



National Transportation Safety Board

Washington, D.C. 20594

Office of Railroad, Pipeline and Hazardous Materials Investigations

Interview Regarding Investigation PLD20LR001

Enbridge Inc. Natural Gas Pipeline Rupture and Fire in Hillsboro, KY on May 4, 2020

Name: Bryson Price
Department: Enbridge Owingsville Station
Title: Pipeliner
Date of Interview: May 11, 2020

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.

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

*

ENBRIDGE INC. NATURAL GAS *

PIPELINE RUPTURE AND FIRE * Accident No.: PLD20LR001

IN HILLSBORO, KENTUCKY, *

ON MAY 4, 2020 *

*

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Interview of: BRYSON PRICE, Pipeliner
Enbridge, Inc.

Via teleconference

Monday,

May 11, 2020

APPEARANCES:

ALEXANDRIA COLLETTI, Investigator in Charge
National Transportation Safety Board

ALVARO RODRIGUEZ, Accident Investigator
Pipeline and Hazardous Materials Safety Administration

THOMAS WOODEN, Vice President
Engineering and Asset Management
Enbridge, Inc.

DANE JAQUES, Attorney
Steptoe and Johnson, LLP

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I N T E R V I E W

(3:37 p.m.)

1
2
3 MS. COLLETTI: We're on the record for the Bryson Price
4 interview. Good afternoon. Today is May 11th, 2020. It is now
5 3:37 p.m. Eastern Time. My name is Alex Colletti, and I'm the
6 investigator in charge for this accident for the National
7 Transportation Safety Board in Washington, D.C. We're holding
8 this interview remotely via audio conference call.

9 This interview is being conducted as part of the
10 investigation into the Texas Eastern Transmission natural gas
11 release and fire that occurred on May 4th, 2020, in Fleming
12 County, Kentucky. The NTSB case number for this accident is
13 PLD20LR001.

14 This interview is being recorded and may be transcribed at a
15 later 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 and elaborate on things. So if you have
20 something that's factual that you'd like to add, during the
21 interview is the best time.

22 You're permitted to have one other person present during the
23 interview. This person is of your choice: an attorney, spouse,
24 supervisor, friend, family member, or no one at all.

25 Bryson, for the record, please state the spelling of your

1 full name, your job title, and who you have selected to be present
2 during this interview.

3 MR. PRICE: Bryson Price, B-r-y-s-o-n, Price, P-r-i-c-e, and
4 Dane Jaques, D-a-n-e, J-a-q-u-e-s, will be my representative.

5 MS. COLLETTI: And, Bryson, what's your job title?

6 MR. PRICE: Pipeliner. I'm sorry.

7 MS. COLLETTI: No, that's okay. It's three things at once,
8 which is not my favorite way to do it, but that's how they have us
9 do it. All right, now we're going to go around the call, so to
10 speak, and introduce ourselves. We'll start with Alvaro, then
11 Tom, then Dane.

12 MR. RODRIGUEZ: Hi, this is Alvaro Rodriguez. Alvaro,
13 A-l-v-a-r-o, Rodriguez, R-o-d-r-i-g-u-e-z. I'm an accident
14 investigator with the Accident Investigation Division of PHMSA in
15 Oklahoma City, Oklahoma.

16 MR. WOODEN: Hi, this is Thomas Wooden. T-h-o-m-a-s,
17 W-o-o-d-e-n. Vice President of Engineering and Asset Management
18 for Enbridge. Also a party coordinator for the investigation.

19 MR. JAQUES: My name is Dane Jaques, spelled D-a-n-e,
20 J-a-q-u-e-s, and I'm a partner with the law firm of Steptoe and
21 Johnson.

22 MS. COLLETTI: Okay, great.

23 Well, Bryson, thank you for agreeing to interview with us
24 today. I really appreciate your time. It's an important task we
25 have to collect the information we can from your memory of that

1 day. We're going to ask you to provide a lot of details for us,
2 as much as you can remember. Please don't speculate; just provide
3 what you can remember.

4 If I or someone else asks you a question, and you don't
5 remember or you don't know the answer, it's fine to say, I don't
6 know. However, the more detail you can give us, the better.

7 INTERVIEW OF BRYSON PRICE

8 BY MS. COLLETTI:

9 Q. Before we get started on the rupture itself, can we talk a
10 little bit about your background? Did you start in the pipeline
11 industry working for Texas Eastern or someone else? Did you start
12 as a pipeliner, or did you start in another section? And can you
13 just talk about that for a little while?

