

# Spill Response Procedures

Spill/Release Response Procedures:

For spills/releases of hazardous material or waste, follow these response procedures.

**ACTION TO BE TAKEN:**

1. Evaluate the spill hazards
  - a. To yourself
  - b. To others
  - c. To the environment
  - d. To property
2. Evaluate the spill itself.
  - a. If it is a small spill, ten gallons or less, contact your immediate supervisor for further instructions.
  - b. If it is a large release, call 9-1-1 immediately. Then follow the list for emergency contact procedures listed below.
  - c. Assess the release and determine if you can safely pull the emergency shut-down's on both our equipment and the customer's.
  - d. If you cannot reach the emergency shut-down's safely, move up-wind of the release and wait for emergency response teams to arrive.
3. Emergency Contact List
  - a. Matthew Hitchcock- Owner  
517-521-2124 Office  
517-719-1557 Cell  
517-294-9494 Cell
  - b. Dispatcher  
517-521-2124 Office
  - c. Call ML Chartier or Young's Environment Cleanup. They provide 24-hour emergency spill response and cleanup.  
ML Chartier 1-888-334-8373  
Young's Environmental 1-800-496-8647

DRIVER'S MEETING  
Safety and Health  
April 4, 2008  
Agenda

- |      |                               |        |
|------|-------------------------------|--------|
| I.   | Health Insurance              | Sherri |
|      | a. PHP                        |        |
|      | b. McLaren                    |        |
| II.  | Personal Protection Equipment | Brian  |
| III. | Terra                         | Brian  |
| IV.  | Safety                        |        |
|      | a. Proper Backing Procedures  | Scott  |
|      | b. Value-Driven Driving       | Video  |
|      | c. Proper Distance            | Video  |
|      | d. Hazmat Safety Review       | Brian  |
| V.   | Q & A Session                 |        |

Safety and Health

April 4, 2008

SIGN OFF SHEET

Lester Bennett Lester Bennett

Jamie Bogess Jamie Bogess

Dave Castleman [Signature]

Larry Coddington [Signature]

Brian Hitchcock [Signature]

Richard Hitchcock Richard Hitchcock

Jordan Hitchcock [Signature]

Eric Haite \_\_\_\_\_

Jason Kopp [Signature]

Eric Lowe Eric Lowe

Christopher Monroe [Signature]

Jarred Smith [Signature]

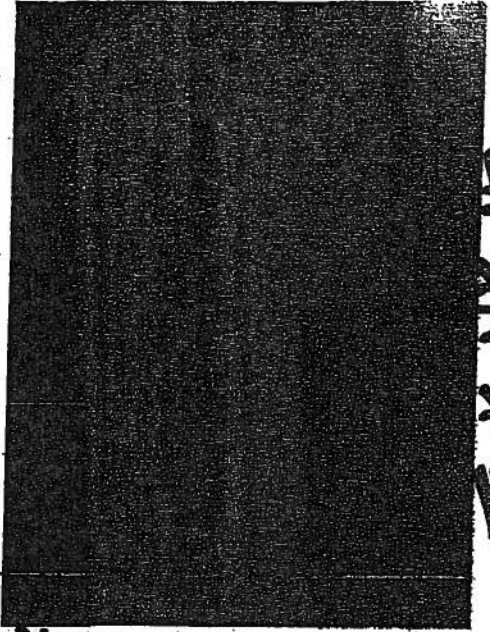
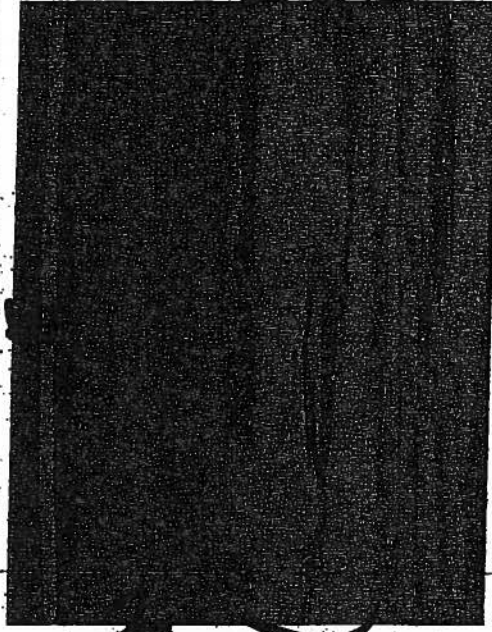
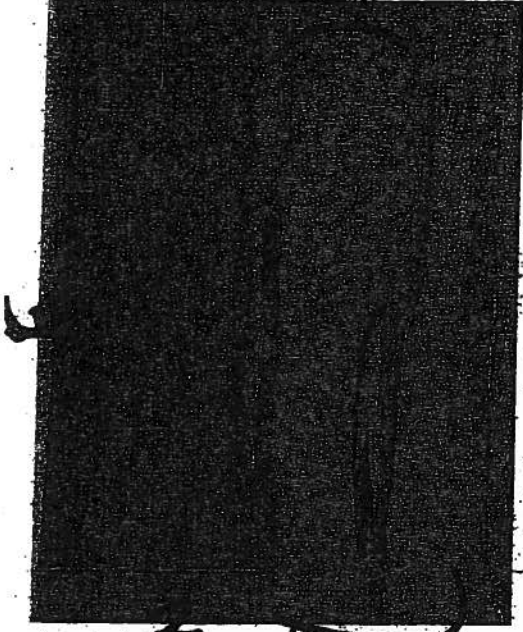
Allan Reid \_\_\_\_\_

Scott Sholty [Signature]

