UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

Investigation of:	*
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MERRIMACK VALLEY RESIDENTIAL GAS FIRES AND EXPLOSIONS SEPTEMBER 13, 2018	* Accident No.: PLD18MR003

Interview of: LOUIE DeROXAS

Northern Essex Community College
Lawrence, MA

Monday,
September 17, 2018

APPEARANCES:

ROGER EVANS, Investigator in Charge
National Transportation Safety Board

JIM SOUTHWORTH, Investigator
National Transportation Safety Board

DARREN LEMMERMAN, Investigator
Pipeline and Hazardous Materials Safety Administration
(PHMSA)

RICHARD WALLACE, Director, Pipeline Safety Division
Massachusetts Department of Public Utilities

DAVID NELSON, Operations Manager
Columbia Gas

TOM TOBIN, Esq.
Wilson Elser Law Firm
(On behalf of Mr. DeRoxas)

I N D E X

I N T E R V I E W

(1:14 p.m.)

MR. EVANS: We are on the record with Louis DeRoxas.

Good afternoon. It is -- today is September 17. It is now 1:14 p.m. My name is Roger Evans, and I'm the investigator in charge with this accident for the National Transportation Safety Board out of Washington, D.C. We're at the Northern Essex Community College in Lawrence, Mass.

This interview is being conducted as part of the investigation into the multiple residence gas explosion event that occurred, Lawrence/Andover areas of Massachusetts on September 13, 2018. The case number for this investigation is PLD18MR003.

This interview is being recorded and may be transcribed at a later date. A copy of the transcript will be provided to the interviewee for review prior to being entered into the public docket.

Mr. DeRoxas, you are permitted to have one other person present during the interview. This is a person of your choice -- supervisor, friend, family member or nobody at all. Please state the spelling of your name, and state for the record as well who you have selected to be present during this interview.

MR. DEROXAS: Louie DeRoxas, L-O-U-I-E, D-E-R-O-X-A-S. And I have Tom Tobin with me.

MR. EVANS: And Mr. Tobin, can you please introduce yourself?

MR. TOBIN: Yes. My name is Tom Tobin, T-O-B-I-N. And I'm

an attorney with the Wilson Elser Law Firm.

MR. EVANS: Thank you. I'd like to go around the room now and have everyone introduce themselves. Job title, the affiliation and spelling of their name.

MR. WALLACE: Richard, R-I-C-H-A-R-D, Wallace, W-A-L-L-A-C-E. I'm the director of the pipeline safety division for the Department of, for the Department of Public Utilities in Massachusetts.

MR. NELSON: Dave Nelson, D-A-V-I-D, N-E-L-S-O-N, Columbia Gas operations manager.

MR. LEMMERMAN: Darren, D-A-R-R-E-N, Lemmerman, L-E-M-M-E-R-M-A-N. PHMSA accident investigation division.

MR. SOUTHWORTH: Jim, J-I-M, Southworth, S-O-U-T-H-W-O-R-T-H. I'm an accident investigator with the rail, pipeline and hazardous materials division of the National Transportation Safety Board. I'm based out of Washington.

INTERVIEW OF LOUIE DEROXAS

BY MR. EVANS:

Q. Okay. Thank you, Louie, for agreeing to talk to us today. Before we begin, before we begin, I would like to at least get some background information. And let's start with how -- your current position, how long you've been at the company and your background.

A. Yeah. Louie DeRoxas, associate field engineer for Columbia Gas of Massachusetts, our Lawrence division. I have been with the

company about 4 years now.
Q. And prior to this company?
A. I was in school.
Q. Okay, great. Okay. And what is your major in school?
A. Mechanical engineering.
Q. Okay. Are you a PE, by chance? Are you --
A. No, I passed my FE exams, so I'm an EIT.
Q. Okay. Okay, great. Now who do you report to?
A. Martin Kulig.
Q. And can you please spell that?
A. M-A-R-T-I-N, K-U-L-I-G.
Q. Okay. And do you happen to have any reports that -- people that report to you?
A. No.
Q. Okay, great. And besides yourself, in Martin's group, how many people are there?
A. In the Lawrence division --
Q. Yeah.
A. -- for engineering?
Q. Yeah.
A. There are three engineers in the Lawrence division.
Q. That do the same kind of thing you do?
A. Exactly.
Q. Okay. If you don't mind, what are their names?
A. Keith Murray, K-E-I-T-H, M-U-R-R-A-Y. And Veena Kothapalli.