14 A. Yes. Actually, I left college and started working here as a
15 summer hand at the Owingsville station. I was hired on as a full
16 time pipeliner at the ~~Lisbon~~ ^{Lebanon}, Ohio, station. Transferred to
17 Danville, Kentucky, to the ~~pressure~~ ^{Compressor} station as a pipeliner. And
18 then transferred back home to the Owingsville station as a
19 pipeliner. Then the company, in October of 2012 or '13 -- I'm not
20 for sure 100 percent -- start out as entry level pipeliner, and I
21 worked my way to utility 2 pipeliner title.

22 Q. That's great. Thank you. So you've been with the company
23 for quite a while now. I mean, almost a decade. That's great.

24 So this is the part where I'm going to ask you to talk for
25 quite a while. I'd like you to start from when you were first

1 notified of the accident: who told you of the rupture, where you
2 were, what you did next, if you called anyone, who you called,
3 what action you took, if you operated a valve, what kind of valve
4 it was, how did you operate it? Anything you did, what your
5 thought process was, anything behind that, up until the point
6 where you were relieved and sent home for the day. So I'm going
7 to stop talking, and you're going to talk for a while.

8 A. Okay. I got off work, I was at -- I also farm as a part time
9 job after work. I was at my farm working, and at 4:40 p.m., I got
10 a call from a friend of mine named Nick Jones (ph.) that works at
11 Owingsville dispatch -- that's in Bath County -- said there was a
12 potential rupture in the Hillsboro area, and I could see the fire
13 from my farm, and I knew it was in the -- somewhat of the area of
14 our lines.

15 So I called my boss at 4:41 p.m., Bart Johnson, and told him
16 that the dispatcher from Owingsville called me and said we had a
17 potential rupture due to phone calls coming in from the Hillsboro
18 area. I asked him if he wanted me to go investigate. He said
19 yes. So I left my farm and my home, driving my company truck, and
20 started heading towards the Hillsboro area.

21 At 4:51, I got a call from Scott Trusty, mechanic here in
22 Owingsville. He asked if I've heard about it, and I said yes, and
23 I said that it appeared to be in the Muses Mill area, just on the
24 other side of Hillsboro.

25 And also at 4:51, I called Bart, told him that numerous

1 people have been calling me that I'm friends with from that area.
2 I said it appeared to be in the Tom Ishmael Road area of -- it's
3 in between Hillsboro and Muses Mill.

4 5:05, I called Bart once I arrived at the Highway 10/13 road
5 crossing, which you can see down through the valley, and I
6 confirmed that it was on what we call Martin Mill Hill, which was
7 off Martin Mill Road.

8 Also at 5:05, I tried to call 911 to inform them that it was
9 our rupture, and we needed assistance with emergency response
10 crews, and told them the roads to block off. But my call got
11 dropped before I got it all out.

12 5:06, I continued on, turned up Martin Mill Road. Once I got
13 up Martin Mill Road, you go into a farm lane to get to the
14 right-of-way. I seen the Hillsboro fire department truck was
15 already there, and I asked him to block the road as I went to the
16 other access point at Tom Ishmael Road.

17 I knew we had crews up in that area working. I was more
18 concerned about them once I seen where it was at. I passed one of
19 the employees on the road that I've been friends with for a while.
20 He's their safety guy for Otis Eastern pipeline contractor. He
21 informed me that all the people was already away from the job site
22 and nobody injured. I asked him to follow me back to Tom Ishmael
23 Road, which we arrived at at 5:10. I asked him to secure the
24 road, or Tom Ishmael, no traffic through except for Enbridge
25 employees.

1 5:16, I called Joey Grimes, our station operator, to see what
2 line it was, and he said it wasn't for sure. He wasn't quite to
3 the station yet. He wasn't in the control room yet. At the end
4 of 5:16, Joey called me back and informed me gas control called
5 him, said it was line 10.

6 I radioed Scott via truck radios at 5:18 to ensure he knew it
7 was line 10, to close the line 10 valve at Muses Mill to isolate.

8 At 5:32, Jason York (ph.), Bath County emergency management
9 coordinator, which I had called earlier -- I forgot about that. I
10 called him, oh, somewhere around -- somewhere between 4:50 and
11 5:00 and asked him to send (indiscernible) mechanics emergency
12 management coordinator to send emergency response crews to the Tom
13 Ishmael Road area and to secure the area and ensure nobody was in
14 danger or injured. At 5:32, Jason York called me back, said he
15 was at the 10/13 road crossing. He said that there was no flames
16 visible from 10/13 at that time.