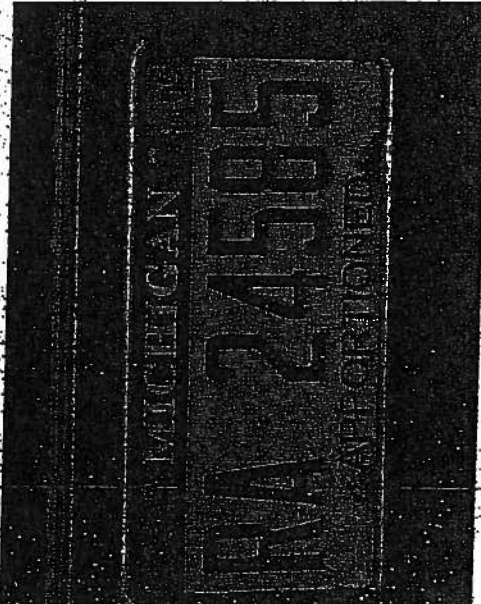
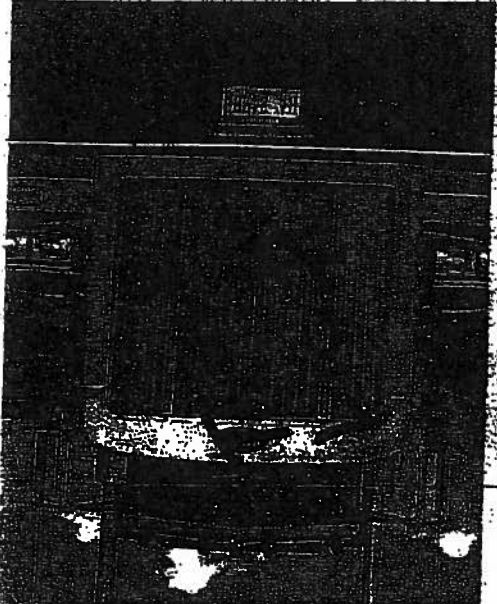
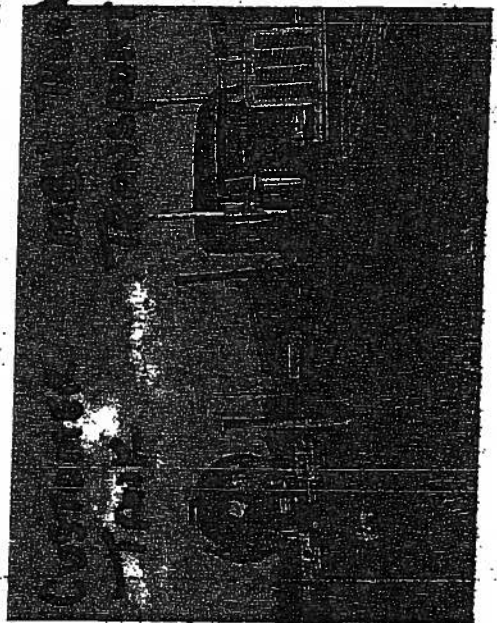
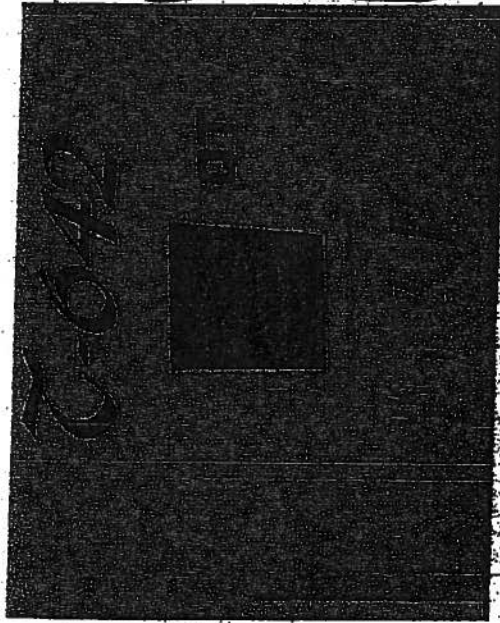
Josh Mitchell \_\_\_\_\_

APR 11  
1961

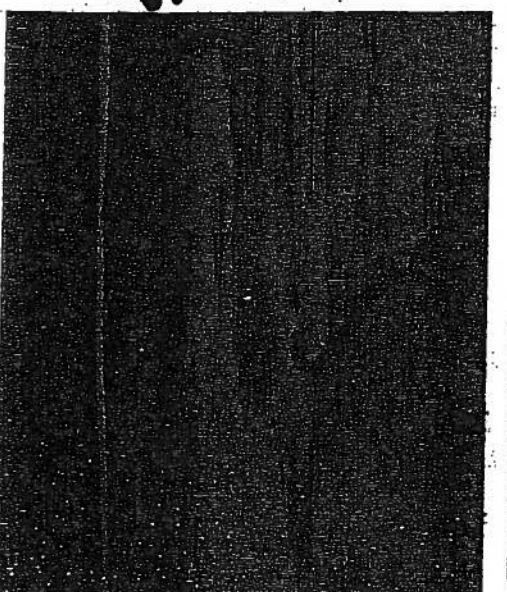
