 10:12 a.m., the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: ENBRIDGE OIL SPILL
 MARSHALL, MICHIGAN
 Interview of Benjamin Camp

DOCKET NUMBER: DCA-10-MP-007

PLACE: Coldwater, Michigan

DATE: July 29, 2010

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been compared to
the recording accomplished at the hearing.

Amy Shankleton-Novess
Official Reporter

Kristen Shankleton
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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ENBRIDGE OIL SPILL
MARSHALL, MICHIGAN

* Docket No.: DCA-10-MP-007

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Interview of: BENJAMIN CAMP

Conference Room
Hampton Inn
17256 Sam Hill Drive
Marshall, Michigan

Tuesday,
October 26, 2010

The above-captioned matter convened, pursuant to notice,
at 2:10 p.m.

BEFORE: PAUL L. STANCIL
Accident Investigator

APPEARANCES:

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I N T E R V I E W

(2:10 p.m.)

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2
3 MR. STANCIL: Okay. My name is Paul Stancil. I'm the
4 hazardous materials accident investigator with the National
5 Transportation Safety Board.

6 MR. KOVAL: I'm Chuck Koval with the NTSB. I'm a
7 pipeline investigator.

8 MR. BUNN: I'm Jim Bunn, PHMSA Central Region.

9 MR. KLABUNDE: Duane Klabunde, Enbridge North Dakota,
10 supervisor in compliance.

11 MR. JOHNSON: Jay Johnson, Senior Compliance Specialist,
12 Enbridge, Superior, Wisconsin.

13 MR. CAMP: I'm Benjamin Camp, Crossing Coordinator of
14 Marshall PLM.

INTERVIEW OF BENJAMIN CAMP

BY MR. STANCIL:

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16
17 Q. Okay, Benjamin, I understand you were interviewed back
18 on July 29th. And at that time, you described to us the process
19 of how you verified the oil release and the telephone calls that
20 you and Jeff had made to report what you observed there, back up
21 the chain of command, and how you then went downstream to look for
22 where the oil was and you found heavy amounts of oil downstream at
23 various locations. And what I'd like to do is to go through once
24 more, in as much detail as you can possibly provide to us, what
25 steps you took to contain that oil spill, you know, what -- where

1 you went, what equipment you used, and what techniques you used to
2 accomplish this.

3 A. So, just how we contained it?

4 Q. Yeah, just from the time that you went back to get
5 the -- let's talk about from the time you went downstream to
6 locate the oil, what you observed, and then take it from there.

7 A. Okay. The first place we went was A Drive North, the
8 site of the Talmadge Creek where it joins the Kalamazoo River. We
9 found some fire department officials and police, I believe, down
10 there. We stopped there. I don't believe we found any oil at the
11 creek. If anything, it was just a very light sheen at that point.
12 I think that was about 12:00, 12:10, somewhere in there on the
13 26th. So, it was shortly after we had found the initial spill.

14 So, myself and Brian Whittaker, the electrician, I met
15 him there. We dropped some absorbent boom on the south side of
16 the road, which would be the upstream side of the creek. I
17 dropped some absorbent boom in there to just help collect what
18 little might be coming.

19 Then myself and Brian Whittaker drove to the neighboring
20 property, which is the first property upstream of A Drive.
21 Following the creek back, there's a culvert going through a
22 driveway. We stopped there, dropped some absorbent boom. We
23 noticed some light sheen at that point, proceeded back towards the
24 gravel pit and talked to the landowners, discussed, you know,
25 deploying some more equipment there, and then went back to A

1 Drive.

2 And we figured we'd better go further upstream and try
3 and track the larger amount of oil. So, I got in the gang truck
4 with the boom trailer behind and traveled down A Drive to 15 Mile
5 Road to Tow Road and back to 15½ Mile. And at that point, we
6 stopped the vehicles and found a heavy amount of oil in the
7 Talmadge Creek at that culvert. So, on the upstream side of 15½
8 Mile Road, we dropped approximately 40 feet of containment boom,
9 just to try and funnel the oil, and then put some absorbent boom
10 down and immediately deployed our vac truck and began sucking oil
11 up within 5, 10 minutes. So approximately 12:15, we were sucking
12 oil out of the Talmadge Creek.