It's V-E-E-N-A, and Kothapalli is K-O-T-H-A-P-A-L-L-I. And it's three of us.

Q. Three. Okay, three of you.

A. Yeah.

Q. Okay. And to go further into all this, just go ahead and get -- the current duties that you have. You know, what you do there. If you could describe it in as much detail as you can, actually.

A. Engineering has a couple of duties. They range from operations support and maintenance of existing distribution pipelines in our system, as well as main replacement projects and designing those in order to replace old infrastructure. Another one would be designing new business services for new customers that would like to be added to the gas distribution system.

Q. Okay. And where does -- where do, where do all your assignments come from? How do they come in to you?

A. They come from a variety of sources. There are operations requests. They will suggest a street or a pipe that they notice was in bad condition. They would send it to engineering and let us know this is in poor condition; it needs to be replaced or should be replaced. We have modeling software called Optimain that will show us where our leak-prone areas are, and that infrastructure would have to be replaced. As well as paving lists, as well as paving lists from towns where, before the street goes into moratorium, we'd like to replace those.

Otherwise we wouldn't be able to touch that street for a

number of years. As well as encroachments. If third-party utilities are doing work near our cast iron main, then we would want to replace that by state law.

Q. Okay. Now for this particular scope of work, what avenue that you just mentioned did this one come in -- come through as?

A. This one was -- the project I referred, the South Union Street project, was due to future encroachment by the city of Lawrence water and sewer projects going on.

Q. So they were going to put some new water and sewer in the area --

A. Right.

Q. -- and you wanted to get there before they --

A. Exactly. Because if we did it after the fact, then our pipe would be encroached on and we'd have to replace it anyway. So we figured we'd get there first.

Q. Okay. And when you have things like this happen, do you have years of leeway? Weeks? Months?

A. It depends. It depends with the city, with how much notice they give us and what areas they'll be in.

Q. But there's no, like, routine period of time?

A. No, no standard period of time. No.

Q. Yeah, okay. Okay. Is there a minimum time?

A. Not to my knowledge.

Q. Okay. And then once you find out about this, do you then go out and get drawings of other services that you may encounter for

your scope of work?
A. Gas services you're talking --
Q. No, like -- no, water and sewer. Would you, would you have access to their -- where their lines are? So when you're doing your thing, you're away from them?
A. Right. Yeah, a lot of coordination goes on between that kind of -- the city -- whoever the city contractor is for that water. And they try to coordinate with the gas company who try to coordinate back to make sure that we're not in each other's way, basically, if they were going to be on the street at the same time. So there's coordination between the two.
Q. Okay. So would you have the drawings and all that as well? Of the services like water and sewer? Is that part of your --
A. I would not. No.
Q. Okay, so then you rely on the 811 and --
A. Essentially, yes. Yes.
Q. To map it.
A. Yeah.
Q. Okay. Okay, good. So once you have a project like this come along and then you have to get it ready for work, go through what the process that you would go to get something like this rolling.
A. Okay.
Q. And you can refer to this document. What is this document called?
A. This document is just the tie-in and bypass plan. So there's

a cover sheet here, then you've got one of the tie-ins that happened the day of the incident.

Q. Okay, so if we're discussing this, would we be talking about these, or do you have other documents that you --

A. This is one document that would go inside, like, the complete project pouch, essentially.

Q. Okay, so you start off with a project pouch, and these are --

A. Documents that would go inside it. Yeah. Part of the project lifecycle is that there's a lot of documents that go in that we release to the field, and the tie-in plan is one of those documents that is included with that.

Q. Okay, so let's go through what the contents of a pouch might be. Not exactly, but just roughly.

A. Yeah. So the job order pouch that engineering would release to construction has all pertinent information on, basically, gas line tie-ins or affected services. So for example, there would be customer service lists in there so they know which services to tie over to the new main that would be installed.

There's this tie-in plan which has all the tie-ins that would go on in that project. There are GIS maps and our permit maps, along with the city permit that engineering would draft up and give to them so they know the scope of the work. There are -- trying to think what else is in the packet. There are a lot of documents in the packet. So I can't remember every single one off the top of my head.