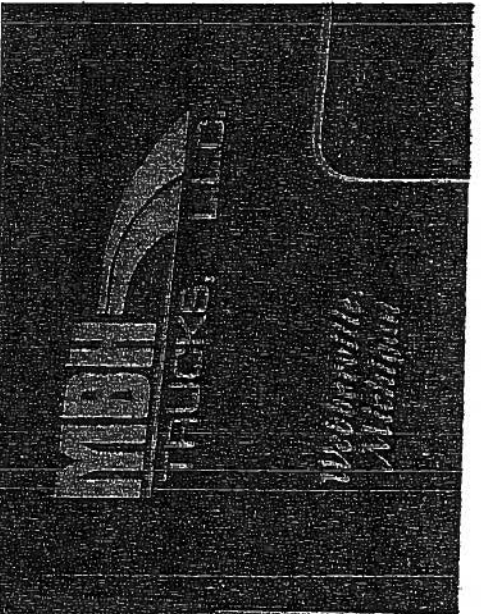
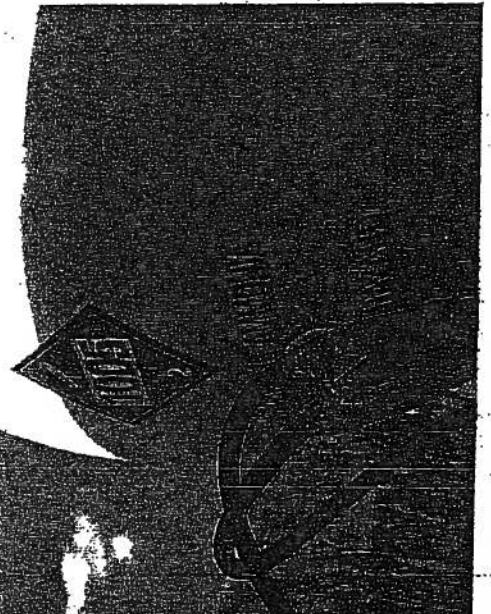
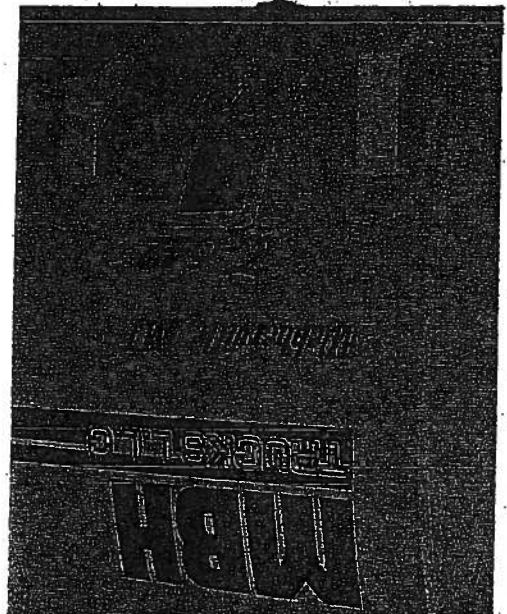
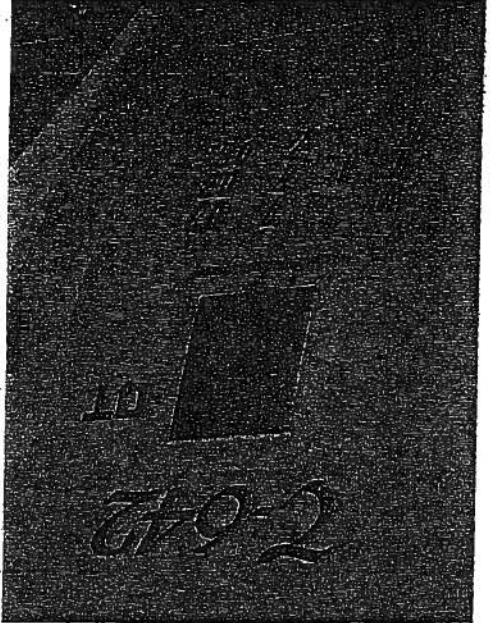
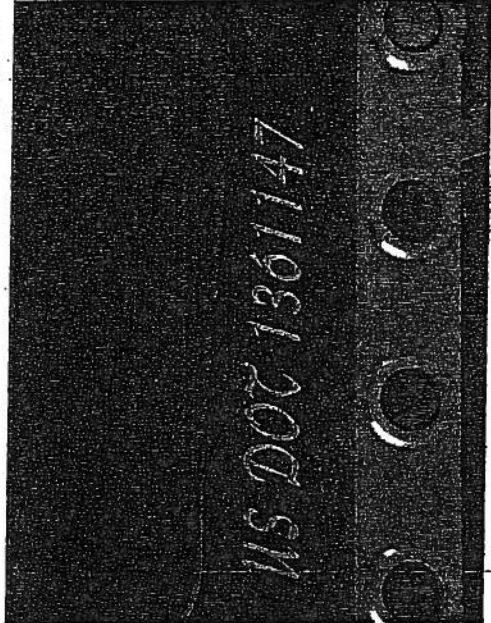
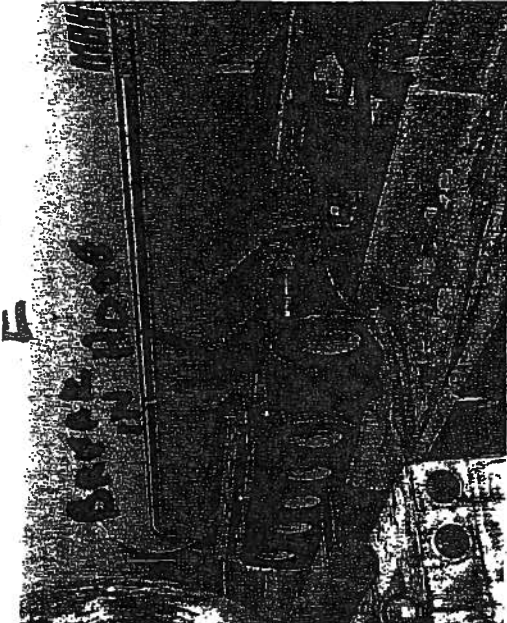
APR 11  
1961



