

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: \*

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MARATHON PIPE LINE OIL \*

RELEASE IN EVANSVILLE \* Accident No.: PLD22FR002

EDWARDSVILLE, ILLINOIS ON \*

MARCH 11, 2022 \*

\* \* \* \* \*

Interview of: RICH KAMP, Operations Technician  
Marathon Pipe Line Oil

Roxana, Illinois

Monday,  
March 14, 2022

APPEARANCES:

ALEX COLLETTI, Investigator in Charge  
National Transportation Safety Board

MARK DOUGHERTY, Accident Investigator  
National Transportation Safety Board

WESLEY MATHEWS  
Pipeline and Hazardous Materials Safety Administration,  
Investigation Division

AARON MARTINEZ, Regulatory Compliance Manager  
Marathon Pipe Line

TONYA WITTENMYER  
Marathon Pipe Line

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1 I N T E R V I E W

2 (8:01 a.m. CT)

3 MS. COLLETTI: Okay. This bad boy's going. So we are on the  
4 record for the Rich Kamp interview. Good morning. Today is  
5 March 14 at 8:01 a.m. Central Time. My name is Alex Colletti.  
6 I'm the Investigator in charge for this accident for the National  
7 Transportation Safety Board in Washington, D.C. We're holding  
8 this interview at the Incident Command Post at the ~~Rocks~~ <sup>Rox RK</sup> Arena in  
9 Roxana, Illinois.

10 This interview is being conducted as part of the  
11 investigation into the Marathon Pipeline crude oil rupture and  
12 release that occurred on March 11, 2022 in Edwardsville, Illinois.  
13 The NTSB case number for this accident is PLD22FR002. This  
14 interview is being recorded and may be transcribed at a later  
15 date. A copy of the transcript will be provided to the  
16 interviewee for review prior to being entered into the public  
17 docket. This is your opportunity to correct things that the  
18 transcriber may have incorrectly transcribed. It's not your  
19 opportunity to add or elaborate on things, so if you have  
20 something that's factual that you'd like to add, during the  
21 interview's the best time. You can also email me afterwards. But  
22 that's the opportunity to correct misspellings, you know, you say  
23 you drove north, but actually drove south, that kind of thing.

24 You're permitted to have one other person present during the  
25 interview. This person is of your choice. It can be an attorney,

1 spouse, supervisor, friend, family member or nobody at all.

2 Rich, for the record, please state the spelling of your full  
3 name.

4 MR. KAMP: Rich, R-i-c-h, Kamp, K-a-m-p.

5 MS. COLLETTI: Great. And then if you could state your job  
6 title and who you selected to be with you today.

7 MR. KAMP: Operations technician.

8 MS. COLLETTI: Tonya.

9 MR. KAMP: Tonya.

10 MS. COLLETTI: Great. All right. We're all going to around  
11 the room and introduce ourselves on the call. As a reminder,  
12 spell your name and state your title and organization. I'll start  
13 us off.

14 Alex Colletti, A-l-e-x, C-o-l-l-e-t-t-I, and I am the NTSB  
15 investigator in charge.

16 MR. DOUGHERTY: Mark Dougherty, M-a-r-k, D-o-u-g-h-e-r-t-y,  
17 Hazardous Material Accident Investigator with the NTSB.

18 MR. MATHEWS: Wesley, W-e-s-l-e-y Mathews, M-a-t-h-e-w-s,  
19 Accident Investigator with the Pipeline Hazardous Material Safety  
20 Administration.

21 MR. MARTINEZ: Aaron Martinez, A-a-r-o-n, M-a-r-t-i-n-e-z.  
22 I'm the Regulatory Compliance Manager with Marathon Pipe Line.

23 MS. WITTENMYER: Tonya Wittenmyer, T-o-n-y-a, W-i-t-t-e-n-m-  
24 y-e-r, with Marathon.

25 MS. COLLETTI: Great. Rich, thanks for agreeing to interview

1 with us today. We really appreciate your time. It's an important  
2 task we have to take a look at the facts and try to learn from it  
3 as much as we can.

4 What we talked about earlier, please don't speculate, but if  
5 whatever you remember, the more detail you can give us the better.