17 5:39, Bart Johnson arrived at Martin Mill Road, where I met
18 him, and we started discussing what needed to go on next. We
19 noticed there was a group of people at the top of the hill in one
20 side ^{by} ~~to~~ side, above the rupture. They was up there, and he told
21 me to go up top and get them back from the area. So I went back
22 around the Tom Ishmael Road, up the access road to the top of the
23 hill. I told them people to get back to a safe muster point,
24 approximately 600 yards away from the rupture, which they all did
25 voluntarily.

1 At 5:43, I called Dustin to bring a side-^{by}to-side, because at
 2 Martin Mill access point, it's pretty swampy getting up the
 3 right-of-way, before you get to the hill. And Bart made his way
 4 on foot to the rupture area via the Martin Mill access road.

5 Let's see. Yes, at 6:00, I made it to the top of the hill
 6 and secured the area. Pretty much, we had the Forestry people
 7 showing up by that point; we had -- I think the lady from the EPA,
 8 if I'm not mistaken, was there. The line was isolated at that
 9 time, to my knowledge, and the fire was down to a minimal -- more
 10 or less the size of a campfire. The area was secured. Nobody was
 11 hurt. Nobody was in the danger zone of the release again, that
 12 could potentially happen.

13 8:30, Bart Johnson told me to go to the Martin Mill access
 14 and assist Dustin Bailey in security of that end of the access to
 15 the right-of-way, which I did.

16 9:39 p.m., I called Rich ^{Marths}Mark (ph.) to see if he ^{was in route}
 17 ^{Corrosion}(indiscernible) tech from ^{wheelersburg}Williamsburg, Ohio, which is over
 18 Owingsville, north side of Owingsville station area,
 19 (indiscernible) ~~tech~~ to see if he needed assistance with anything.
 20 He informed me that he was almost to Martin Mill Road.

21 At 10:05, I helped shine light so Rich could see, turned the
 22 rectifier off and provide him a lockout/tagout lock to lock the
 23 rectifier out of service.

24 At 10:10, when we was ^{Locking}get the rectifier on the right-of-way,
 25 we happen to notice that the fire had flared back up a little bit.

1 Not great size, but it was smaller than it -- or it was bigger
2 than it had been for a little while. Bart Johnson informed us to
3 just stay at the site until security could get there to clear the
4 area for the next day.

5 At 7:15 a.m. on May the 5th, ^{John} Don Clark (ph.), pipeliner from
6 ^{Big Sandy pipe} (indiscernible) line showed up and relieved me. We then went back
7 to the station, done a few things, checked ^{one} phone calls for that
8 day, and then Bart told us to go home and get some sleep and come
9 back later that evening.

10 That was about it.

11 Q. Well, thank you very much, Bryson. I appreciate it. I know
12 that it's a long stretch to talk straight, so I appreciate the
13 level of detail. I'm going to go back and ask you a little bit
14 more about a couple of items.

15 A. Okay.

16 Q. I noticed throughout kind of your description here, you
17 mentioned a lot of different EMS personnel. Are you kind of your
18 area's public awareness coordinator? Do you just happen to know a
19 lot of folks in that? Or why were you making all those
20 communications, I guess?

21 A. Well, I am our ^{safety} site team leader here at Owingsville station.
22 I'm also our, I guess you could say ^{Lead} (indiscernible) pipeliner,
23 since we've had one retire recently. I also am our damage
24 prevention representative ~~and our~~ as far as our area goes. I
25 have been to paradigm meetings and got to know some of these

1 folks. Most of the people I've talked to in this transcript, I'm
2 actual personal friends with aside from work. I also know a lot
3 of people just in our region of where we live.

4 Q. Okay.

5 A. ~~Like the Nixons and whatnot.~~?

6 Q. Okay. I kind of got that impression. You seemed to kind of
7 know everybody.

8 A. Yes.

9 Q. Well, good. I have to say, it sounds good that you have a
10 friend over at dispatch who gave you that call. The folks from
11 Otis, you said you had a friend over there that were out there for
12 the anomaly work. Had they already gone home for the day? Or
13 where were they at?

14 A. I met Joe ^{Mabry} ~~Neighbors~~, the safety director, he -- I passed him,
15 I met him on the road, on Watson Road in between Martin Mill going
16 towards Tom Ishmael. He said that nobody was up there when it
17 happened. He was just making sure nobody, I guess, went back up
18 that way on as far as the contractors.