TAKE UP



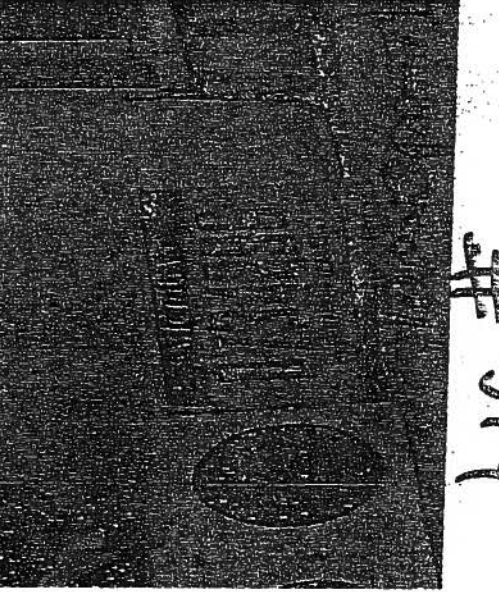
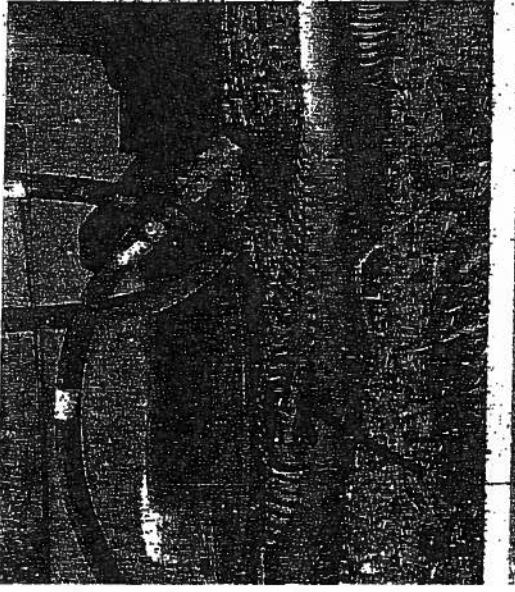
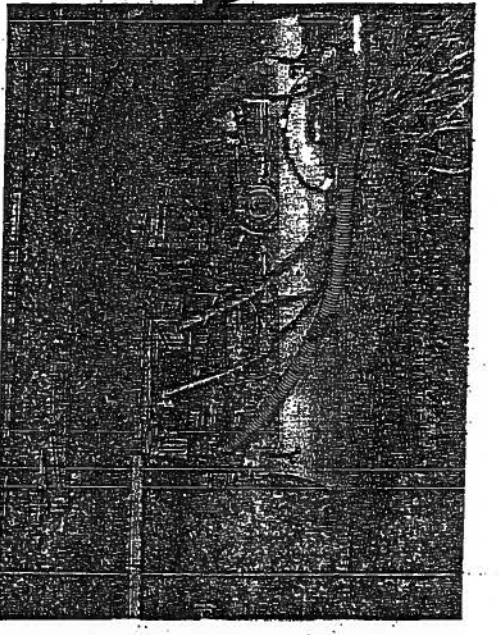
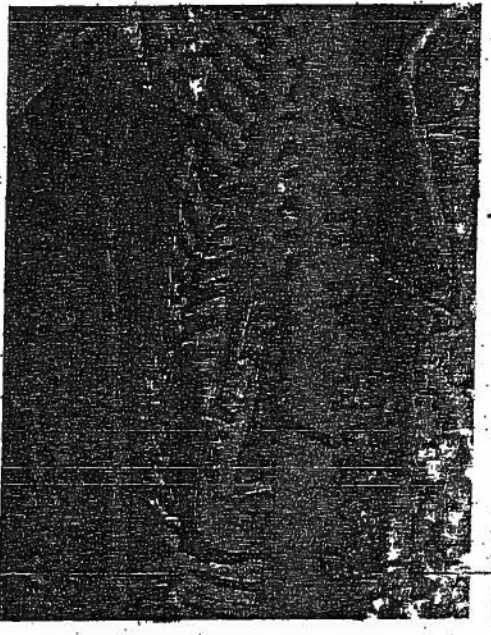
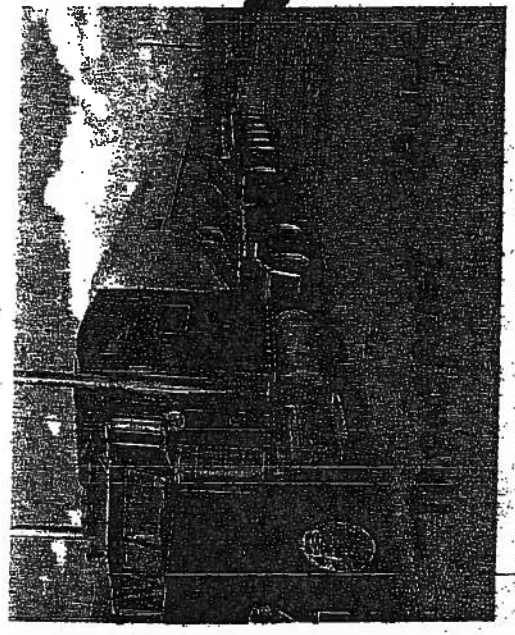
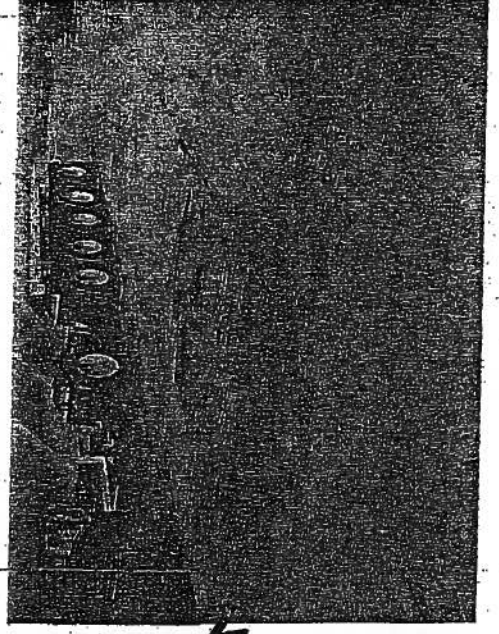
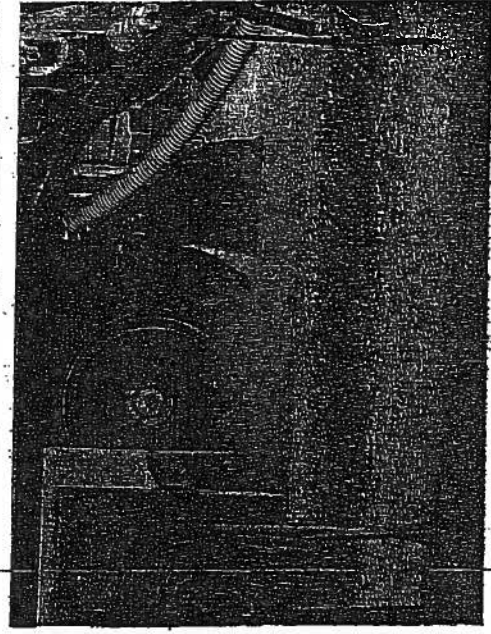
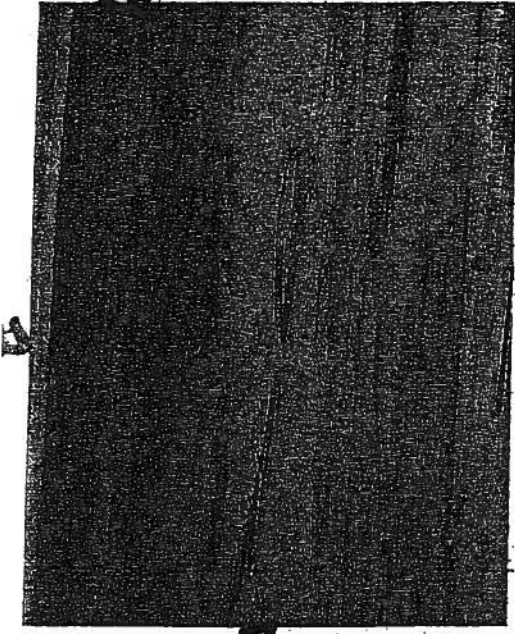
CUSTOMER