13 And then I stayed there for quite a little while, I'd
14 say probably until 2:00 or so, and then I think I went back to the
15 Marshall PLM and retrieved some more equipment, such as more
16 absorbent boom, some more containment boom, our air compressor,
17 gathered up a few other items and proceeded back to the 15½ Mile
18 site at the Talmadge Creek, where a couple of employees were
19 working on getting our vacuum skimmer operational. So, I brought
20 the air compressor back to run that.

21 And at which point, I believe it was Mick Collier
22 contacted me about moving to the Ceresco Dam site with the gang
23 truck and our boom trailer. So, I hopped in that and proceeded to
24 the Ceresco Dam, and then Mick called me back and said "hold
25 tight. We're not sure if we can deploy your boat here. Sit

1 tight" and so forth. So, I waited for a phone call at the dam
2 site, and then not sure of the exact time, but shortly after, I
3 received another phone call to be at the Bridge Park. I believe
4 it's also called Wattles Park, which is just on the Kalamazoo
5 River, just downstream of I-94, where I brought the gang truck and
6 the boom trailer, and we met with the fire department and some
7 other officials, and they deployed a boat to look for boom
8 anchoring sites.

9 And we waited for our Enbridge boat to arrive. And when
10 it did, we loaded it with boom and began to deploy several
11 sections of boom right there at the river at the park. And some
12 vac trucks arrived, and they began sucking oil as much as they
13 could. And then deployed I think it was over 400 feet of boom,
14 and that took us until dark. And once it got dark at about 10:00,
15 we collected what equipment we needed and headed back to the
16 Marshall PLM to regroup for the next day.

17 MR. JOHNSON: And what's the other name for Wattles
18 Park? Heritage, Heritage Park?

19 MR. CAMP: Heritage Park, thank you. Yes.

20 BY MR. STANCIL:

21 Q. All right, let's go back to the absorbent boom that you
22 installed at A Drive. Can you describe that location to me?

23 A. At A Drive?

24 Q. Yeah.

25 A. Yes. There is a three or four foot dam to culvert on --

1 it would be the south side of A Drive. We dropped, I'd say,
2 probably about 40 feet of absorbent boom. They come in, I think,
3 10 foot sections. We dropped whatever it took to cross the creek
4 times two, so it was two-thick. And then I think some of the
5 other employees were working across on the north side, but I
6 didn't visually see it.

7 Q. And there next to you on the table there is a map.
8 Would you find where that location was and mark it with a letter E
9 using that pen, please?

10 A. Letter E, absolutely. Isn't it -- that's the culvert
11 location you put the 40 feet down?

12 Q. Yes. Is that correct?

13 A. That's right? Okay.

14 Q. Yes, that would be the first place that you installed a
15 boom on --

16 A. Yes, and I can't say for sure how much. I don't recall,
17 but I'm pretty sure it was approximately 40 feet.

18 Q. Okay. And what were the conditions at that point in the
19 river?

20 A. I don't recall seeing any sheen of the oil. There was
21 no heavy oil at that time. But it looked relatively clean. We
22 knew that was where the creek entered into the river, so we needed
23 to search upstream and try and trace it back.

24 Q. And what was your rationale for putting that boom in?

25 A. Because of the amount of oil that we saw at Division

1 Drive going down to Talmadge Creek, and given the few people we
2 had and the response time, we thought it better to set something
3 just in case. We had no idea whether it would make it there or
4 not, but if there was some sheen, maybe it would collect it.

5 Q. Okay.

6 A. At that point we had very little awareness of how much
7 oil had released into the creek.

8 Q. Okay. So you felt that you were out ahead of the spill
9 and that would be a catch, an end catch for anything that got
10 through?

11 A. Absolutely, absolutely.

12 Q. Okay. All right, going back to the second place where
13 you installed the boom, that was at a -- you said it was at a
14 neighboring property, at a culvert. Can you mark that site with
15 the letter F on the map, please?

