UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

Investigation of:	*
	*
NATURAL GAS DISTRIBUTION PIPELINE	*
LEAK AND MULTISTORY STRUCTURE	* Docket No.: DCA-14-MP-002
EXPLOSION IN HARLEM, NEW YORK	*
MARCH 12, 2014	*
	*

Interview of: JOHN DiMiceli

Consolidated Edison
4 Irving Place
New York, New York

Thursday,
August 7, 2014

The above-captioned matter convened, pursuant to notice.

BEFORE: RAVI CHHATRE
Investigator-in-Charge

APPEARANCES:

RAVI CHHATRE, Investigator-in-Charge
National Transportation Safety Board
Washington, D.C.

KALU KELLY EMEABA, Accident Investigator
National Transportation Safety Board

MATTHEW NICHOLSON, Accident Investigator
National Transportation Safety Board

FRANK McCARTON, Deputy Commissioner
Office of Emergency Management
New York, New York
(Party Representative)

ANASTASIOS GEORGELIS, Director of Field Operations
Bureau of Water and Sewer Operations
Department of Environmental Protection
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LEONARD SINGH, Chief Engineer
Gas Distribution Services
Con Edison
(Party Representative)

CHRIS STOLICKY, Utility Supervisor (Safety)
New York State Department of Public Service
(Party Representative)

LaASIA HUNDLEY, Quality Assurance Manager
Gas Operations
Con Edison

ROBERT ALBANO, Esq.
(Representative on behalf of Mr. McBrien)

I N D E X

I N T E R V I E W

MR. CHHATRE: Good afternoon. Today is Thursday, August 7, 2014. We are currently in Con Edison's facility located at 4 Irving Place, New York and we are meeting regarding the investigation of a natural gas distribution pipeline leak and multi-story structure explosion that occurred on March 12, 2014 in Harlem, New York.

My name is Ravi Chhatre. I'm with the National Transportation Safety Board located in Washington, D.C. and I'm Investigator-in-charge of this accident. The NTSB investigation number for the accident is DCA-14-MP-002.

I would like to inform everyone present in this room that we are recording this interview and we may transcribe it at a later date. Transcripts will be provided directly to the interviewee for review and identifying any typographical errors. The transcripts may be posted in NTSB's public docket.

Also, I'd like to inform Mr. John -- DiMiceli?

MR. DiMICELI: DiMiceli, yes.

MR. CHHATRE: DiMiceli -- you are permitted to have one other person present with you during the interview. This is a person of your choice: your supervisor, friend, family member or, if you choose, no one at all.

Please state for the record your full name, spelling of your name, organization you work for and your title, business contact information such as mailing address. and who you have

chosen to be present with you during your interview.

MR. DiMICELI: My name is John DiMiceli. I'm a supervisor for leak survey.

MR. SINGH: Spell your name, John.

MR. DiMICELI: D-i-M-i-c-e-l-i, J-o-h-n, John.

MR. CHATTRE: And whom you have chosen to be with you? Okay.

MR. ALBANO: Robert Albano.

MR. DiMICELI: Robert -- I'm sorry. Robert.

MR. ALBANO: Yes. That's okay.

MR. CHATTRE: Thank you. Now I'd like to go around the room and have each person introduce themselves and please state your name, spelling of your name, your title, organization you represent and your business contact information, starting from my right.

MR. NICHOLSON: Matthew Nicholson, NTSB investigator. Spelled M-a-t-t-h-e-w, N-i-c-h-o-l-s-o-n. E-mail: [redacted]

MR. EMEABA: Kalu Kelly Emeaba -- K-a-l-u, K-e-l-l-y, E-m-e-a-b-a -- NTSB Investigator. My e-mail address [redacted]

MR. McCARTON: My name's Frank McCarton. I'm a Deputy Commissioner in the Office of Emergency Management here for the City. I am the New York City party rep on this investigation, and my e-mail address is [redacted]

MR. ALBANO: Robert Albano, R-o-b-e-r-t, A-l-b-a-n-o. I'm here accompanying Mr. DiMiceli.