CUSTOMER TALK

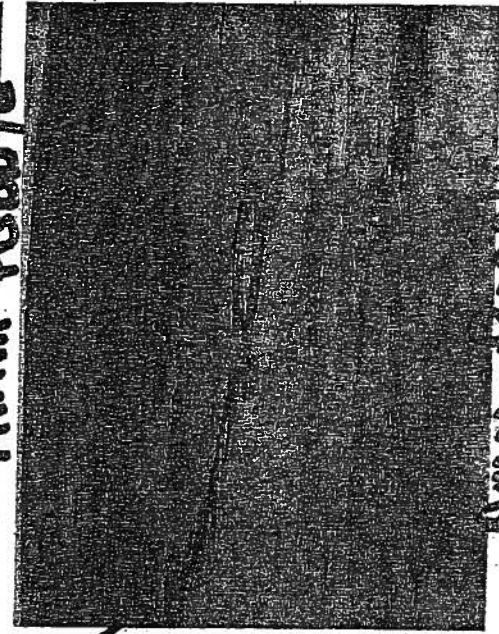
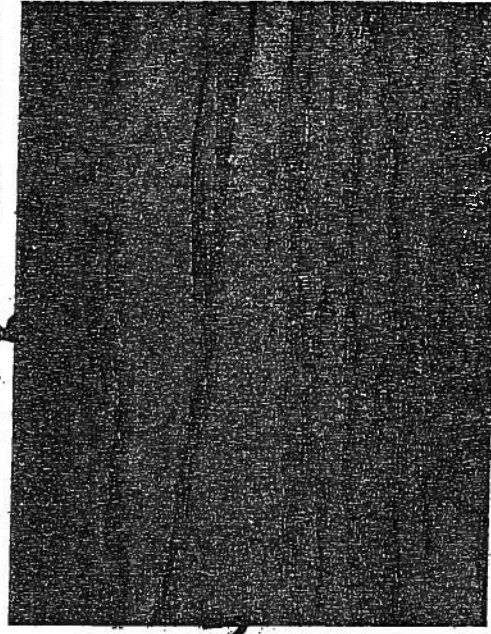
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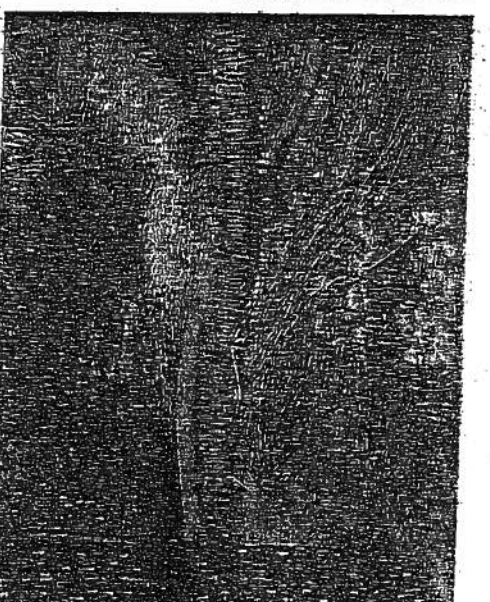
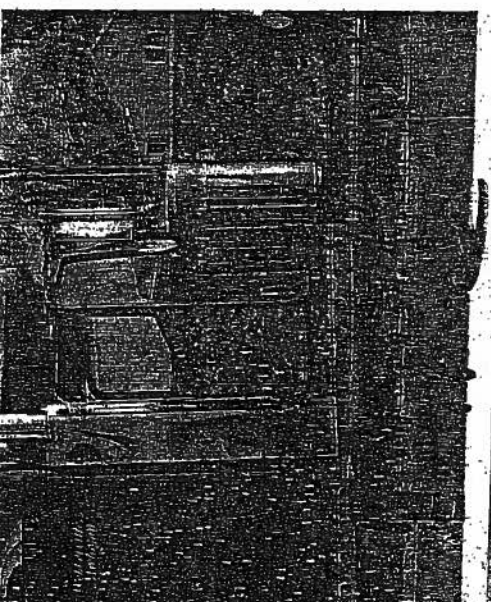
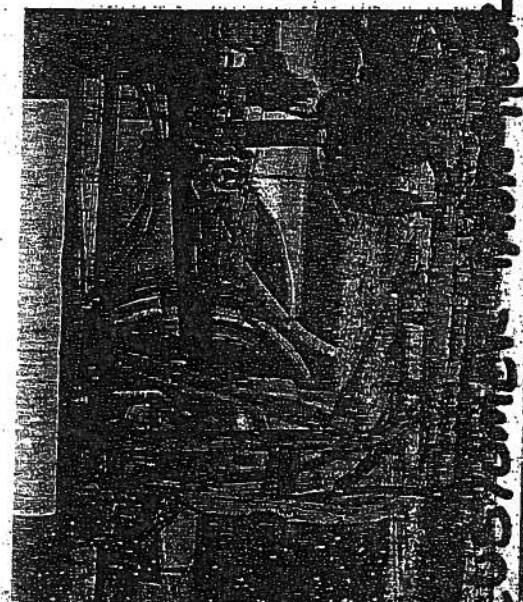
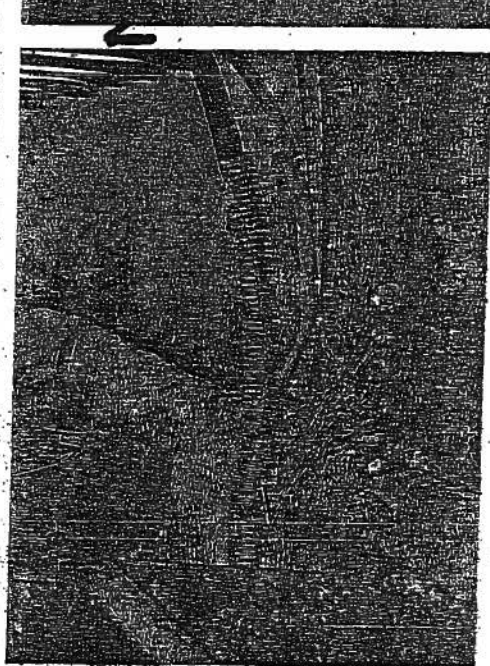
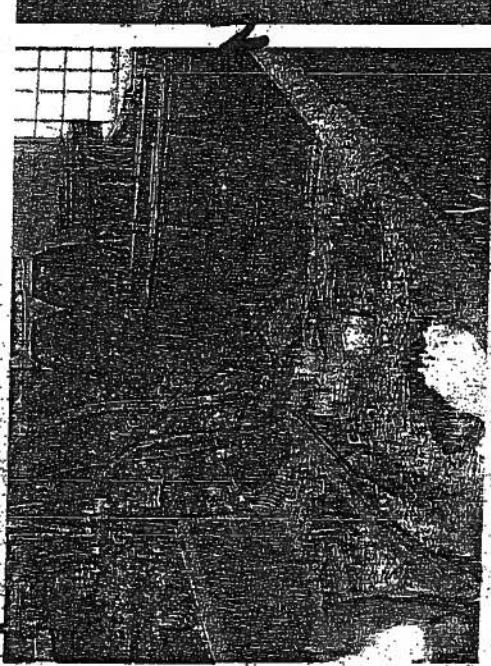
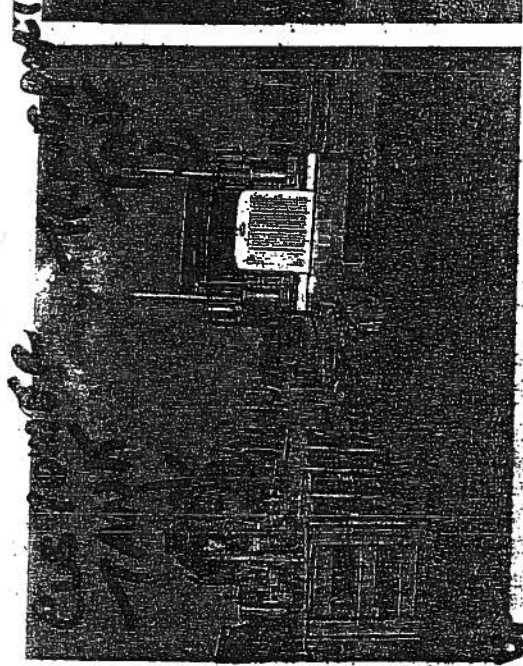


#119

Transpor  
Plane up



AMM 100010





DRIVER'S MEETING  
Safety and Health  
January 19, 2008  
Agenda

- |  |             |
|--|-------------|
| I. Paper Work                                      | Jenny       |
| a. Paper work review – see examples                |             |
| II. Dispatch                                       | Scotty      |
| III. Maintenance/Inventory                         | Scotty      |
| IV. Accounting                                     | Jenny       |
| V. Safety  |             |
| a. Key documents – hand out with exercise          | Jenny       |
| b. Hours of service – hand out with exercise       | Scotty      |
| c. HazMat training                                 | Brian       |
| d. Preventive Maintenance – hand out with exercise | Scotty      |
| e. Employee Handbook                               | Jenny/Brian |
| Work Instructions                                  |             |
| C-TPAT Policy                                      |             |
| Alcohol/Safety Manual Policy                       |             |
| Company Policy (Forthcoming)                       |             |
| VI. Q & A Session                                  |             |