16 A. Sure. Okay, so, I'm using a letter F at the second
17 site, okay.

18 Q. Okay. And then so what were the conditions there, if
19 you can describe how that boom looked and how you put it in at
20 which point?

21 A. We just -- there was a fair amount of current, but it
22 was real shallow, narrow spot in the creek. Again, it was a three
23 to four foot dam in the culvert going through a driveway. So, we
24 laid some absorbent boom approximately 20 feet. It was very
25 narrow, and there was just a very light sheen of oil coming down

1 the creek at that time.

2 Q. And that was in front of a culvert pipe?

3 A. Yes.

4 Q. Okay. And the next site was at a gravel pit?

5 A. That's after we dropped the boom at the culvert, we just
6 walked back to talk to the landowners because they were back there
7 target practicing. So, we didn't drop any boom at that point.

8 Q. Okay, so then the next site --

9 MR. JOHNSON: So, you gave them a heads-up?

10 MR. CAMP: We gave them a heads-up that we were wanting
11 to set up further equipment.

12 BY MR. STANCIL:

13 Q. But you never went back there to that location, to the
14 gravel pit?

15 A. I did not, no, myself. I'm sure another employee did.

16 Q. Okay. So then the next location at 15½ Mile Drive you
17 installed several pieces of boom, and that was the third site?

18 A. Correct.

19 Q. Okay. Could you mark that on the map with the letter G,
20 please?

21 A. Sure.

22 Q. And could you describe in as much detail as you can what
23 it looked like there and what the conditions were?

24 A. The creek was severely swollen from heavy flooding.
25 There was approximately 20 to 30 feet wide in the yard of the

1 house, which was on the upstream side of 15½ Mile. And then that
2 narrowed considerably at the culvert, and there was a heavy flow.
3 And there was approximately an inch of oil when we arrived of
4 heavy, black oil. And there was a lot of turbulence. We were
5 still getting water. You could still see some water, looking down
6 from the top, so it wasn't completely oil, but --

7 Q. Was there oil that had gotten beyond that point in the
8 creek?

9 A. Yes. Yes, the brush was really thick right there,
10 especially on the downstream side of 15½ Mile. But as far as we
11 could see, there was black oil.

12 Q. Okay. So that had gotten -- there's a culvert there at
13 the road crossing?

14 A. Yes, there's actually two culverts.

15 Q. Okay. And so the oil had gotten through that?

16 A. Yes.

17 Q. So, you -- what was the rationale for where you situated
18 the boom there? Was it good access for vacuuming?

19 A. We had the equipment. We wanted to start someplace.
20 And being that we had nothing at the next site downstream that I
21 was aware of, which would have been letter F, we thought that this
22 would be the best place to start vacuuming oil.

23 Q. Okay. Now, the containment boom, was that a boom with a
24 skirt on it?

25 A. Yes.

1 Q. And was that effective in holding back the oil?

2 A. It was not effective in holding back the oil. It merely
3 foamed it a little bit on the tops of it. It gave us some
4 direction for the vacuum hose.

5 Q. And you used absorbent boom on the upstream side of
6 that?

7 A. Correct, on the upstream side to -- just to help or
8 assist preventing the oil from getting to the culvert. The rate,
9 the flow rate of the creek was very, very heavy.

10 Q. If you were to estimate how much of the oil that was
11 coming down to 15½ Mile Road, how much of it was being contained
12 and removed versus how much was going through the pipe? Can you
13 say?

14 A. There was a fair amount going through the culvert. I
15 would say our vac truck was collecting a quarter or less.

16 Q. Is there anything, thinking back on it with hindsight
17 now, is there any other type of containment strategy that you can
18 think of that might have been helpful at that location?

19 A. Absolutely. If we could have built a flume or some sort
20 of a dam that would allow the water to pass but not the oil, that
21 would have been very productive.