MR. SINGH: Leonard Singh -- L-e-o-n-a-r-d, S-i-n-g-h -- Chief Engineer, Gas Distribution for Con Edison; the NTSB party rep on this team for Con Ed. [redacted]

MR. STOLICKY: Chris Stolicky, S-t-o-l-i-c-k-y. I'm the New York State party rep in this investigation. I'm Utility Supervisor (Safety), New York State Department of Public Service. E-mail address is [redacted]

MR. CHHATRE: Thank you. Mr. DiMiceli --

MR. DiMICELI: Yes.

MR. CHHATRE: Oh, I'm sorry.

MS. HUNDLEY: LaAsia Hundley, L-a-A-s-i-a, H-u-n-d-l-e-y, Section Manager for Gas Quality Assurance. [redacted]. And I'm accompanying Lenny Singh.

INTERVIEW OF JOHN DiMiceli

BY MR. CHHATRE:

Q. Mr. DiMiceli, for the record please state your formal education, informal education, any experience, and your responsibilities.

A. I have a high school degree with 2 year at -- 1½ year of college, did not complete college.

Q. Okay.

A. I am a supervisor in leak survey at the moment. I'm in charge of the leak survey group that surveys the gas system for

Con Ed.

Q. Okay. And how many people are in your group that conduct leak surveys?

A. Fourteen.

Q. And what kind of training do you offer these people to qualify them as leak surveying people?

A. We give them a 2-year training, in-house training, where they are to learn to walk services, to learn the mobile services, how to classify leaks and how to investigate leaks.

Q. Do they go through Con Edison's training center?

A. They go the training center to get op qualled in walking survey, but the mobile survey is done in-house by me.

Q. Okay. And to be clear, what is the training again? For mobile survey --

A. It's --

Q. -- what's involved in the training?

A. The mobile surveys you have to train them out at (indiscernible). They have to go on, how to turn on the units, what to do with the unit, make sure the unit is working correctly and whatnot. That's a DP-IR for the record. And also the way -- how to read a map, general mains map or M&S plates, for that matter, to locate the main, which side of the street the main might be located or it be in the sidewalk or otherwise.

Q. And is there a training curriculum or manual for that or it's (indiscernible) basis?

A. It's -- everything is done hands-on type of training because we have to physically understand that the individual knows how to read an M&S plate, how to read our general mains map, has to be able to -- how he would react if once the alarm goes off and the procedure or investigate a leak, make sure he does everything correct and according to spec.

Q. And can these people do the survey independently or --

A. Everyone is independent, except during training. Doing the training they will be paired up with somebody for a period of no more -- no less than 2 years.

Q. No less than?

A. In 2 years.

Q. Two years. Okay. So for 2 years they are shadowing somebody?

A. Absolutely correct.

Q. And how are they qualified after 2 years that, okay, now you are trained enough to do this --

A. They have to go take a test at the learning center for promotional test. It's a promotional test.

Q. Okay.

A. They go to -- the first year they go to a electric test which is a written test; and then go through another year of training and they come to me for the mobile service test that's given by me. Like I said, I'm the SME --

Q. Right.

A. -- for the company; not normally for my department, but for the company itself.

Q. Okay. And then they go to training center if they pass?

A. Excuse me?

Q. After 2 years of shadowing a person --

A. Yes. Right.

Q. -- then you said they had to pass an exam before they can go --

A. No, they actual exam is a -- it's a written portion of the -- the senior technician has to take that first at the TLC.

Q. Okay.

A. Once they pass that particular written portion of it they come back and I will give them a mobiles test, which is done by, like I said, once again, by me.

Q. Okay. Is it a formal test? Or you developed test --

A. Everything is formal, yes. It's approved by TLC and directly it was -- it's given back to the TLC and they keep it on record, and which in turn they'll be given an op qual card.