Driver Sign In Sheet  
January 19, 2006  
Safety Meeting

- |                       |                        |                     |
|-----------------------|------------------------|---------------------|
| ✓ 1. Kyle Arnett      | <u>Kyle Arnett #12</u> | ✓ missing Drug      |
| ✓ 2. Lester Bennett   | <u>Lester Bennett</u>  | ✓                   |
| ✓ 3. Jamie Boggess    | <u>J Boggess</u>       | ✓                   |
| ✓ 4. Chuck Boggess    | <u>Chuck Boggess</u>   | ✓                   |
| 5. Dave Castleman     | <u>[Signature]</u>     |                     |
| ✓ 6. Brian Hitchcock  | <u>[Signature]</u>     |                     |
| ✓ 7. Jordan Hitchcock | <u>[Signature]</u>     | ✓                   |
| ✓ 8. Ricky Hitchcock  | <u>Rick Hitchcock</u>  | 1-19-08 ✓<br>4:30 ✓ |
| 9. Jason Kopp         | <u>[Signature]</u>     |                     |
| ✓ 10. Eric Lowe       | <u>Eric Lowe</u>       |                     |
| ✓ 11. Chris Monroe    | <u>Chris</u>           | ✓                   |
| ✓ 12. Allan Reid      | <u>Allan R Reid</u>    | ✓                   |
| 13. Scott Sholty      | <u>[Signature]</u>     |                     |
| 14. Jared Smith       | <u>[Signature]</u>     |                     |
| 15. Todd Stanley      | <u>Todd Stanley</u>    | ✓                   |

On May 6, 2008 driver David Castleman went to Hawkins Farm (Sid Hawkins Farms 4904 Barnes Mason MI 48854) with a delivery of Anhydrous Ammonia. Sid Hawkins's tank had not had a delivery in approximately 12 months. Sid stated his tank was empty. The site gauge was the old spitter style and was indicating that the tank was empty.

Dave followed his procedures of hooking his hoses to Sid's receiving tank. Dave then opened his vapor line on the transport trailer. Sid opened his own emergency lines. Dave took into consideration that this farm tank had not had a delivery in almost a year. So he slowly opened the vapor line on Sid's tank to equalize the pressure between the transport tank and the receiving tank.

After the pressure equalized Dave then opened his liquid line to ensure that the liquid was flowing from the transport tank into Sid's tank. After doing this Dave proceeded to start his pump. Immediately after starting to pump the transport smart hose blew, Dave and Sid escaped the vapor cloud by moving up wind.

The vapor cloud surrounded the truck, trailer & farm receiving tank. After a few minutes Dave was able to approach the left front corner of his truck, turn his pump off & shut the emergency valves on his transport tank, but this did not stop the leak. He then called me, Brian Hitchcock, to report it and at that same time Sid Hawkins wife, Carol Hawkins called 911.

I immediately drove to the scene which took approximately 20-25 minutes. Upon arrival, I assessed the situation. Police & Fire were there. I asked if anyone had closed any valves and was told that no one had. The wind was blowing so I could approach the transport tank on the left side. I manually closed both the liquid & vapor valves on the transport tank. This did not change the leak. I then went to the opposite side of the receiving tank and closed the liquid & vapor valves, this stopped the leak from the transport hose.

Initially, I could not approach the area where the broken hose was. I waited for approximately 30 minutes for the liquid on the concrete around the broken hose to vaporize. When I could safely approach the area, I could see that the smart hose did not close properly. I also could not read the liquid gage on the transport

tank because it was covered with moisture from the anhydrous ammonia. From what I could see of the gage, it looked like the transport tank was almost empty with only 8% showing on the gage. What we found later was the gage was so moisturized we could not see the whole needle & were reading the wrong end.

This transport tank had just been serviced in April 2008 with all new emergency shut down valves, believing that it had lost all of its product I called IPS (the company that had just done the work) to come investigate the incident. I would take them between 60 & 75 minutes to get there.

While waiting for IPS to arrive, I had a discussion with fire chief, Kerry Minshall. He informed me that Haz-Mat had taken air readings of the surrounding area and determined that it was safe to resume normal daily activity. Due to the fact that there was no clean up involved, the fire department was going to be released. Fire officials then left the scene.

When the two men (Rob Vandermark & Tom Deming) from IPS arrived, the three of us went over to the area where the broken hose was. We confirmed that the smart hose had not closed properly. At this point, we could also see the liquid gage on the tank clearly and it was at 71%, only 1% less than when we loaded. We determined that the transport tank emergency valves did close properly and the receiving tank had not. After further investigation we found that the receiving tank emergency valve had stuck open. We also believe that the receiving tank emergency valve did not open properly. When Dave started to unload, it may have been stuck shut & the pressure forced it open, but then did not close when the hose blew as it was designed to do. We feel that the hose may have had a weak point in it that caused it to fail. The smart hose was approximately a year old. We later contacted the company, and were informed that there were some issues with the hoses but since it was more than 12 months old they would not warranty. After our investigation, this is our best conclusion as to the factors that contributed to the incident. At the time we removed the transport tank from the unloading area, the ammonia smell had pretty well dissipated. We took the truck back to the MBH yard.

The next morning May 7<sup>th</sup> 2008, I took the transport tanker to the Andersons so a new accurate weight could be determined. The transport tank was weighed and then off loaded a few miles away at Jorgensons Farm Elevator. After completing this I found the weight to be 920 lbs less than when loaded at Courtright on May 6th 2008.

I then placed a call to the Mason Fire Department Kerry Minshall and the Haz Mat team and was unsuccessful talking to either one at that time. Later in the afternoon I did talk to Herb Corey from the Haz Mat team and he said that I would need to talk to Fire Chief Kerry Minshall regarding the case.

On May 7, 2008 Carol from The Michigan Department of Ag called and said she was going out to visit Hawkins farm site, and if she had any questions or concerns that she would contact me. I have never heard from her again.

I contacted the Michigan Agri Business Association to ask if they knew who I should contact regarding the release, there suggestion was to contact Michigan Department of Environmental Quality. I contacted DEQ and submitted their report to them on May 12, 2008.

On May 9, 2008 I contacted both PEAS & the National Response Center to report the incident. Each contact I made, I would ask if they knew of anyone else that I needed to notify, I was told that I did what I needed to for now & that they would contact me if they needed anything further.

I would like to add that this has been a learning experience & I would like to offer any assistance I can in working with you to put a close to this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Matthew Brian Hitchcock", written in a cursive style.

Matthew Brian Hitchcock

MASON FIRE DEPARTMENT, MASON, MICHIGAN 48854

Remarks for Incident: 0000066 Exp: 000 Date: 05/06/2008

Time: 17:38

Printed: 05/12/2008

WE WERE CALLED FOR A HAZ MAT INCIDENT INVOLVING ANHYDROUS AMMONIA AT THE HAWKINS FARM ON BARNES ROAD. WHILE APPROACHING THE LOCATION, A STRONG ODOR OF AMMONIA WAS PRESENT AT THE CORNER OF BARNES AND AURELIUS ROADS. A PLUME/VAPOR CLOUD COULD BE SEEN AT ABOUT 1/2 MILE AWAY ENVELOPING THE DELIVERY TRUCK, TRAILER AND RECEIVING TANK. THE INGHAM COUNTY HAZ-MAT TEAM WAS CALLED AT THIS TIME. WE SHUT DOWN BARNES ROAD FROM AURELIUS TO EIFERT ROAD, CONTINUING TO THE FARM (WHICH WAS UPWIND OF THE LEAK), I MADE CONTACT WITH THE DRIVER AND VERIFIED THAT THERE WERE NO INJURIES.