22 Q. Did anyone consider that at the time?

23 A. No, I personally didn't. I don't know if any of the
24 other employees did, but we were quite shorthanded, and we were --
25 our main focus was to start somewhere and get other resources on

1 site.

2 Q. If you were to do this over again, would you do it
3 differently with respect to 15½ Mile Road?

4 A. Honestly, with the staff and equipment we had, I don't
5 know that I would have been able to do much differently. I think
6 we would have gotten the skimmer in maybe a little bit sooner.
7 And with the knowledge I have now, putting in a flume would have
8 been a real good choice, but again, you know, having the equipment
9 there and we didn't want to leave the site.

10 Q. How would you -- how did you get this knowledge about
11 the flume, and how would you have constructed it?

12 A. One of the other employees who was a supervisor built
13 one, and I happened to see it and saw that it was productive.
14 They just installed a dirt berm with a culvert pipe, short
15 sections of culvert pipe at a 30 degree angle or so, so that it
16 collected -- allowed the water to flow from under the oil, through
17 the culvert and downstream of the creek and held the oil back. It
18 seemed to be very productive.

19 Q. And was the site there a place where something like that
20 might have worked?

21 A. Possibly.

22 Q. Yeah. Okay. In terms of other resources that you had
23 available, did you have everything you needed to do the job from
24 the boom trailer or other materials that were available to you?

25 A. Other than employees there, I would say yes. Some of

1 the equipment hadn't been used in a while, so it was a re-
2 familiarization as far as the skimmers and what have you, but
3 other than that. For a spill that large, we could have used 100
4 vac trucks, but we just had the one at the time and more on the
5 way.

6 Q. Where would you have deployed the additional vac trucks
7 if you had had them?

8 A. If I had had additional vac trucks immediately, we would
9 have put them at every crossing we could find on the creek and as
10 many as we could at the initial leak site to prevent the oil from
11 flowing in the creek.

12 Q. How many other crossings were available to put vac
13 trucks?

14 A. Well, let's see, probably a dozen or more. There's a
15 section of farmland where the creek runs that is wide open and is
16 easily accessible to vacuum trucks, so we could have stationed as
17 many as would fit side by side.

18 Q. But you only had one for how long? You only had one vac
19 truck available to you, for how long was that the case?

20 A. Yes, we only had one vac truck stationed at Marshall
21 PLM. I'm not sure when other assistance arrived, maybe an hour or
22 two. I think a truck from Bay City showed up and possibly
23 Griffith, Indiana.

24 Q. So, during that first hour or two, did anything happen
25 that significantly changed the situation --

1 A. Not that I'm aware of.

2 Q. -- where other trucks that showed up could have maybe
3 done something different earlier on?

4 A. I would assume that being that we had sheen at site F,
5 that if we'd have had more equipment at E stationed at the end of
6 the creek where it goes into the Kalamazoo River, we might have
7 been able to prevent a little bit more oil from getting into the
8 river, but there was so much, it would have been difficult.

9 Q. Now, what was the status of equipment that was en route?
10 Did you request anything, or did you notify someone that you
11 needed more?

12 A. We initially confirmed oil on the ground at the initial
13 leak site. We contacted our supervisors. I think I called Bill
14 Burdeau. And from then on, he took over initiating the response
15 from Enbridge. So, as far as who got called and when they got
16 there, I'm really not sure.

17 Q. Do you think that more equipment needs to be stationed
18 at the PLM stations?

19 A. We can always use more equipment, but situations like
20 this are incredibly rare. So, I'm not sure that we might have put
21 a slightly larger dent in it had we had more equipment.

22 Q. If you had one -- if you had two vac trucks rather than
23 one, you might have been able to do twice as much, but that
24 wouldn't have made, compared to the size --

25 A. Yeah, it would have been a drop in the bucket, but yes,

1 absolutely. But then again, you know, we were short on operators.
2 We had several people on vacation and what have you. So, just the
3 timing was not good.