6 INTERVIEW OF RICH KAMP

7 BY MS. COLLETTI:

8 Q. Before we get into the day of the accident, can you tell me a  
9 little bit about your pipeline history? You know, how long have  
10 you been with Marathon, what did you do before then? What's your  
11 role look like now?

12 A. Before Marathon I was a maintenance pipe fitter for  
13 Winchester Ammunition, and I've been with Marathon for 14 years.

14 Q. Fourteen.

15 A. I was hired in operations, became a mechanic, and then went  
16 back to operations.

17 Q. What's the job look like as an operations staff?

18 A. Yes.

19 Q. Yeah, what's that look like?

20 A. I'm in the yard at whatever, so it's basically one call  
21 tickets, station checks and PMs.

22 Q. PMs? Preventive maintenance?

23 A. Preventive maintenance.

24 Q. Yeah, just making sure the acronyms are the same across  
25 natural gas and liquids. Okay. Great. Well, what we're going to

1 do now, this is the part where I'm going to ask you to talk for a  
2 failure extensive amount of time. I expect it'll probably take  
3 about a half an hour, so if you need a break, take a break. I  
4 want you to walk me through from when you first got notification  
5 to when you out to the valve site, how you shut the valve,  
6 everything that you did, everything that you can remember that you  
7 did up through when you went home at the end of the day off shift.  
8 I know it's going to be a lot, so take your time.

9 A. Okay. When the call came in, we drove the pipeline from Wood  
10 River Station to Roxana Station. Once everybody had reported in,  
11 they hadn't seen anything. We gathered at Roxana Station and got  
12 on our morning meeting, teams meeting joint call, and from there  
13 they decided we needed to drive the pipeline from Roxana Station  
14 east.

15 We broke up and started heading on the right-of-way when the  
16 call came in that the leak was found. I posed the question on do  
17 we need to go close ~~Ekalon~~ <sup>Equilon RK block RK</sup> valve because we had a positive  
18 identification. I was told to head that way, so I arrived at  
19 ~~Ekalon~~ <sup>Equilon Rk</sup> block valve, and got the okay to close it. We closed the  
20 valve and then announced on the call that the valve was closed,  
21 asked where they needed me. At that time it was suggested that  
22 frack tanks start being delivered at our Roxana Station.

23 I stayed there. I don't know the amount of time I stayed  
24 there. Got back on the call. That had been changed to I think to  
25 Wood River Station, so I asked where I was needed and I went to

1 the landfill location on the east side of the creek and helped get  
2 that boom pulled there.

3 Once we had that boom in place, got finished, got back on the  
4 call, asked where I was needed next, went to ~~Wander~~ <sup>Wanda RK</sup> Road up to  
5 pull boom at that location, and helped run ~~back~~ <sup>vac RK</sup> truck hoses and  
6 was on the west side of the bridge collecting oil until we filled  
7 the two ~~back~~ <sup>vac RK</sup> trucks, came back up while they were off loading, and  
8 that's when I was told our shift was over. That was not a half an  
9 hour.

10 Q. That's okay. Totally fine. I'm going to make you give me  
11 more details then. So -- but I appreciate it. Let's go back to  
12 getting initial notification. So who did you hear from -- let's  
13 see, you were at Wood River. You're at the pump station or where  
14 are you at?

15 A. Yes, I was at Wood River Station.

16 Q. Okay. Where -- who calls you at that point? How did you  
17 find out about the accident? Let's talk about that.

18 A. I'm not certain. I don't remember if it was a text or if it  
19 was a call that we had ~~lose~~ <sup>lost RK</sup> suction pressure on the units at  
20 Roxana -- or not Roxana, at Wood River -- or maybe it was Roxana.  
21 I'm sorry, I'm not certain, but when they called, like I said, it  
22 was thought to be between Wood River and Roxana, so that was when  
23 we drove, and I don't remember if it was a call or a text.

24 Q. That's okay. That's okay. You get that call and then how --  
25 who makes the decision that you guys are going to drive, do the



1 drive right-of-way from Wood River to Roxana? Where's that coming  
2 from?

3 A. I believe it was the ops foreman. I don't know who made the  
4 decision to drive, but it may have been the notification I  
5 received.

6 Q. Okay. Let's -- let me back up a little bit. What's your  
7 team look like they work on? I'm assuming you work on an  
8 operations team? How is that structured here for you guys?