19 Q. Okay. Okay. Now, there was one section where you were
20 talking about letting Scott know that it was line 10 when you got
21 confirmation from Joey and that you were using radio comms, and at
22 another point, you mentioned you had a call drop. I haven't been
23 to that area, but I've seen some pictures, and it looks pretty
24 hilly. I'm guessing cell phone service is fairly patchy.

25 A. Yeah, just depending on if you're on a hill or in a holler.

1 It does come in and go out. But we're able to talk through our
2 radios as far as communication between Enbridge employees in that
3 area.

4 Q. Do all of your company trucks come equipped with radios?

5 A. Yes.

6 Q. Okay, and I'm assuming you haven't had any issues with radio
7 communications.

8 A. No, we haven't.

9 Q. Okay. Tends to be a lot more reliable. Now, you were
10 talking about keeping the public back, and you mentioned that you
11 moved them 600 yards away from the rupture. Why did you choose
12 that distance?

13 A. It was -- the rupture was down over the hill. I just, I know
14 our initial blast radius is 660 feet on that line; I knew 600
15 yards would be past that if anything happened to re-flare or, you
16 know, reignite, or I guess you could say an explosion again. I
17 just felt like that was a safe distance. It was above them
18 elevation wise probably -- I'm going to guess 60 feet, and we was
19 way back away in a field a ~~(indiscernible)~~. There was a row of trees in between
20 them.

21 Q. Okay, and you said you had good cooperation on that. After
22 that initial move back, did you have any issues later in the night
23 with people trying to get onto the site or anything like that?

24 A. No, I did not.

25 Q. Okay. Now, it sounds like you know a lot of folks in the

1 area personally and professionally. What kind of outreach work do
2 you do as damage prevention rep for your area?

3 A. We now have a quarterly meeting with the -- this one county
4 in our area that's in the Central Kentucky damage prevention
5 group. The rest of them are considered Northern Kentucky, which
6 is Fleming, Lewis, ^{and greenup} -- that extends my area, but we have quarterly
7 meetings and we have yearly meetings with the paradigm group, just
8 putting on a seminar more or less about what to do, what not to
9 do, ways of identifying pipelines for our public awareness and for
10 our contractors in the area.

11 I have pretty good relationships with our local contractors
12 as well, as far as dealing with them on ^{one} ~~phone~~ calls. Our
13 landowners also, I've got to know some of them on a personal
14 level, and ~~they~~ we have a good working relationship.

15 We do -- our company gives out grants to our emergency
16 responders semi-annually, and I make sure that all of our
17 emergency responders get the packet information for that, meeting
18 with them in person. And that's helpful with them getting new
19 equipment in our area to help ^{them so} -- they can help us in a time of
20 need like this.

21 We also do an annual update of information from our emergency
22 responders, you know, as people retire and people change
23 positions. We do it every January and February and make sure we
24 get to each county that we go through to make sure our contacts
25 are updated.

1 Q. That all sounds great. Do you ever do like practice drills
2 for emergency response situations with any of the local emergency
3 response units?

4 A. You're saying emergency simulations?

5 Q. Yeah, drills or simulations. Anything like that. Tabletop
6 or otherwise.

7 A. Yeah, we do have, we do have tabletops. We had -- I think we
8 had one last year with our local emergency responders to come out
9 to our site. We discussed all of our things we had here and what
10 all to do and what not to do.

11 We also had the semiannual ^{simulations so,} -- our own simulation within our
12 company ~~of~~ ^{for} emergency response. It's actually not tabletop. We go
13 out and actually respond. Like sometimes, they'll give us a
14 random call and tell us that it's -- we know it's a simulation, we
15 have to get to the site and tell them what valves are operating,
16 what valves are not going to operate.

17 At times, we'll simulate phone calls to emergency responders,
18 and that's all based off different scenarios that they give us
19 from the time it starts to the time it's over with.

20 Q. Okay. How long would it take you, normally, to get from your
21 house to Muses Mill?

22 A. In my personal truck or in my company truck?

23 Q. Company truck.

24 A. If I was just going to leave and go there, probably 30
25 minutes or so.

1 Q. Okay, and how about --

2 A To the valve site.

3 Q. To the valve site.

4 A. That's the Muses Mill valve.

5 Q. And how about to Owingsville station?

6 A. About 10 minutes.

7 Q. Okay. Now, so you're a lot closer to the station than you
8 are to that valve site then.

9 A. Yes. I'm about 10 miles from the station, and it's probably
10 20, probably 20 miles to the valve site, I suppose, just ~~like~~ an
11 estimate.