4 Q. Did you have any other outside help in containing the
5 oil from other agencies?

6 A. There was an emergency response team at the Heritage
7 Park, and some fire department officials and police. They helped
8 us anchor some of the boom that was placed, and we had at some of
9 the sites on the Talmadge Creek we had officers, you know,
10 contacting landowners and what have you and trying to get people
11 evacuated that needed to be, hold back traffic. But other than
12 the fire department helping us with the boom, it was pretty much
13 all Enbridge employees for the first day, at least where I was.

14 Q. And that was from basically Heritage Park up to the
15 source area?

16 A. Yeah. Sure, yes.

17 Q. Okay. Did you have any communications or contact with
18 any other local, state, or federal officials on that first day?

19 A. I personally did not, not that I remember.

20 Q. How about the next day?

21 A. No.

22 Q. Okay. And who did you receive supervision from on the
23 first day?

24 A. Mick Collier, once he arrived he took over the scene.
25 He gave me my directions.

1 Q. And what, if you could recall exactly what your
2 instructions were, what were they?

3 A. When he initially arrived on scene, he didn't give me
4 any directions. I just went with my know-how and was helping the
5 other employees do what we could. And then he directed me to take
6 boom and help the employees set up at Heritage Park.

7 Q. What experience do you have working on other oil spills
8 besides this one?

9 A. I've been on, I think, four what I would consider to be
10 relatively minor spills compared to this one. Just always in the
11 after effect, just cleaning up.

12 Q. Did they involve boom deployments?

13 A. No, this is the first oil spill I've been on that
14 involved the boom.

15 Q. Okay. And you mentioned you did receive some boom
16 deployment training prior to this?

17 A. Yes, we have annual training.

18 Q. And how useful was that in helping you confront this
19 situation?

20 A. Well, it was very, very useful. One thing that hampered
21 us was the flow of the river. It made it quite difficult. But if
22 it hadn't been for that, I think that we'd have done just fine.

23 Q. In terms of the equipment that's stored there at the PLM
24 station, would you recommend anything to be added to it or
25 changed?

1 A. You can always use more boom or skimmers, or perhaps
2 having a few more skimmers on hand, absorbent boom. We had quite
3 a bit. If we had some sort of dam or flume that's pre-built or --

4 MR. JOHNSON: Like maybe a skeleton with the culverts in
5 that you would set it in?

6 MR. CAMP: Yes, absolutely, some pre-cut culvert, maybe
7 preshaped and welded together, sandbags, that sort of thing. If
8 we could have deployed one of those a lot sooner, I think we could
9 have done a lot of good.

10 BY MR. STANCIL:

11 Q. How about like plywood for coffer dams? Is that
12 something anyone's talked about?

13 A. We usually have some plywood at hand, but I'm a little
14 bit unfamiliar with it.

15 MR. JOHNSON: What Mick was talking about earlier is in
16 some of these culverts if you could have plywood in there and kind
17 of slid it down so water could go underneath the board --

18 MR. CAMP: Absolutely, absolutely. Basically do the
19 same thing.

20 MR. JOHNSON: I'd never -- I mean, when he brought that
21 up I asked him, because I had never heard of that either. I
22 thought it was a great idea on his part, but that's Mick.

23 MR. CAMP: Yeah, yeah, sure, absolutely. Yeah, if we'd
24 have had more stuff like that, maybe, maybe a little bit more
25 training in regards to those types of things.

1 BY MR. STANCIL:

2 Q. Is there anything else that you learned from this
3 response that you would offer to someone else that would be facing
4 the same situation in the future?

5 A. That's a pretty big question. I haven't really formed
6 an answer for that yet. I guess one thing is take your time,
7 explore as many options as you can, call on as many people as you
8 can, and just get the resources there as fast as you can. I'm
9 sure I could come up with a better answer, but I'd have to think
10 about it.

11 Q. Well, overall, how do you think Enbridge did with
12 respect to getting people there as fast as they could?

13 A. Well, I think they did very well. I think they did very
14 well.

15 Q. And equipment?

16 A. Yeah, I was scattered about. I didn't really see
17 everything that went on, obviously, but from what I gathered after
18 the fact, I think once things started going, it's going to take
19 some time to get people woke up and out of bed and coming, but
20 once they did, I think they did a fantastic job.