9 A. We have station operators, dock operators and then yard  
10 operators.

11 Q. Okay. And you go in the yard operator --

12 A. Yes.

13 Q. -- portion? Okay. And then you guys all report up to the  
14 same ops supervisor?

15 A. Yes.

16 Q. Who then goes to the area manager and all that jazz. Okay.  
17 Great. So we've got station, or we've got yard, dock and what was  
18 the --

19 A. Station.

20 Q. Station. Okay. Great. And you are in the yard category.  
21 I'll go back at some point and ask you more questions if I recall  
22 to do that, but you start doing the drive from Wood River to  
23 Roxana.

24 A. Yes.

25 Q. Done right away. What's that drive look like?

1 A. We run a portion of the line once it leaves Wood River, runs  
2 through ~~Kink~~ **Kinder RK** Morgan (ph.) who is directly south of our Roxana  
3 facility, and then we crossed Hawthorne and go into the refinery,  
4 exits the refinery into a -- crosses Hawthorne and goes into a lay  
5 down yard which I think is owned by the refinery and then comes  
6 back Roxana station.

7 Q. Okay. Are you taking a side-by-side or are you able to drive  
8 your trucks?

9 A. Trucks.

10 Q. Trucks? Okay. And then from -- you're at Roxana and they  
11 say let's start keep going east and head towards Patoka. Do you  
12 know where that communication comes from?

13 A. I believe at that time we were on our morning shift starter.  
14 We used that as a team's call so everyone could be on the same  
15 call.

16 Q. Okay. Now is Wood River your normal station or do you pop  
17 back and forth between Wood River and Roxana? I mean they're only  
18 two miles apart, so --

19 A. We pretty much cover all the stations in the area.

20 Q. Yeah.

21 A. But Wood River's the only 24 hour manned station.

22 Q. Okay. Okay. And for you, are you normally night shift? Day  
23 shift? What's that?

24 A. Day shift.

25 Q. Day shift. Okay. The **Equilon RK** ~~Ekalon~~ block valve, talk me through

1 what that valve looks like. So what it takes, is it an above  
2 ground stem? A wheel? Is it volted?

3 A. It's an above ground stem. I believe it's a gate valve and  
4 it has -- it's fenced.

5 Q. Fenced. Okay. Where is it located in proximity to the  
6 Roxana Station?

7 A. Approximately a couple hundred yards east of the Roxana  
8 Station.

9 Q. Okay. So it's not in the same yard. It's not close enough  
10 to be in the same yard.

11 A. No.

12 Q. No.

13 A. It has its own security.

14 Q. It has its own section. Okay. And getting in I'm guessing  
15 is C key?

16 A. Yes.

17 Q. Yeah. Okay. Is that the same for all of your locations are  
18 pretty much accessed by that one universal key?

19 A. Yes.

20 Q. Yeah. Okay. Do you close valves regularly as part of your  
21 yard operator jobs?

22 A. Not regularly. I mean, we do a lot during the ~~OT~~ **DOT** compliance  
23 on the values.

24 Q. Yeah.

25 A. But mostly that falls more on the station operator who's

1 doing the movements and the lineups.

2 Q. Okay. That makes sense. And when you're talking to DOT,  
3 you're talking annual inspections?

4 A. Yes.

5 Q. Yeah. Okay. Great. I'm just making sure we're all on the  
6 same page. Great. So what does turning that valve involve? So  
7 for -- and let's just begin where we're going to be coming from  
8 natural gas. We've got power gas supplying it from the pipeline  
9 and sometimes you lose hydraulics and you've got to do things  
10 manually. Is it just a turn wheel here? Do you have --

11 A. Yes, it's just a hand wheel on the --

12 Q. Just a hand wheel? Okay. And how do you know it's closed?  
13 Is it just hand tight?

14 A. It has a stem indicator and you're able to stop turning.

15 Q. Okay. About how long did it take you to shut that?

16 A. I couldn't tell you exactly.

17 Q. That's okay. That's okay.

18 A. It is a long winded job.

19 Q. Yeah. Ball park do you know like five minutes? Twenty  
20 minutes? It's okay. If you don't know that's fine. Take a  
21 second.

22 A. I don't know.

23 Q. That's okay. That's okay. That's okay. It's totally fine.  
24 I was just giving you a second. It looks like you were thinking.  
25 Totally okay. Do have any other tools to help you close that

1 valve or is it just the hand tightening, turning?