12 Q. Got you. Okay. Did you have any difficulties the night of
13 the rupture getting to and from anywhere? Was there any kind
14 of -- just any difficulties at all?

15 A. I did not have any difficulty until I got to Watson Road at
16 the right-of-way crossing. There was a lot of sightseers, people
17 in the way, people taking pictures. But I managed to get around
18 them safely and onto the actual access point. I could see the
19 rupture from where they was at, obviously, but I had to get to the
20 actual access and ensure nobody was in there.

21 Q. Okay. And you said when your friend called from the
22 dispatch, you could also see the fire from your farm. Is that
23 correct?

24 A. I could.

25 Q. What were you seeing? Can you describe it for me?

1 A. It was just a ball of fire. I knew it was in the area that
2 our ~~right of way~~ ^{right of way goes} just knowing the local terrain and working where I'm at and
3 which way I'm looking, I knew that it was close to our area that
4 our lines went through that part of the county.

5 Q. There was a big enough fire and in the general direction of
6 the pipeline that you were able to tell that it was a pipeline
7 fire, essentially.

8 A. Yeah, it's -- well, I had seen ~~one~~ ^{one before when} I was a child, I was a kid
9 when our last (indiscernible) but I knew right away what it was.

10 Q. Okay. My last question for you is about staying overnight.
11 Is it normal for you to do your own kind of site security while
12 there's still a little bit of a fire? I know it wasn't a raging
13 blaze or anything at that point; it was just the residual fire.
14 But is it normal for Enbridge folks to do site security and not
15 for, say, the local EMS?

16 A. I'm going to say yes because this is my first actual response
17 to a rupture. But, with that being said, there was still a fire
18 burning; it was very minimal. But we were making sure as a
19 company that we have ground personnel on site because the line was
20 ~~totally up~~, ~~totally split~~ ^{shut in} (indiscernible) but no gas was in it.

21 And not really rely on emergency responders to secure the
22 area. We do have a third party security team that does work site
23 security for us, but we wouldn't turn the site over to them to be
24 security on until we was sure that the line was swept of gas and
25 there was no chance of the fire flaring back up.

1 Q. Okay. And I know I said that was my last question for you,
2 but I had another one come to me. How did you know what you were
3 to be doing when you got there? You know, whether you were to go
4 to Muses Mill and shut valves, whether you go to the station and
5 shut valves, whether you go to do site security. How did you know
6 what your role was walking into that?

7 A. We talk about it at Owingsville, like in the event of
8 ruptures or emergency response, certain people cover certain valve
9 sites, so to say. Me being the first call, receiving the call,
10 our first priority is, you know, public safety. And we -- I knew
11 I had to get to the site first. Bart would instruct people to go
12 close the valves. I was there to ensure, for one, that it was our
13 line, confirm that, then also confirm that there was no, nobody's
14 life at risk.

15 MS. COLLETTI: Okay. Well, thank you very much. I'm going
16 to pass you off to Alvaro now for more questions.

17 MR. PRICE: Okay, thanks.

18 MR. RODRIGUEZ: Thank you, Alex.

19 BY MR. RODRIGUEZ:

20 Q. Again, this is Alvaro Rodriguez with the Accident
21 Investigation Division of PHMSA. Thanks for providing a detailed
22 timeline of the event. Have you been in this part of the
23 right-of-way before the incident?

24 A. Have I been -- can you repeat that?

25 Q. Have you been in this part of the right-of-way before the

1 incident? Were you familiar with it?

2 A. Yes. I'm familiar with the right-of-way.

3 Q. And did you notice before the incident, did you notice
4 anything in the area that they have probably modified? Or there
5 was something wrong with the area?

6 A. No, sir. Not that I could recall.

7 Q. Okay. And could you please describe the procedure while you
8 were on this scene? You were there for quite some time, guarding
9 and making sure that the site was safe and everyone was away.

10 A. I didn't quite understand what you're asking.

11 Q. Did you, did you notice -- well, you mentioned that when you
12 were uphill, you saw some people, and you instructed people to be
13 away. Did you notice anyone else when you were -- were you with
14 someone else?

15 A. Me and Bart Johnson, my supervisor, was at the access point
16 of our right-of-way on Martin Mill Road, and you can see past the
17 rupture up to the top of the hill. We noticed people up there, so
18 I went to the top of that, to our other access point via Tom
19 Ishmael Road, to get up there to where they was at and inform them
20 to get back to a safe location.