21 Q. Yeah, and you were the first one on scene, right?

22 A. Yes.

23 Q. So you got to see it from the very beginning?

24 A. Yes.

25 Q. And so how would you rate overall the performance of

1 launching to this accident scene? What would you say?

2 A. I think it was really good. I don't know how we could
3 have done it faster with the resources that we had. I thought it
4 went well. It was a very severe spill and we contained it as soon
5 as we could. It would have been nice to keep it from going into
6 the river, but we did what we could. We got it as soon as we
7 could.

8 MR. STANCIL: Okay, Chuck.

9 BY MR. KOVAL:

10 Q. With regard to helping someone else, another company
11 that may have an oil spill like this, what -- how would you change
12 your tabletop exercises?

13 A. That's a good one. Especially in a release of oil that
14 can get into a water source or a creek or a river, I think it's
15 critical to examine your control points and plan on going a long
16 ways downstream, because the oil by the time you are aware of it,
17 it's going to travel. So, I think a lot of times we look at,
18 okay, here's a control point; that's just a few miles away. Maybe
19 we need to look at a dozen control points within 100 miles, so
20 that we're prepared to stop that big of an oil spill.

21 Q. You said the second place you visited was a landowner's
22 driveway?

23 A. Correct.

24 Q. Had you met that landowner previously?

25 A. I had not, not that I'm aware of anyway.

1 Q. Was any arrangements made previously with the landowner
2 or anything?

3 A. No.

4 Q. And you said that the landowner was agreeable to the
5 work on site?

6 A. From what I recall, yeah, there was a couple of people,
7 in fact, target practicing. They were very friendly and they said
8 oh, yeah, so be it. And we told them, you know, you should
9 probably move away from the creek, you know, don't expose any
10 ignition sources and what have you to it. But no, they were quite
11 friendly about it.

12 Q. With regard to the water level, you said it was in a
13 yard spilling over, or was it settling in the yard? Was it that
14 high?

15 A. Yeah, it was pretty high at 16½ Mile Road. Like I said,
16 it had expanded to, you know, 30, 40 feet wide, the creek did.
17 And I don't think the oil was making it that wide. I think it was
18 just the flow of the water. It had expanded that much.

19 MR. JOHNSON: Of what normally is, say, a four foot
20 creek?

21 MR. CAMP: Yeah, absolutely. I've seen it before. I
22 actually have a relative that lives up the road a mile or so, and
23 I've been by there before, and it's generally a very small creek,
24 very shallow, very narrow, very slow rate.

25 BY MR. KOVAL:

1 Q. Okay. And you said you had a vac truck at Marshall?

2 A. Yes.

3 MR. JOHNSON: It's just part of our equipment at our PLM
4 sites. It's an Enbridge vac truck.

5 MR. CAMP: We use it in just general maintenance,
6 sending pipeline things, and what have you.

7 BY MR. KOVAL:

8 Q. I know you had one at Bay City.

9 MR. JOHNSON: Yeah, that was at Stockbridge with Mick's
10 crew. We also have one at Marshall and one at Griffith.

11 MR. KOVAL: Okay, I saw that on your chart of equipment.
12 I didn't see the one in Marshall though.

13 MR. JOHNSON: We can show it to you.

14 MR. CAMP: Absolutely, it's still there.

15 MR. BUNN: Well, might be in Stockbridge now.

16 I don't have any questions.

17 BY MR. KLABUNDE:

18 Q. I just have one. I guess having been the actual first
19 responder in this whole scenario, what is your reaction to some of
20 the criticisms that had come out through the media regarding
21 Enbridge's response initially?

22 A. I think they're misinformed perhaps. There's always
23 going to be critics no matter what you do. If you save a baby,
24 there's going to be somebody there to say you did it wrong. I
25 think Enbridge did a great job. I know the employees that I

1 worked with worked very hard. They did everything they could.

2 Q. I don't have anything else.

3 BY MR. JOHNSON:

4 Q. So, just doing a little follow up, just kind of curious
5 here, so you and Jeff went out originally when you got the call to
6 confirm?