2 A. Just hand.

3 Q. Okay. When was the last time you'd been out to that valve  
4 site?

5 A. On the way to Roxana Station we drive by it. It is just a  
6 short distance off the road and I was assigned the Roxana Station  
7 last month, so I drove by it daily.

8 Q. So you were really familiar with the location. Yeah. So I  
9 imagine you were at Roxana when you asked if you needed to shut  
10 that valve down.

11 A. I was not at Roxana --

12 Q. You were not.

13 A. -- when I asked.

14 Q. Okay. Where were you then?

15 A. I was out preparing to start driving the pipeline.

16 Q. Okay. Okay. So you were headed out toward the right-of-way.

17 A. Yes.

18 Q. Gotcha. Okay. Good. That's why we ask these questions.  
19 How far were you away from Ekalon at that point?

20 A. I would say not inside of eight miles.

21 Q. Okay. Okay. Did you have any difficulties closing the  
22 valve? Anything behave like it shouldn't?

23 A. No, the valve closed perfectly.

24 Q. Okay. I'm assuming did you have to unlock it when you --

25 A. Yes.

1 Q. Okay. So you're unlocking it, you're hand tightening it, and  
2 then relocking it, is that correct?

3 A. No.

4 Q. No. Okay. So it's not relocked after closed.

5 A. No.

6 Q. Okay. Okay. Then you are -- and who did you ask if you  
7 needed to shut -- if that valve needed to be shut?

8 A. I do not remember.

9 Q. That's okay. That's okay. You get there. Did you make any  
10 calls when you got there before you opened the valve?

11 A. I announced -- when it came over the call that I could close  
12 ~~Ekaion~~ **Equilon RK** I was on the call, I relayed that I was about 30 second  
13 out. I was on the road, not far from the valve, and verified that  
14 they did want it closed, and then closed it.

15 Q. Okay. And this call it said with the OC? Is it --

16 A. It was our morning --

17 Q. The morning shift.

18 A. -- shift --

19 Q. Okay.

20 A. -- call that we all can join.

21 Q. Okay. So you guys just stayed on that essentially.

22 A. Yes.

23 Q. And didn't get off it until total -- okay. Okay. Good deal.  
24 And who all's on that?

25 A. I do not know. I don't know who it is.

1 Q. Okay. Is it just generally like your operations team? Is  
2 that who it's limited to? Is it operations to you and --

3 A. Operations, mechanics and electricians.

4 Q. Okay.

5 A. That's the call we all join on in the morning to kind of  
6 route people.

7 Q. Makes sense. Mechanics and the electricians, are those two  
8 also different, separate chains reporting to a different  
9 supervisor, or does it all fall under ops?

10 A. Electricians and mechanics, they report to the area manager.

11 Q. Area manager, okay. Okay. Everyone is structured a little  
12 different, so -- great. All right. Let's shift gears over to  
13 helping out with the booms. So coming from the natural gas world  
14 this is a problem we don't have over in my history. The problem  
15 goes away for us, so booms are not something I'm super familiar  
16 with. So talk me through what helping boom -- getting a boom in  
17 place looks like. And there's literally no detail that you can't  
18 provide here that's small because I know nothing on this. So --

19 A. When I was on there or heading to this location, we had men  
20 on site on the west side of the creek. We had one man heading on  
21 the east side, so I went and parked at the -- the fields were too  
22 muddy to drive on that day, so I parked at the SIU solar farm  
23 access and went in that way to help get the boom across the creek.  
24 We got a rope across, and pulled, boom.

25 Q. That's fine. That's fine. What are you pulling it with?

1 Who's doing the rope across?

2 A. (Indiscernible) through the rail pipe. I do not remember.

3 Q. That's okay. It's Marathon at his point.

4 A. Yes.

5 Q. Yeah. Okay. And how are you pulling that boom? You've got

6 it hooked up to something?

7 A. Manually.

8 Q. Manually, okay. Yeah. How heavy are those things?

9 A. I don't know.

10 Q. I mean like roughly does it take a few guys to do it?

11 A. Three.

12 Q. Three. Okay. Yeah. What did the site look like out there

13 at the landfill? Is it really flat? Is there an incline? You

14 know, at that accident site, it's got that pretty steep embankment

15 right there to the river.