THE DRIVER, DAVID CASTLEMAN, STATED THAT THERE WAS 64,400 LBS OF ANHYDROUS AMMONIA IN THE DELIVERY TRUCK AND THAT IT HAD BEEN LEAKING FOR ABOUT 20 - 25 MINUTES. HE SAID THAT THE DELIVERY HOSE BETWEEN THE TRUCK AND TANK HAD BROKEN AND THAT THE EMERGENCY SHUT OFFS DID NOT WORK.

SGT. MIKE PEREZ FROM ICSD WAS ON SCENE AND ASSISTED WITH MAKING THE PROPER NOTIFICATIONS THRU FIRE CENTER. ICSD ALSO PROVIDED TRAFFIC CONTROL AND CHECKED ON RESIDENTS DOWNWIND OF THE RELEASE.

WHEN THE OWNER, BRIAN HITCHCOCK, ARRIVED HE ALSO STATED THAT THERE WAS 64,400 LBS ON THE TRUCK ABOUT THAT TIME, THE VAPOR CLOUD WAS GREATLY REDUCED AND WITH THE OWNER, SHUT OFF THE VALVE ON TRUCK.

MR. HITCHCOCK STATED THAT THERE WAS ONLY 8% OF THE PRODUCT LEFT IN THE DELIVERY TRUCK AT THIS TIME. HE ALSO STATED THAT INDUSTRIAL PROPANE SERVICES HAD RECENTLY WORKED ON THE TRUCK AND WAS NOT HAPPY THAT THE EMERGENCY VALVES DIDN'T WORK.

BASED ON THE OWNERS AND DRIVERS STATEMENTS, I INITIALLY CALCULATED THE LOSS OF PRODUCT TO BE APPROXIMATELY 59,000 LBS OR 11,500 GALLONS.

ALL OF THIS PRODUCT WAS ALLOWED TO GAS OUT AS NOT TO CONTAMINATE THE GROUND OR WATER.

ON FRIDAY 5/9/2008, MR. HITCHCOCK CALLED AND SAID THAT HE HAD THE TRAILER RE-WEIGHED AT ANDERSONS AND THAT HE ONLY LOST 920 LBS OF PRODUCT. HE FAXED ME THE WEIGHT SLIPS.

I HAVE NO REASON OR BASIS TO DISPUTE HIS CLAIMS OTHER THAN HIS ORIGINAL STATEMENTS.

TOTAL LOSS OF PRODUCT FROM DELIVERY TRUCK SUBSEQUENTLY CHANGED TO 920 LBS.

THERE MAY HAVE ALSO BEEN SOME RELEASE FROM THE HAWKINS TANK BUT I WAS NOT ABLE TO MAKE A DETERMINATION.

WE RESPONDED WITH:

COMMAND 801

COMMAND 802

ENGINE 806

ENGINE 809

TANKER 811

16 RESPONDERS

CHARGES:

NON-STRUCTURE; \$250.00 X 2 HOURS = \$500.00

MANPOWER; 15 X \$10.00 X 2 HOURS = \$300.00

TOTAL = \$800.00

PROPERTY:

MASON FIRE DEPARTMENT, MASON, MICHIGAN 48854

CHARGES \$800.00

<b>A</b> FDID 03308		State MI		Incident Date 05/06/2008		Station		Incident No. 0000066		Day of Week Tue		Exposure 000		Transaction Add		NFIRS - 1 Basic	
<b>B</b> Location		Number/Milepost 4904		Prefix W		Street or Highway BARNES		State MI		Zip Code 48854-		Census Tract RD		Street Type RD		Suffix	
Street address Apt./Suite/Room		City MASON		Cross street or directions, as applicable EIFERT ROAD		Wind Speed MPH 15		Air Temp 76°F		Wind Direction West		Weather Information Weather Type 10 Clear, less than 1/10 cloud cover					
<b>C</b> Incident Type 422 Chemical spill or leak				<b>E1</b> Dates & Times				<b>E2</b> Shifts & Alarms									
<b>D</b> Aid Given or Received N None				Their FDID Their State				Date Time				Shift or					
				Their incident Number				Alarm 05/06/2008 17:38				Platoon Alarms District					
<b>F</b> Actions Taken Primary Action Taken(1) 81 incident command Additional Action Taken(2) 82 Notify other agencies. Additional Action Taken(3) 44 Hazardous materials leak control & containment				<b>G1</b> Resources				<b>G2</b> Estimated Dollar Losses & Values									
				Apparatus or Personnel Form Used				Losses									
				Apparatus Personnel				Property \$									
				Suppression 0 0				Contents \$ 0									
				EMS 0 0				PRE-INCIDENT VALUE:									
				Other 6 17				Property \$									
				Water Usage 0 gal.				Contents \$ 0									
				Miles: Sta. to Scene 8.5													
<b>H1</b> Casualties				<b>H3</b> Hazardous Materials Release													
Fire Deaths Injuries				0 Special HazMat actions required or spill >= 55 gal.													
Service 0 0																	
Civilian 0 0																	
<b>H2</b> Detector				<b>I</b> Mixed Use Property													
				NN Not mixed use													
<b>J</b> Property Use 931 Open land or field																	
FD Use																	
Sort Fid 1. AURELIUS TWP. 2. HAZ MAT																	
<b>K1</b> Person/Entity Involved No. 1				Business Name HAWKINS FARMS								Phone Number (517) 628-2050					
				Title First Name MI Last Name		MR SID HAWKINS		Suffix									
				Number Prefix Street or Highway		4904 W BARNES		Street Type Suffix									
				PO Box Apt./Suite/Room City		MASON		State Zip Code									
				MI 48854-													
<b>K2</b> Owner				Business Name HAWKINS FARMS								Phone Number (517) 628-2050					
				Title First Name MI Last Name		MR SID HAWKINS		Suffix									
				Number Prefix Street or Highway		4904 W BARNES		Street Type Suffix									
				PO Box Apt./Suite/Room City		MASON		State Zip Code									
				MI 48854-													
<b>M</b> Authorization																	
Officer in Charge		Charge ID		First Name		MI Last Name		Position/Rank		Assignment		Date					
801		KERRY		MINSHALL		CHIEF		05/06/2008									
Member Making Report ID		First Name		MI Last Name		Position/Rank		Assignment		Date							
801		KERRY		MINSHALL		CHIEF		05/07/2008									