Q. How about an existing drawing of the -- of what's out there?
A. Yeah. So that would be part of our graphical interface system. The GIS maps is -- it would be what's existing in our database. And then our permanent map, our proposed map, would be everything that we want to change. So kind of, like, our proposed drawings.
Q. Okay. Okay, great. So once you create one of these pouch documents, that becomes a package, correct?
A. Right.
Q. Like a work package.
A. Yes, exactly.
Q. Excuse me. And then I know you work for Martin Kulig. Kulig? Is that his name?
A. Um-hum.
Q. Kulig. You work for Martin Kulig.
A. Martin Kulig. Yeah.
Q. So once it's, once it's all finished and you're finished with it, right?
A. Yeah, once I've prepared the document, yeah. Then I would release it to construction.
Q. But what are the approval cycles before it gets released?
A. So it has to be -- if we do peer revision or -- not peer revision. Peer review with other engineers, as well as a constructability review with the construction supervisor.
Q. So constructability --

A. Review. And that's a document that we include in the project package as well, that the construction supervisor has also reviewed the contents within the packet.
Q. And does this, does this become a documented review where it's actually notes?
A. The constructability review is a documented review.
Q. And is it part of the pouch?
A. Yes. Yes.
Q. Okay, great. And the peer review, is it part of the pouch?
A. No. Not normally, no. It's mostly just the engineers, kind of, going over tie-ins together to double-check things, but it's not, like -- that's not a document.
Q. Okay. So would you share your work with Keith and Veena?
A. Yeah. Yeah.
Q. That's your peer review people?
A. Essentially, yes.
Q. And Martin as well?
A. Yeah. So once it goes through the approval process, the job orders would go up and have to get approved, the budgetary and everything, to my supervisor. Depending on how expensive the job is, it would go above Marty to his boss. And so they do see the project as it goes forward.
Q. Do they see it from a costing or from an engineering side, though, when it goes above Martin?
A. So the process has changed over the years. With this one,

yeah, a project budget request includes not only the budget stuff but also the permit maps and the proposed work. So they would see everything. Yeah.

Q. And are the peer reviews in this constructability -- if they find something, how does that get communicated?

A. So they -- in the constructability review, we go through -- there's a number of items on the list that -- kind of a checklist. So, like, we reviewed this, we reviewed this. If there's any changes, then the construction supervisor would write a note. Say, add this, or want to change this. And then the engineering -- the engineer, after the review, would go change all those documents. And then we'd upload the constructability review and any notes, along with any signed papers to our database system. Yeah.

Q. So once you have the -- once you have about the scope of work and you're going to prepare sketches and drawings and all that, where does the phrase as-built come into all this?

A. As-built is -- the construction coordinator -- well we also call them inspectors. They create the as-builts based on what they did in the field. Those are their as-built sketches as what they actually did in the field.

Q. Okay, so if you're going back to do a brand new one, do you get to see the previous work that was done to some sort of as-built in the system?

A. Are you saying, like, the work that was done in the area

previously?
Q. Yes.
A. So any work done in the area previously, it would be mapped on our system and we're going off of our GIS maps, our scope maps. So if there was work done previously in that area, then it would show up on our maps and then we would carry that over into, like, our permanent maps and whatnot.
Q. Okay, so -- but there must be (indiscernible) time sometimes when it doesn't make it to the GIS. You might be working in the same area, so you have to go to something other than -- because there might be a lag time, right? Between the time you do a project, it gets updated, you GIS --
A. Oh, I see what you're saying.
Q. Yes. How is that handled?
A. So in a project with multiple tie-ins, for it to get to, like, the closeout process for them to map everything, they need to close out the job order. So they would complete every tie-in, do all of their as-built drawings and submit it all as one -- one document -- to closeout. And then that's when it would get mapped and completed. Yeah.
Q. I'm just -- okay. Yeah, that's fine. Once the work is -- you know, you're getting into the details of what you're actually going to do. And you're looking at the piping instrumentation, I would imagine. Wires and regulators and leads and all that type of thing?