16 A. On our access side we have had protection for lack of a

17 better word, poured over the pipeline.

18 Q. Okay.

19 A. So at the creek bank it's small, steep for about five feet,

20 and then it went to a gradual concrete pad that we were able to

21 walk on.

22 Q. Okay. Couldn't pick a better spot then. Yeah.

23 A. Yes, I could have. I walked a few hundred yards to get there

24 in a muddy field.

25 Q. So you were talking about the piping reinforced. Is that



1 just a --

2 A. It's a protection.

3 Q. Yeah, what kind? Do you -- it's okay? Is it riprap? Is it  
4 matting? Is it --

5 A. I'm not 100 percent sure what it is called. It was the  
6 grouted bag type.

7 Q. Okay. So it's super soft. Yeah, we already talked out it.  
8 It's super soft, yeah.

9 A. Okay.

10 Q. Yeah, yeah. I know what we're talking about. Okay. That  
11 makes sense. And how did you guys know where to put the --

12 A. Access.

13 Q. Access. So it's literally just the easiest place to get to.  
14 Okay. And who sent you out there? Is it just you're on that  
15 shift call after you close the valve and --

16 A. I don't know who sent me.

17 Q. That's okay. That's okay. That's okay. I'm trying to get a  
18 sense for, you know, how you knew what to do and where to go  
19 during the accident, and I know some of this is training installed  
20 and, you know, up here in the back of the brain where you just  
21 know what to do and you -- because you've been doing it for a  
22 while, but I'm trying to get a sense for that day how that -- what  
23 that looks like. It's okay. If you don't remember it, that's  
24 okay.

25 A. Could you reask the question?

1 Q. Yeah, so what I'm trying to get a sense for is, you know, you  
2 took these actions, right.

3 A. Yes.

4 Q. You drilled, you did the drive, you closed in the valve, you  
5 helped out with the boom. How you knew where to go and where you  
6 were needed.

7 A. Knowing the right-of-way on our pipeline aids us in knowing  
8 where we can access and with the boom deployment practice we have  
9 and the ~~teaks~~ <sup>Teex RK</sup> training, you know what you're going to be carrying  
10 is weighty, bulky and you'll need an access point that, you know,  
11 you can work from.

12 Q. Yeah. ~~Teaks~~ <sup>Teex</sup> training, what's that?

13 A. That was boom deployment training in Texas.

14 Q. Okay. Damn, that's my home stomping grounds. Have you ever  
15 responded to an incident like this?

16 A. Yes.

17 Q. Okay. Talk me through that. When was that? What system was  
18 it on? Was it on the Ozark line or --

19 A. It was not in our area.

20 Q. Okay.

21 A. It was in the Martinsville region, and it was a ~~teasel~~ <sup>diesel RK</sup> (ph.)  
22 spill.

23 Q. That's okay, that's okay. Do you know around about when that  
24 was, you know? Five years ago? Ten years ago?

25 A. No, I do not.

1 Q. Okay. What was your role in that one?  
2 A. Assist.  
3 Q. Okay. Doing kind of similar work, helping set out booms,  
4 helping with logistics, turning valves?  
5 A. It was more cleanup --  
6 Q. Cleanup.  
7 A. -- at that point when I was on site.  
8 Q. Okay. Okay. So we've got the boom over the landfill and  
9 then boom over at ~~Wander~~ **Wanda RK** Road.  
10 A. Yes.  
11 Q. Similar setup and operation?  
12 A. Yes.  
13 Q. Okay. And that location chosen again for access?  
14 A. Yes.  
15 Q. Okay. And then I believe you mentioned you helped with the  
16 ~~back~~ **vac RK** trucks.  
17 A. Yes.  
18 Q. What was your role there?  
19 A. Just monitoring the hose at the water's edge to make sure you  
20 weren't pulling more water than --  
21 Q. Yeah. Makes sense. And then where -- what was after that?  
22 A. Home.  
23 Q. Home. Best holiday. Okay. So this was obviously a very  
24 unusual day. What's a normal day look like for you? And I know  
25 it's a question that's not super helpful because a normal day on a

1 pipeline is not the same thing, but general activities, what kind  
2 of stuff are you doing?