Q. And do you cover all five boroughs or you are just Manhattan?

A. We cover five boroughs, including Westchester.

MR. CHHATRE: Okay. And at this point, I'll stop and let Kelly take over. He's the one more interested in this.

BY MR. EMEABA:

Q. Please, can you define TLC, please?

A. Training center. The TLC represents the training center for Con Ed. It's the learning center which we go to for training, for formal training, more or less.

Q. Okay. And the SME is what?

A. It's a senior specialist for the group itself. It's -- SME is a subject matter expert for whatever training you're given, and my training would be the DP-IR and mobile survey.

Q. Okay. So all your technicians are trained by TLC?

A. They're trained for the TLC for the walking portion of it, but they are trained by me for the mobile portion of it.

Q. Okay. How were you trained?

A. I was trained by the -- where the hell was I trained? I was trained by another foreman when I came in there. With years in the department I became and SME, subject matters expert.

Q. Okay. You were trained by a foreman?

A. Yes, the foreman that I was prior to -- before.

Q. Okay. Did you ever go to TLC yourself?

A. Absolutely. My promotional test was through the TLC. I was approved by the TLC to become an SME, yes.

Q. Okay. Do you have a idea how many trainers you have at the TLC?

A. Number of people?

Q. Yes.

A. I could not even tell you. It would be a wild guess. No, to would be a guess at the number of trainers.

Q. Do you currently visit TLC while you are -- I know you have to --

A. I go to -- yeah.

Q. -- (indiscernible) or your workers go there for training?

A. Whenever the need come to play, yes. For my personal training or other trainings, yes.

Q. Okay. Do you have an idea how your trainers at TLC acquire the skills to train new people?

A. For the DP-IR, actually the people from Heath, which developed the DP-IR, came to TLC and trained the trainer, they call it. So they trained us on the unit. As far as the mobile portion of it, the vehicle itself, is being -- is done in-house, which we do ourselves. So the training for the unit came from the Heath Corporation which came in-house and trained us.

Q. So more or less going to TLC is for people to be trained on instrument, use of instrument?

A. Instruments, yes.

Q. Okay.

A. And, of course, knowledge of leaks, (indiscernible), classification of leaks and stuff like that.

Q. So does that mean that the people at TLC that train you are virtually outside contractors that comes in to do that?

A. No, I was trained by one outside contractor, and that was the SME for Heath that we purchased the unit from. After

that, everybody's a -- in the TLC is not a contractor. Those are union -- is a management employee.

Q. Okay. Do you know anything about NACE, National Association of Corrosion Engineers?

A. Yes, I do. I was -- at one time I was in corrosion, too.

Q. You were in NACE?

A. Yes.

Q. Okay. Do you have certification in that area?

A. I used to have it, but it dropped off. I haven't been in corrosion for a number of years.

Q. Okay. Does your leak system, leak survey system, can you tell us more about it, the type of leak survey you conduct --

A. Right.

Q. -- duration or the time whenever these leaks are conducted, and also the one that affect even the general area of this accident?

A. The mobile survey is done once a year, and that system-wide, which entails approximately 4300 square miles of mains that we do once a year. The BD portion, which is the business areas, which entails -- to become a business district you have to 51 percent or more and in a given block to be a business, and that's would be declared to be a business area. That's done once a year. Again, that's done walking every services in that area.

The numbers, which is residential area, that's done -- that's divided into 3 years. The system is done -- one-third every year gets done. After the 3-year program, which the whole system would be done which entails about 350,000 services, roughly.

MR. CHHATRE: 300- ?

MR. DiMICELI: 50,000.