A. Only information regarding, like, the pipeline replacement itself. Not every project has a regulator, kind of, in the scope of the work or near the work.
Q. Okay, so this would be just piping, not so much --
A. Just mainline piping. Yeah.
Q. Okay. This would be, like, where you're ordering parts like fittings and --
A. Essentially, yes. Yeah.
Q. Yeah. Okay. Okay. So once this gets approved and then it goes to -- and you have the -- well, let me see. Let's go back a bit. You create the package. You have a constructability review. You have a peer review. Probably in reverse order.
A. Yeah.
Q. Peer review is first, right?
A. Exactly. Yeah.
Q. Then constructability. You'd incorporate any of those comments that come back, right?
A. Um-hum.
Q. And then once those are all incorporated, then I guess Martin must sign off on it.
A. Exactly. And if it needs to go above him --
Q. For the money.
A. -- then he would send it above him, and all of the proposed maps and budgetary documents and reasons are submitted with that.
Q. And then once it's all signed off and all that, it must get

scheduled.
A. Yes. Yeah. Then we send the release email to scheduling, where they'll put it onto our construction schedule. And they'll figure out when the project will start and have an estimate for when it'll end based on the duration.
Q. Okay. Okay. And then, when the project comes back completed and they're all done with the work, tell me what you do with the package and any -- if something didn't go like -- I know you just said they marked up some things that -- hey, we didn't quite do it like this.
A. Right.
Q. And your inspector may have bought off on it and said, we couldn't actually do it this way; we had to do it this way.
A. Right.
Q. They marked it up. And what happens from that point on with that markup as far as getting other records incorporated?
A. So normally, whenever there is -- whenever the inspector wants to do something that deviates from the plan, they would check with engineering and they would ask for, like, either a new time plan, or if they wanted to add a step or say, hey, we'd rather do this instead, engineering would review that. And we would change the time drawing if necessary, or add the step. And then we would give that back to them and -- for the fieldwork. And then once they've completed the work, they would have all of their documents in one pile and they would send it to closeout.

The finished documents don't make it back to engineering. It goes straight to closeout so they can get mapped.

Q. Okay. So let's talk about changes for just a moment here. If someone in the field asks for a change, do you have the authority to bless that change?

A. As the, as the engineer assigned, yeah.

Q. But do you have to go to Martin, say they asked for this? Or can you do it on your own?

A. We do it on our own. Yeah. The small changes.

Q. Okay. And what would you mean -- if you're -- if someone's going to do, like, a complete configuration rework, then --

A. That's something we'd review with construction, and if there is a lot of the big things involved, that's something that we would, we would send up the chain. Yeah.

Q. Okay. A small change might be, let's say if the guy's going to put a cut here, and the drawing says he wants -- you want it to be 6 inches from this known point. And then he says, okay, I can't do it with 6 inches; I need to do 15 inches over. So that's the kind of change that you could approve over the phone, right?

A. It would depend on the tie-in, really. It would depend on, kind of, where they were at.

Q. Has to -- every one has to be unique and looked at because --

A. Essentially, yes. Yeah. Yeah.

Q. Okay. That makes sense. Okay.

MR. EVANS: That's all I have right now.

MR. WALLACE: Richard Wallace speaking. I just have a couple of questions.

BY MR. WALLACE:

Q. Most operators keep a schematic of the district regulator stations, and it's a pertinence. Do you -- or the engineering department, I should say -- keep a list of all of the schematics of the district regulator stations?

A. We have a folder of the isometric, of the isometric drawings for the regulator stations in our division, yes.

Q. What type of information do those contain?

A. There are a couple of different books. We have the isometric station drawings, which have the schematic of the pipe in the vaults or aboveground stations, depending on their -- on the station. But that'll show, that'll show valves attached to the regulator station. The pipe configuration. If there are strainers. And the type of regulator installed in that vault. And then there's a critical valve drawing book that we have that shows the critical valves. And we'll have, kind of, the regulator station that those critical valves are attached to.

Q. Does it show you what type of pilot is in there?

A. The isometric drawings do not specify pilot, no.

Q. Do they show you control lines?

A. The isometric drawings do not show control lines.

Q. Does engineering have access to that information?

A. I don't know.

Q. Do you know who may keep that? What department or what individual?
A. I would think meter and regulation department would have sense line information and more -- additional regulator information that engineering wouldn't have.
Q. Does engineering ever reach out to meter and regulation department for information?
A. Yeah, whenever we're dealing with, kind of, like, the ins and outs of the regulator station vaults themselves, we reach out to them, yeah.

MR. WALLACE: Okay. Thank you.

MR. NELSON: Dave Nelson. So in GIS, if there is a project that's ongoing and -- or has not been completed yet, would that be indicated in GIS?