3 A. Normal day we will all get on our morning call at 7:00, find  
4 out if anybody needs help, if anything out of the ordinary needs  
5 done, not like this.

6 Q. Right, right.

7 A. And then we'll check one calls and check our work orders  
8 which goes along with kind of the PMS, and lunch, same thing in  
9 the afternoon, and then home.

10 Q. Okay. That is helpful. I know when I was out there, I feel  
11 like every day was a little different than I expected it to be.  
12 You start the day thinking you're going to do one thing, and you  
13 finish it by having done something totally different. So how do  
14 you guys -- where's this separation in terms of the yard dock and  
15 station? What --

16 A. Mainly that separated the shift.

17 Q. Okay.

18 A. They are on the 12 hour rotating shift where we're 8 hours  
19 straight days.

20 Q. Straight days. Okay. Okay. That's nice. That's better  
21 than the rotating shift for sure. I never had to work those, so I  
22 think that's what I got for now. I know I'm going to have more  
23 questions for you in a bit.

24 MS. COLLETTI: But we'll go ahead and get started with Mark  
25 and go around the room.

1 MR. KAMP: Mark, before we get started, may I take a break?

2 MR. DOUGHERTY: Sure, absolutely.

3 MS. COLLETTI: Yes, please. Absolutely. We'll pause this.

4 We're going off the record. Thanks.

5 (Off the record.)

6 (On the record.)

7 MS. COLLETTI: All right. We are back on the record for the

8 Rich Kamp interview. And we're starting off with Mark.

9 BY MR. DOUGHERTY:

10 Q. So Mark Dougherty, NTSB. So just a couple of questions.

11 First, are you -- is your position considered like a field

12 employee or field personnel? Where you're on the field, not

13 necessarily in an office, but out in the field responding or --

14 A. Yes.

15 Q. Okay. All right. Just -- so as a field employee, have you

16 received any type of formal or informal classroom or round table

17 scenarios to prepare for an incident like this?

18 A. Yes. I stated earlier I have ~~took~~ <sup>Teex RK</sup> training for boom

19 deployment and we have drills where we deploy our own boom.

20 Q. Okay. Any other type of training or anything that would help

21 prepare or -- that you can recall?

22 A. Short of round table drills nothing comes to mind.

23 Q. Okay. All right. But you have done the round -- like round

24 table --

25 A. Yes.

1 Q. -- events. And so what do those look like?

2 A. It is pretty much a flat footed, this just happened type  
3 thing, let's talk through it, what would we do, who would do this,  
4 who would do what, and it kind of helps us to stay current with  
5 our organization as far as how we're going to respond depending on  
6 who's in the area and who's not.

7 Q. Okay. All right. That's it. You've answered the rest.

8 MS. COLLETTI: Okay.

9 BY MR. MATHEWS:

10 Q. Okay. This is Wesley Mathews with PHMSA. So if you don't  
11 mind, so you turn the valve. Did you do that by yourself?

12 A. Yes, sir.

13 Q. Impressive. So you turned the valve, and then you just  
14 immediately got back in your truck to go deploy the booms and  
15 stuff?

16 A. I made the call to announce that the valve was closed. That  
17 way that could be relayed. And then I went to the Roxana Station  
18 because the last thing I heard on the call, when I arrived at  
19 Roxana Station, I announced that I was at Roxana Station, that  
20 that was where the frack tanks were going to start showing up  
21 because that gate is -- you have to badge in and out so someone  
22 would have to let them in to drop the tanks, and then they'd  
23 change their location.

24 Q. Okay. And then after that is when you went --

25 A. Yes.

1 Q. So, yeah, wow, so you didn't have -- had to take any breaks  
2 or anything? You --

3 A. No.

4 Q. Wow. You're an impressive man. I'd have been dying. So,  
5 okay, when you go out and put the booms across, were you seeing  
6 product then? Were you actually seeing your stopping it?

7 A. At the landfill, the oil had already arrived.

8 Q. Okay.

9 A. We got it across to try to quell the flow downstream. At  
10 ~~Wander~~ <sup>Wanda RK</sup> Road, the oil had not shown up yet so we just, like I said,  
11 worked on getting as many -- as much boom deployed in that area as  
12 we could.

13 Q. Okay. And where you did see the oil did you contact anyone  
14 and say, hey, it's -- we can't stop it or anything.