MASON FIRE DEPARTMENT, MASON, MICHIGAN 48854

<b>A</b>	FDID 03308	State MI	Incident Date 05/06/2008	Station	Incident No. 0000066	Exposure 000	Haz No 01	Transaction Add	NFIRS - 7 Hazmat
<b>B</b>	Hazmat ID UN No. DOT Hazard Classification 1005		CAS Registrat. No. Chemical Name 7664-41-7 Ammonia						
<b>C1</b>	Container Type Container Type 42 Product tank on or towed by vehicle			<b>C2</b>	Estimated Cont. Capacity Capacity: by volume or weight 64,400		<b>C3</b> Units: Capacity VOLUME WEIGHT 22 Pounds		
<b>D1</b>	Estimated Amount Released Amount Release by Volume or Weight 920			<b>E1</b> Physical State When Released 2 Liquid			<b>F1</b> Released From: <input type="checkbox"/> Below Grade <input type="checkbox"/> Inside/On Structure 0 Story of Release <input checked="" type="checkbox"/> Outside of Structure		
<b>D2</b>	Units: Released VOLUME WEIGHT 22 Pounds			<b>E2</b> Released Into Released Into 1 Air					
<b>F2</b>	Population Density 3 Rural - Scattered small communities and			<b>G2</b> Area Evacuated - None			<b>G4</b> Estimated Number of Buildings Evacuated  0		
<b>G1</b>	Area Affected 0 Square feet			<b>G3</b> Estimated Number of People Evacuated 0					
<b>H</b> Hazmat Actions Taken Primary Action Taken (1) 12 HazMat detection, monitoring, sampling, & analysis Additional Action Taken (2) 22 Isolate area & establish hazard control zones Additional Action Taken (3) 32 Notify other agencies				<b>I</b> If fire or explosion is involved with a release, which occurred first?					
				<b>J</b> Cause of Release 2 Unintentional release					
<b>K</b> Factors Contributing to Release Factor Contributing to Release (1) 54 Other part failure, leak, or break Factor Contributing to Release (2) 51 Automatic control failure Factor Contributing to Release (3)				<b>L</b> Factors Affecting Mitigation Factor or Impediment (1) NN None Factor or Impediment (2)  Factor or Impediment (3)					
<b>M</b> Equipment Involved in Release Equipment Involved in Release BROKEN HOSE  Brand  Model  Serial Number  Year				<b>N</b> Mobile Property Involved in Release Mobile Property Type 24 Tank truck - nonflammable cargo  Mobile Property Make PT Peterbilt  Model  Year  License Plate Number RA2485 State MI  DOT Number/ICC Number 1361147					
<b>O</b> Hazmat Disposition 8 Released to property owner or manager				<b>P</b> Hazmat Civilian Casualties Deaths Injuries					



MASON FIRE DEPARTMENT, MASON, MICHIGAN 48854

<b>A</b>	FDID 03308	State MI	Incident Date 05/06/2008	Station	Incident No. 000066	Exposure 000	Transaction Add	<b>NFIRS - 15 Supplemental</b>			
<b>K1</b>	<b>Person/Entity Involved</b> No. 2		Business Name MBH TRUCKS			Phone Number (517) 521-2124					
	Title MR	First Name BRIAN	MI	Last Name HITCHCOCK		Suffix					
	Number 672	Prefix	Street or Highway STOCKBRIDGE			Street Type RD		Suffix			
	PO Box	Apt./Suite/Room	City WEBBERVILLE		State MI	Zip Code 48892-					
<b>K2</b>	<b>Person/Entity Involved</b> No. 3		Business Name DRIVER.			Phone Number					
	Title MR	First Name DAVID	MI	Last Name CASTLEMAN		Suffix					
	Number	Prefix	Street or Highway			Street Type		Suffix			
	PO Box	Apt./Suite/Room	City		State	Zip Code					
<b>L1 Supplemental Special Studies</b>											
1	Special Study ID#	Special Study Value	2	Special Study ID#	Special Study Value	3	Special Study ID#	Special Study Value	4	Special Study ID#	Special Study Value
5	Special Study ID#	Special Study Value	6	Special Study ID#	Special Study Value	7	Special Study ID#	Special Study Value	8	Special Study ID#	Special Study Value
<b>L2 Remarks</b>											

B



MBH Trucks, LLC  
PO Box 600, Webberville, MI 48892  
Phone: 517-521-2124 \* Fax: 517-521-4503

COPY

November 11, 2008

James Entzminger  
U. S. Environmental Protection Agency  
Chemical Emergency Preparedness  
And Prevention Section (SC-6J)  
77 West Jackson Blvd.  
Chicago, IL 60604-3590

Dear Mr. Entzminger:

On Friday, November 7, 2008 we received your letter in response to the information we forwarded to your office on August 1<sup>st</sup>, 2008 in relation to an anhydrous spill. In the letter you requested that we elaborate on the relationship between MBH Trucks, LLC and MBH Trucking, LLC as it was unclear in our prior submittal.

Please find the attached document that will hopefully provide a clearer understanding of the operations of each trucking company.

If you need any further documentation or would like to speak to myself, please call me at 517-521-2124 or 517-719-1557.

Respectfully,

A handwritten signature in black ink, appearing to read "Matthew B. Hitchcock". The signature is written in a cursive, somewhat stylized script.

Matthew B. Hitchcock  
MBH Trucks, LLC  
Member

1. Provide a list of all hazardous chemicals that are used, produced, and stored at MBH Trucking, L.L.C., Webberville, Michigan from January 1, 2008 to present.

MBH Trucking, LLC does not use or produce any hazardous materials. On the premises of MBH Trucking, LLC we maintain no physical storage of hazardous materials aside from the transport tanks when not in use and are stored empty. MBH Trucking, LLC does have a 2,000 gallon diesel storage tank on the premises with a pump that is utilized by the drivers for fueling purposes. The fuel is delivered from a qualified distributor of diesel fuel to our facility.

2. Provide a list of all hazardous chemicals that are used, produced, and stored at MBH Trucks, L.L.C., Webberville, Michigan from January 1, 2008 to present.

MBH Trucks, LLC was established in 2003 and began to haul hazardous materials in 2005. The hazardous materials MBH Trucks, LLC carries for our customers are propane and anhydrous ammonia. MBH Trucks, LLC is not a storage facility and we do not maintain storage on the premises other than the transport tanks which are stored empty. These tanks are locked and in a well lit parking area under 24 hour surveillance from the owners home which sits directly behind the parking area.

3. Provide the current name(s) and address(s) of the owners of MBH Trucks, LLC, Webberville, Michigan.

Owner: Matthew Brian Hitchcock  
672 North M-52  
P.O. Box 600  
Webberville, MI 48892

4. Provide the current name(s) and address(s) of the operators of MBH Trucks, LLC, Webberville, Michigan.

Operator: Matthew Brian Hitchcock  
672 North M-52  
P.O. Box 600  
Webberville, MI 48892

5. Provide the current name(s) and address(s) of the owners of MBH Trucking, LLC, Webberville, Michigan.

Owner: Matthew Brian Hitchcock  
672 North M-52

P.O. Box 600  
Webberville, MI 48892

6. Provide the current name(s) and address(s) of the operators of MBH Trucking, LLC, Webberville, Michigan.

Operator: Matthew Brian Hitchcock  
672 North M-52  
P.O. Box 600  
Webberville, MI 48892