MR. DEROXAS: In GIS, the engineer -- part of putting the packet together is we create polygons in our GIS saying that there is -- like, this is the limit of affected work in a certain area. So if anyone going into GIS was wondering what was happening in this area, they could see that polygon and know that there was a project going on.

MR. NELSON: And when would that polygon go away? Or would it?

MR. DEROXAS: It does not go away, to my knowledge. That polygon stays on GIS. It gets updated based on the project status.

MR. NELSON: Thank you.

MR. LEMMERMAN: Darren Lemmerman.

BY MR. LEMMERMAN:

Q. So in this drawing that we have here, there's the picture of the site. There is a piece of cast iron main section. Cast iron main with the cap on it. Do you --

A. Yeah.

Q. Do you recognize that?

A. Um-hum.

Q. Was it the expectation that this line was to, I mean, be a live line when the work was done or an abandoned line when the work was done?

A. So this tie-in was the last tie-in to be done, so this line -- after this tie-in was completed, this -- the cast iron line with that cap on it would have, would have been abandoned.

Q. So if -- with that knowledge, what's the purpose of the bypass in that situation and if it's -- when it's a non-active line?

A. I don't know. That was in the original tie-in plan, was to do a bypass. Because this wasn't supposed to be the -- originally, this wasn't the last tie-in in the original plan.

Q. Tell us more about what that original plan was versus this plan.

A. So the project went through a lot of changes over the past 4 years or so. It was planned in 2015. We did our installation

work in 2016. We weren't able to finish the work in 2016. In 2017, we wanted to continue and complete the work. The city of Lawrence shut down work in -- on the street. And so we continued the work in 2018. The original tie-in plan in 2016 had all the tie-ins laid out, with the last, the last tie-in being near the reg station to abandon that main.

When we revisited in 2018, so many changes went on with the sequencing of tie-ins and adding projects and moratorium roads that the sequencing for the tie-ins had changed. So this one was supposed to be one of the -- just side street tie-ins, with the last tie-in being near the reg station. But the cutoffs near the reg station happened sooner due to paving and moratorium changes with the, with the city. And so this one ended up being the last tie-in that they needed to complete.

Q. Yeah, and you said that great. I just didn't have any chance to keep up with going so --

A. Oh, yeah, yeah, no. I understand.

Q. So the original project started in --

A. It was planned in 2015, but we started work in 2016.

Q. So the 2015 project to begin work in 2016?

A. Correct.

Q. And the work that was done in 2016 included what, again?

A. It was just the installation of the main trunk line on South Union Street with stubs for all the -- with plastic stubs for all of the side streets so that, when we came back in the future, we'd

be able to tie in easier to those plastic stubs. So in 2016, that main trunk line was put in. It was gassed -- it was tied in, so it was gassed, and work on Dorchester Street was done to abandon some pipe there that we were able to do as part of the project.

Q. And then towards the end of 2016, what happened in --

A. I think it -- I believe it got too late in the year for us to continue work, so we stopped with the install that we were -- and realized we couldn't do the tie-ins in the winter. So we saved it for 2017 to complete, and that's when the city of Lawrence said no work on South Union. And so it moved to 2018 instead.

Q. So at the end of 2016, you worked up till weather changed, and then you want to start up in 2017 and the city put a moratorium on construction in this area?

A. Correct.

Q. Which city was that?

A. Lawrence.

Q. And you started construction again?

A. In 2018, yeah. To complete the tie-ins. All the tie-ins we didn't get to in 2016, we started in 2018.

Q. So if the cap that occurred by the Winthrop Station was done in 2016, why was that done then versus this project? Why did they switch order, I guess?

A. The city of Lawrence had paved the intersection of Winthrop and South Union. And so part of the original scope was to, kind of, go into that intersection to do our tie-ins and to cap the

cast iron main. But because of that paving, we couldn't go into that interaction, so it moved our tie-ins north. So we couldn't complete those two tie-ins.

MR. LEMMERMAN: Okay, thank you.

MR. EVANS: Just a few more questions.

BY MR. EVANS:

Q. When you say that you -- when you have changes on your GIS system, I guess --

A. Yes.

Q. -- then you polygon it?

A. Yes.

Q. Can you click on the polygon and -- does it give you a list of documents or --

A. It'll give you the job order that is attached to the project to that area. And then with that job order, you can look it up in our work management system, or on our work management system document or database. So you can use that number to look it up.