BY MR. EMEABA:

Q. What is that figure again, please?

A. 350,000. That's roughly a number, I guess.

Q. What is that number?

A. 350,000 services that we actually walk every year -- not every year -- every three years. That's --

BY MR. NICHOLSON:

Q. 350,000 services.

A. Yes.

Q. Is that what you're saying?

A. Individual private houses.

Q. Right.

A. All houses, yes. A service is a service going into a house.

Q. Right.

A. Could be a one-family house, could be multi-family house.

Q. That's every three years; is that what you're --

A. It's done once every 3 years, the non-business --
Q. Walking?
A. Walking, yes.
Q. Okay.
A. The mobile --
MR. STOLICKY: There's 1 million services in your territory broken up into thirds?
MR. DiMICELI: Right.
MR. STOLICKY: I think that's what I'm understanding.
BY MR. EMEABA:
Q. So your business district is annually?
A. Annually, yes.
Q. Okay. And the area that cover Park Avenue, meaning the area of incident --
A. Yes.
Q. -- where does that fall in?
A. That particular one -- 116th Street south is considered business. 116th through 117, I believe it was, it was not considered business because there was no business in that particular block over there. The corner store wasn't a 116 address. It wasn't a Park Avenue address.
MR. NICHOLSON: So, I'm sorry, 116 in south is business.
MR. DiMICELI: Right, in other words, this is 116. See this here. This particular block is not considered business because you don't have any stores here. There's a store here, but

it has a 116 address.

MR. CHHATRE: But wasn't there a piano store?

MR. DiMICELI: Yeah, but it has to be 50 percent or more.

MR. CHHATRE: Say that again.

MR. DiMICELI: Fifty percent or more. If you don't have 50 percent or more it's not considered business.

MR. CHHATRE: So this is --

MR. NICHOLSON: Fifty percent or more --

MR. DiMICELI: Houses. So in other words, you don't want --

MR. NICHOLSON: Okay. You count the number of homes; 50 percent or more have to be businesses.

MR. DiMICELI: Right.

MR. NICHOLSON: Okay.

MR. DiMICELI: Otherwise it will not be considered business. So one business does not make it a business district.

MR. CHHATRE: So buildings are actually the (indiscernible) places are 50 percent?

MR. DiMICELI: The what?

MR. DiMICELI: There may be only four buildings --

MR. DiMICELI: Right.

MR. CHHATRE: -- so two will qualify business or because you have two buildings --

MR. DiMICELI: Yes. If you have four buildings, two

will qualify business, yes.

MR. CHHATRE: Okay. So it is building not number of people. It's --

MR. DiMICELI: No. No. No.

MR. CHHATRE: You may have 55 people living in, so you are not really counting those as --

MR. DiMICELI: We don't count meters. We don't count people who (indiscernible) --

MR. CHHATRE: Business.

MR. DiMICELI: Right.

MR. CHHATRE: Thank you.

BY MR. EMEABA:

Q. Okay. I'm happy for your analysis or with the analysis. But let's look at this way, the block between 116 and 117 --

A. Right.

Q. -- the other one has actually two addresses. One of them is on 116; that be at 116 deli.

A. Right the deli.

Q. It's an angled house.

A. Yes.

Q. One segment of his place is 116 and one segment of his place is Park Avenue, and on the Park Avenue it does have an address which is [redacted], so --

A. Our record shows that as being a 16th Street address. That's all I can say.

Q. All right. Okay. Then you said about 50 percent.
A. Right.
Q. So if you look at 50 percent you have the church -- the church is business, correct?
A. No.
Q. You don't -- that is just -- place of your assembly is not -- you don't see that as business?
A. No.
Q. So virtually it's the piano shop that you consider being business?
A. Exactly.
Q. Okay. So as a result, where does it put that segment?
A. NBD in the three-year cycle.
Q. Three year cycle.
A. But the mobile --
MR. NICHOLSON: NBD?
MR. SINGH: Non-business district.
MR. DiMICELI: Not business district, I'm sorry. But the mobile is done annually in that block. The mobile survey, the main, the gas main is done annually.
BY MR. EMEABA:
Q. Okay. So you have the mobile --
A. That's annually.
Q. That's annually.
A. Right.