21 Q. Oh, okay. I see. And is there anything else you think you
22 could have done differently?

23 A. I don't think so right away. I think we responded pretty
24 quickly in my opinion. We ensured that, first and foremost, the
25 public was safe and nobody's in potential danger, which was our

1 priority over everything else. But I can't say that I would have
2 done much different, no.

3 MR. RODRIGUEZ: Okay. Well, thank you very much for your
4 time today. I don't have any other questions.

5 MR. PRICE: Okay. Thank you.

6 MR. WOODEN: Hello, Bryson, this is Tom Wooden. I don't have
7 any additional questions at this time. Thank you.

8 MR. PRICE: Okay, thanks.

9 BY MS. COLLETTI:

10 Q. This is Alex Colletti. I just wanted to talk to you a little
11 bit about the terrain out there on the right-of-way. You
12 mentioned a side-by-side ATV, and like I said, I haven't been out
13 there, but I've seen pictures, and I'm sure in the springtime, you
14 guys get quite a bit of rain. How difficult is traversing that
15 right-of-way and, you know, what kind of equipment do you need to
16 get along it?

17 A. Well, most of our, I mean, just right-of-ways in general, I
18 mean, between the snakes and the insects, ticks and spiders --

19 Q. Yes.

20 A. -- you're out in the middle of nowhere kind of. You don't
21 want to be on foot if you can avoid it. So we like to take
22 side-by-sides for our personal safety as much as for any reason,
23 really. You can walk -- I mean, you don't have to have a
24 side-by-side, but we do so just to stay out of the area of those
25 potential venomous snakes or insects.

1 Q. Completely understood. I was more thinking along the lines
2 of was the soil condition difficult to traverse. We did the same
3 thing out west, but it was rattlesnakes and moccasins. But same
4 idea, so yeah. I've never seen a grown man jump so high until
5 you've seen a rattlesnake.

6 MS. COLLETTI: Well, I don't have any more questions.

7 Alvaro, do you have any more questions?

8 MR. RODRIGUEZ: I don't.

9 MS. COLLETTI: Tom, are you good?

10 MR. WOODEN: Yeah, Alex, I'm fine. Thank you.

11 MS. COLLETTI: Okay.

12 MR. WOODEN: Nothing else from me.

13 MS. COLLETTI: Well, Bryson, I just want to thank you so much
14 for your time and for going through it in detail for me. I
15 appreciate it. Your time is very valuable, and I know you've got
16 a lot going on, especially right now, so thank you very much.

17 In about a month, you'll be getting an email of your
18 interview transcript from me. You'll get a sheet of paper with a
19 couple of checkboxes on it. It'll -- it's essentially just asking
20 you to correct the transcript if there's any errors. If there's
21 no errors, you can check the box with no errors and send it back.
22 If there are errors, you can either mark up the transcript, or you
23 can send me an email that says, on page 5, line 12, they spelled
24 Otis "Otees" as opposed to "Otis." So spelling and locations tend
25 to be the biggest thing, but there's other stuff that happens too.

1 If you think of anything else later, you can call me any
2 time. I'm going to give my information to Bart Johnson, so
3 hopefully he'll pass it along to you guys. But feel free to call
4 or email me anytime. Memory isn't linear, so stuff comes to you
5 at weird times. Anything you think of later could be helpful.

6 MR. PRICE: Okay.

7 MS. COLLETTI: And, again, I just want to thank you for your
8 time. I really, really appreciate it.

9 MR. PRICE: No problem. Thank you.

10 MS. COLLETTI: Do you have anything else that you'd like to
11 discuss that I haven't asked you about so far?

12 MR. PRICE: No, not that I can think of.

13 MS. COLLETTI: Okay. Well, then I will stop taking up your
14 time, and I hope the rest of your afternoon is quiet and not full
15 of talking. And, with that, I will conclude the interview at
16 4:16 p.m.

17 MR. PRICE: Okay. Thanks.

18 (Whereupon, at 4:16 p.m., the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: ENBRIDGE INC. NATURAL GAS
PIPELINE RUPTURE AND FIRE
IN HILLSBORO, KENTUCKY,
ON MAY 4, 2020
Interview of Bryson Price

ACCIDENT NO.: PLD20LR001

PLACE: Via teleconference

DATE: May 11, 2020

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.



Sandra Hirsch
Transcriber