Q. And then can you see the details, like this one?

A. Yeah. So these documents are uploaded to that database. So if you type in that job order, then anything underneath that workspace will come up for that job.

Q. PDF versions of those -- or something. And you just --

A. Yeah. Yeah, however it was uploaded. Yeah.

Q. Right.

A. PDF, Excel. Yeah.

Q. Okay. Okay. So I understand that, with your Optimain system, there is some sort of a risk management piece to it --
A. Um-hum.
Q. -- right? So, like this particular project. If you were doing this and entering in Optimain, there is a feature within Optimain just to say, based on locality or something, if it's in a high-consequence area or whatever. It would give you some sort of a ranking for, you know, likelihood of consequence, kind of?
A. Correct. Yeah. Optimain has an algorithm to figure out the area of risk and concern for certain sections of pipe.
Q. Okay. Does that -- would that go with the package?
A. The Optimain data?
Q. Yes.
A. If the project was a planned project, the Optimain data would go with the project. It's on a checklist. But in terms of encroachment or projects that weren't planned through Optimain, more planned for encroachments, the Optimain data wouldn't be on the project.
Q. So can you describe for us -- I mean, I've done some risk assessment in my career. It's almost embarrassing sometimes, but the -- you know, I'm well aware, you know, risk equals likelihood times consequence. You know --
A. Right.
Q. -- I think everyone in this room is aware of that. But when you're looking at something like this -- I mean, I could look at

this myself and do a -- I could do a pretty clean risk assessment by -- manually, okay? But I can't imagine a piece of software doing the same job that I could do in my own head.

A. Right. Right.

Q. Right?

A. Um-hum.

Q. Because I'd be looking at a lot more parts and pieces of it, right?

A. Actually what's in the field. Correct. Right.

Q. Yeah. Yeah. So when you talk about Optimain and doing some sort of a risk analysis, what do you get out of Optimain that -- you know, when -- do you get a paragraph? Do you get a ranking?

A. It's just a risk ranking. Yeah.

Q. Well how is the ranking scored?

A. It's based -- I don't know all the details that go into Optimain ranking. I know that has to do with, like, number of leaks that have shown up in our database on a certain pipe segment. That's the only thing that I know about it, but I'm sure other factors go into there too. Yeah. But it is just a modeling, just a, like, suggested -- this is our -- this is its rank in the model.

Q. So if someone's receiving -- it's like OQ training. Use that as an example. Would they get some knowledge of risk ranking through your Optimain's output, you know? I mean, with the -- with what your output would be from Optimain, do people when

they're training get some sort of awareness level of what -- hey, if it comes back ready to -- you know, on a scale of 1 to 10, if it's a 10, which is worse -- the highest risk? Are they trained to look at something and say, wow, this is a -- this is ranked 10 on our risk thing from Optimain; we need to really be careful with this one? That's what I would think that that system would be made for.

A. Yeah, I don't know.

Q. You don't know. Do you know who could tell us the ins and outs of the risk part of Optimain?

A. For Optimain? I don't know off the top of my head. I can look into that, though.

Q. Okay. Yeah, can you communicate to your friend there and we can get that -- we'd like to talk to that person.

MR. TOBIN: Would you like to talk to that person -- that's probably not a perishable person.

MR. EVANS: No.

MR. TOBIN: So perhaps in the next round in 30 days or 60 days?

MR. EVANS: Yeah.

MR. TOBIN: Optimain management?

MR. EVANS: Yeah.

MR. TOBIN: And Optimain management who understand ranks, segments of pipe, not operations.

MR. EVANS: Right. But I want to know how that all gets

drilled down to the people doing the work, if it does.

MR. DEROXAS: Right.

MR. EVANS: Okay?

MR. TOBIN: We'll do that.

MR. EVANS: And if the, if the risk is totally based on leaks.

BY MR. EVANS:

Q. Is it, is it totally based on leaks?

A. Oh, I don't know.

Q. Oh, you don't know.

A. I don't know. No. I just know that's one of the factors that goes into it.

Q. Okay. But you know of -- just to close this out --

A. Yeah.

Q. -- in this interview, for the record, you know of no advisement an employee would get that's linked to Optimain risk levels for a person that's doing this kind of work? Like the, like the OQ qualified people who are out there doing this kind of work, there's nothing flavored in the work orders that they get that says, this is a risk of this, or this is a risk of that.