7 A. Myself, Jeff Rahn, and Phillip Heath were the three
8 employees stationed at the PLM that day. And we were the three
9 that went out to inspect the right away, due to the call-in about
10 the oil.

11 Q. So, once you saw that, then you were heading back to the
12 shop to get equipment?

13 A. Correct.

14 Q. So, basically, you -- what you called and confirmed to
15 the control center, or what --

16 A. Yeah, we went -- I can go through it briefly, if you
17 would --

18 Q. Yeah, if you would.

19 A. We got the phone call from Tom Fridel that -- saying
20 that there's a report of oil on the ground. We grabbed our safety
21 gear. We took two vehicles and went and -- to 27 to where our
22 right of way crossed. We thought that would be the best place to
23 start. We saw the Consumer's Energy vehicle parked there and two
24 Consumer's Energy employees walking out of the weeds, and they
25 said, you know, we can show you a better spot.

1 So, we got back into the vehicles, went to Brooks Drive,
2 and I got out of the vehicle, put on half mask, grabbed the gas
3 detector, told the Consumer's guys to stay back, because they were
4 going to just run right in there with me, and walked back,
5 confirmed that there was oil in the swamp. I immediately called
6 the control center. They told me they'd isolated the line.

7 From there we got back into the vehicle. I don't
8 remember if I made some calls. I know Jeff made some calls. We
9 did go to Division Drive where the creek crossed, met with Brian
10 Whittaker and the fire department and found -- we wanted to make
11 sure, hoping that it hadn't got into the creek yet. Well, it had,
12 so at that point we went into the emergency response serious mode
13 or collections mode and went back to the shop and grabbed our
14 equipment and then headed to A Drive from there.

15 MR. STANCIL: Now, Consumer's Energy was the company
16 that actually called Enbridge directly, correct?

17 MR. CAMP: From what I understand, yes.

18 MR. JOHNSON: Yes, they are.

19 MR. STANCIL: And they were the first to actually tell
20 us that there is oil spotted?

21 MR. JOHNSON: They got another odor complaint, and they
22 call out, and they went in when they saw the oil. They walked out
23 to our pipeline marker and called the 800 number. So then -- and
24 during -- because I don't remember if we numbered or lettered
25 where Jeff's group put one on the bridge. Did we give a letter to

1 where he put the boom across the bridge?

2 MR. STANCIL: Yes, the I-94 crossing.

3 BY MR. JOHNSON:

4 Q. No, no, right at the confluence, is there a letter
5 there?

6 A. Yeah, there's a letter V next to A tag. It says flume.

7 Q. Okay. Well, I just -- because I know Jeff, they put
8 some absorbent boom across that Lonmore (ph.) bridge.

9 A. Yes.

10 Q. Yeah. Okay, I just didn't think we had that one.

11 A. I was there at the same time as them, and I think they
12 were actually setting boom as I went to letter F with Brian
13 Whittaker to set up some absorbent boom.

14 Q. So, then basically you were just in collection mode
15 after that, right?

16 A. Yeah.

17 Q. Yeah, that's the only questions I had. How did it feel
18 being foreman that day, temporary foreman?

19 A. I don't want to do it again. I don't want to do it
20 again.

21 MR. STANCIL: Anyone else? I don't have any further
22 questions. Okay, Benjamin, thank you very much for your time.

23 MR. JOHNSON: Thanks, Ben.

24 MR. CAMP: Okay. Take care, guys.

25 (Whereupon, at 2:46 p.m., the interview was concluded.)

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: ENBRIDGE OIL SPILL
 MARSHALL, MICHIGAN
 Interview of Benjamin Camp

DOCKET NUMBER: DCA-10-MP-007

PLACE: Marshall, Michigan

DATE: October 26, 2010

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been compared to
the recording accomplished at the hearing as recorded by Amy
Shankleton-Novess, certified electronic reporter.

Amy Shankleton-Novess
Official Reporter

Debbie Mizell
Transcriber