15 A. I did not, but ahead of my arrival it was announced it was  
16 there.

17 Q. Okay. Okay. And is there anything that you felt like you  
18 could have done different or any other equipment you could have  
19 used that you felt like could have maybe sped things up or, you  
20 know, helped the environmental deployment at that time?

21 A. Nothing comes to mind. I mean, even the time that we had to  
22 walk in the side-by-side I don't even think would have helped due  
23 to the fact that the -- I don't think it could traverse what we  
24 had to walk to get there.

25 Q. Okay. Yeah, that's all I have for right now. Thanks.

1 BY MR. MARTINEZ:

2 Q. Yeah, so this is Aaron. I just have a question. I think  
3 you've somewhat answered it, but I just want to be clear on this.  
4 When you went to ~~Ekalon~~ <sup>Equilon RK</sup>, did you have any issue with accessing the  
5 valve, operating the valve? Did the valve operator as you would  
6 have expected and any issues along that?

7 A. No, there were no issues.

8 Q. Okay. Everything worked like you would have expected it to?  
9 You knew how to operate it, you knew how to access it.

10 A. Yes.

11 Q. Okay. Thank you. That's all I have.

12 BY MS. COLLETTI:

13 Q. All right. It's back to me, then. Alex Colletti, NTSB. Did  
14 you ever communicate with the OC at any point?

15 A. No.

16 Q. No. Okay. So your calls were all in that local area.

17 A. Yes.

18 Q. Call, that morning shift call. Okay. Great. And I just  
19 want to be really clear. The reason why a side-by-side wouldn't  
20 have been helpful is it was too muddy?

21 A. The access point that I went through there were -- that was a  
22 deep --

23 Q. Okay. Would have been a great way to roll it onto yourself,  
24 yeah. Okay.

25 A. It wouldn't have made it across.



1 Q. Okay. Okay. And then OQ for valve closure.

2 A. Yes.

3 Q. Yeah. What's -- how often do you guys have to recertify for  
4 that? What's that look like?

5 A. Recertification should be every three years.

6 Q. Three years. Okay. Is it a written test? What do you --  
7 how do you --

8 A. It's an example.

9 Q. Example. Great. Yeah. That's the one I like. Thank you.  
10 You can tell a lot more about someone, what they can do when you  
11 see them do it, then if they can write it down on a piece of  
12 paper. That's just me. Okay. And when was the last time -- and  
13 I apologize if I covered this already, but when was the last time  
14 you turned a valve? A few months before? Years ago?

15 A. Let's see, I would imagine the last time that I turned a  
16 valve was the last time that we loaded and launched a pig and I'm  
17 not 100 percent sure on when that date was.

18 Q. Okay. That's fine. But it was something you walked up. You  
19 knew what to do. I mean, you got your OQ --

20 A. Yes.

21 Q. -- and you'd been doing that. You've been out here for, what  
22 14 years, right, so you turn a valve or two on your time. Yeah.  
23 Great. That's what I have.

24 MS. COLLETTI: Mark, do you have anymore?

25 MR. DOUGHERTY: I don't have anything else.

1 MS. COLLETTI: Okay. So Mark doesn't have any more  
2 questions. Wesley? You're up.

3 BY MR. MATHEWS:

4 Q. This is Wes Mathews. My last question for you is so you were  
5 manning the ~~back~~<sup>vac RK</sup> truck, manning the hose. Did you describe your  
6 hand off once you were told, hey, you need to go home, what was  
7 the hand off process?

8 A. When the ~~back~~<sup>vac RK</sup> trucks were full, we set the hoses down out of  
9 the water on diapers, and I actually went up to my truck to warm  
10 up while they offloaded and then we were told that go ahead, we  
11 have enough hands, go home and get some sleep, get ready for  
12 tomorrow.

13 MS. COLLETTI: Right, all the (indiscernible) again.

14 BY MR. MATHEWS:

15 Q. Yeah, if you don't mind, you just mentioned something. On  
16 that -- on the day of this event, could you describe what the  
17 weather was like? I mean, you said you had to warm up.