A. I don't know.

Q. Okay. Just wanted to ask. Do you have the logic of hold points in -- with regard to -- I mean, many, many businesses have -- if you're trying to go down this list and it says, number 6; verify adequate shutdown points, blah, blah, blah. And the guys

says, I don't know what he's talking about here. All right?
A. Um-hum.
Q. I mean, do they -- if the -- if that comes up, how does that get communicated? Is that up the ladder through his --
A. For the person doing the work?
Q. Yeah.
A. If they're not -- if they don't know a certain part of the procedure, they would be talking to their coordinator, the inspector. The inspector would bring it back to engineering --
Q. And you would --
A. -- and ask for clarification. Right.
Q. And you would get it.
A. Yeah. And we would clarify exactly what that step means. Yeah.
Q. Okay. Do you ever place hold points along the way, say, we don't want -- call us after you get to this point or something like that? Does that ever happen?
A. When it's warranted, yeah.
Q. Okay. When you're doing one of these -- and this is a nebulous question, but I'm going to ask it anyway.
A. Sure.
Q. Laurie's (ph.) not going to like it. How long could you spend doing one of these?
A. Depending on the complexity of the tie-in, it could be days. It depends on the tie-in.

MR. TOBIN: Just to clarify, what do you mean, "one of these?" Do you mean the cover sheet?

MR. EVANS: No, one of, one --

MR. TOBIN: Or do you mean the whole package?

MR. EVANS: One of the packages. One of the --

MR. DEROXAS: Oh, package or --

MR. EVANS: One of the pouch packages.

MR. DEROXAS: The whole package?

MR. EVANS: Yes.

MR. DEROXAS: Depending on how big the project is, yeah, I could spend weeks putting it together.

BY MR. EVANS:

Q. But it's not, like, something you're going to do in a couple days.

A. Oh, no. Absolutely not.

Q. So it's weeks.

A. Yeah.

Q. Typically weeks.

A. Depending on, depending on the size of the project.

Q. And I guess it could go on up to months.

A. Yes.

Q. Okay. I just wanted to make sure I understood, kind of, the -- you know, how complex or how detailed you might go into.

MR. WALLACE: I'm all set.

MR. NELSON: All set.

MR. LEMMERMAN: I'm good.

MR. SOUTHWORTH: I'm great.

MR. TOBIN: Do you want me to get the control people here? I told them 2:45. I can get them here in the next 10 minutes if you want them. I'll start that anyway.

MR. EVANS: Yeah. Let's just go off the record for a bit.

(Off the record)

(On the record)

MR. EVANS: Back on the record with Louie DeRoxas.

BY MR. EVANS:

Q. Okay, Louie, I just want to ask and get some clarifications. The whole time you've been at the -- at your -- at this -- during this 4 years, has there ever been discussions about having, you know, schematic drawings that -- you know, with the sensor type information blended with your work scopes? Has that ever -- have you ever heard that topic come up?

A. Not with my projects, no.

Q. Okay. Okay. And to your knowledge, the schematics, sensor lines and all this are not typically part of your work package.

A. Not unless we were doing some in-depth replacement of, like, the reg station and the reg vault itself. Otherwise, no.

Q. Okay. Do you have any checklists of the -- of how you go about your work that says that you would address schematics for anything that you ever do with changes that come in?

A. What kind of schematics?

Q. The sensor line schematics.
A. If there's a checklist item for it? I'm not sure if there's a checklist item for it.
Q. Okay. Well how about -- have you, have you had an occasion, in all the -- all these packages that you've put together, these things called the pouch things. Have you ever had an occasion where the sensor lines themselves were part of the scope or -- you know, there was, perhaps, drawings of it, mention of it, anything along the lines with regard to --
A. As part of this project, no.
Q. No, but any projects in the past?
A. Oh, any projects in the past? I can't remember.
Q. Okay. Okay.
MR. EVANS: Well that's all I have. Anybody else? Okay.
UNIDENTIFIED SPEAKER: I'm all set, thank you.
MR. EVANS: Thank you so much. We appreciate it.
(Whereupon, the interview was concluded.)

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:	MERRIMACK VALLEY RESIDENTIAL GAS FIRES AND EXPLOSIONS SEPTEMBER 13, 2018 Interview of Louie DeRoxas
ACCIDENT NUMBER:	PLD18MR003
PLACE:	Lawrence, MA
DATE:	September 17, 2018

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.

Eileen Gonzalez
Transcriber