18 A. It was cold.

19 Q. Is it normal cold that you could handle or was it like a  
20 detrimental team, you didn't work that kind of cold?

21 A. It was normal cold. We were supplied with a lot of clothes  
22 to go out in pretty much any weather condition.

23 Q. Okay.

24 A. Just -- we have to.

25 Q. Understood. That's all I have. Thanks so much.

1 MS. COLLETTI: And I lived in St. Louis for a few years so I  
2 know the weather in this area turns on a dime, so --

3 MR. KAMP: Yeah.

4 MS. COLLETTI: I'm sorry, that was Alex Colletti. Breaking  
5 my rules. I'm the worst. I'm the worst offender on every one of  
6 your interviews. The poor transcribers just hate me.

7 So, Aaron, you're up.

8 BY MR. MARTINEZ:

9 Q. Yeah, so this is Aaron. Working there you can never be  
10 prepared for everything that you're going to see and response, but  
11 generally speaking, do you feel that you've been prepared  
12 adequately to response to something like this, and second question  
13 is even with that, do you think there's something you've learned  
14 from this that you would recommend that we can do better next  
15 time?

16 A. I think the training for the response was up-to-date and on  
17 pace for what we were doing. And the only thing that I've seen  
18 that we could do differently on the smaller ~~creek~~<sup>creek</sup> crossings like  
19 this, and actually this morning I stopped at Walmart and bought  
20 some, is nylon twine because to get the rope across these narrow  
21 creeks, we have rope guns, but trying to get the rope across and  
22 strung, it's a lot easier to be able to tie the twine on a rock  
23 and throw it and tie the end off, and then drag the rope with that  
24 twine to get it across the creek.

25 MS. COLLETTI: Yeah, that's a great idea. Great idea.

1 That's a great idea. This is Alex Colletti again. Is there  
2 anything I or someone else, anything that we didn't ask you about  
3 that we should have that we should cover?

4 MR. KAMP: No.

5 MS. COLLETTI: Okay. Anything else you want to share with us  
6 about the response or anything at all?

7 MR. KAMP: No.

8 MS. COLLETTI: That's the normal answer, but I like to ask  
9 because sometimes people think of stuff last minute that they, you  
10 know, that comes up because, like I said memory is not linear.  
11 Well, thank you so much for your time, Rich. I appreciate it.  
12 It's important what we're doing in terms of learning and making  
13 sure that we make improvements as we can.

14 With that, it is 8:39 a.m., and this concludes the interview  
15 of Rich Kamp. Thank you very much, sir.

16 (Whereupon, at 8:39 a.m. Central, the interview was  
17 concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

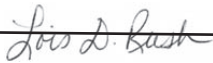
IN THE MATTER OF:           MARATHON PIPE LINE OIL  
                                  RELEASE IN EVANSVILLE, ILLINOIS  
                                  ON MARCH 11, 2022  
                                  Interview of Rich Kamp

ACCIDENT NO.:                PLD22FR002

PLACE:                         Roxana, Illinois

DATE:                         March 14, 2022

was held according to the record, and that this is the original,  
complete, true and accurate transcript which has been transcribed  
to the best of my skill and ability.

\_\_\_\_\_

\_\_\_\_\_  
LOIS D. RUSH  
Transcriber



# National Transportation Safety Board

Washington, D.C. 20594

May 16, 2022

Mr. Rich Kamp:

Reference: **Interview Regarding the March 11, 2022, Edwardsville, Illinois Pipeline Rupture and Crude Oil Release - NTSB case number PLD22FR002**

Attached is a transcript of your interview on March 14, 2022 as a part of the on-going investigation of the above referenced accident. Please review the transcript for accuracy and make any necessary editorial changes.

You may either reference the relevant page and line number along with the suggested change or redline a copy of the document. Please initial any changes when marking up or redlining the original document.

When replying be sure and checkmark one of the three statements below, even if you have no changes.

Please submit replies to me via email no later than **May 30, 2022**.

I have reviewed my transcript(s) from the above referenced accident and...

I have no comments to make.

My comments are submitted herewith.

My comments are marked on the attached copy.

Please note that these transcripts must be treated as confidential at this time. These transcripts are for your use only, and not for release outside of the investigation. If you have any questions, please contact me by phone or email.

Thank you for your assistance and cooperation,

Alex C. Colletti

**Pipeline Accident Investigator**

National Transportation Safety Board

Office of Railroad, Pipeline, and Hazardous Materials Investigations

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Unit 6220

Washington, D.C. 20594