Q. And you have the walking --
A. Which is to consider NBD, be done every three years.
Q. Walking, three-years.
A. Right.
Q. Okay. When you conduct annual, mobile survey, leak survey --
A. Right.
Q. -- how is that normally performed?
A. Beg your pardon? Say again. I didn't quite --
Q. When you conduct your mobile survey --
A. Right.
Q. -- or when -- if you conduct it, how is it normally done? Can you describe how it's done?
A. How it is normally done? It's given to an individual that works for me, which is qualified, op qualled, to --
Q. What do you give to an individual? Just --
A. We give him a map, a general mains map and M&S plate affiliated with the general mains map, which shows where the main is located, what side of the street is the main located, the north side, the east side.

Depending on where it is located, the individual, the technician, has to mobile over the main or as close to the main as possible. Now you're seeing -- you cannot consider a double park being close to the main. If you have double parked cars we go back and we do the survey either later on during the day or the

following day or whatnot. You have to, you got to be the -- one-car distance to be considered a good survey for us.

MR. NICHOLSON: Say that again. I'm sorry. You have to be what?

MR. DiMICELI: In other words, if the main is under the -- 6 feet from the curb, and you have a car parked over it.

MR. NICHOLSON: Right.

MR. DiMICELI: You still consider that a good survey. But if you have a double-parked car, two cars in there, that's not considered -- we have to go back and do it again either later on or during the day or at another time. So we don't take credit for that particular plot.

BY MR. CHHATRE:

Q. This is Ravi. So you are saying you can be 6-foot away from your main --

A. Right. Right. Driving 5 miles an hour.

Q. And that survey still will be good?

A. Yes.

Q. Okay.

A. We drive approximately 5 miles an hour down the block. We have -- in the vehicle itself there's a pump, an external pump, and in the unit itself, the DP-IR, the Detecto Pak unit has an internal pump. But the external pump is the main pump that draws the sampling into the vehicle and passes it on to the DP-IR which, in turn, with the internal pump takes whatever it needs to sample

the air, which is -- the only thing that the Detecto Pak is looking for is methane. Methane. That's the only thing it's looking for. Any other gases it would not alarm. So -- but it once it detects methane -- and that's parts per million. We usually just set up our unit about 3 parts per million, one part above the ambient reading of New York City.

MR. NICHOLSON: Oh, that's what you set them -- that's what you calibrate to?

MR. DiMICELI: Exactly.

MR. NICHOLSON: Three ppm -- what did you say?

MR. DiMICELI: Three parts per million.

MR. NICHOLSON: And that's about the background --

MR. DiMICELI: It's a 2 in New York City. Let's just say it's about a 2.

MR. NICHOLSON: Okay.

MR. CHHATRE: But you don't do that survey walking on the line?

MR. DiMICELI: When you're mobiling, you're mobiling the main.

BY MR. EMEABA:

Q. You are describing the mobile.

A. Okay. When your mobile unit -- actually you're sitting in a vehicle.

Q. Correct.

A. It has four cones in front of it. Those four cones goes

into a manifold inside under the hood, and then goes from four to one and the hose goes inside a vehicle which is connected to a pump which draws about 10 liters per, you know, 10 liters per second -- per minute. From that pump it gets drawn into another hose into the unit itself, which has a pump, an internal pump. That internal pump is about 2 liters and it draws the sampling itself into the -- into itself --

Q. Okay.

A. -- and it analyzes.

Q. The sensoring device, where is that actually located?

A. In the unit, a DP-IR unit itself.

Q. Where is that mounted?

A. It's mounted in -- it's in a cradle in the vehicle itself.

Q. In the vehicle.

A. Yes.

Q. How does the -- and I put it that way, magnetic or sensoring mechanism, is it something that goes horizontally or drop to the floor, or how does it go for you to pick up the --

A. It's cones. Actually it's a hose about a quarter inch in diameter. There's four hoses evenly separated from the -- starting from the left to right; we put it in equally separated. So in other words, you got four different hoses, plastic hoses going down quarter diameter-wise. At the end of that you have -- do you know what (indiscernible) ball looks like cut in half?

Q. Yeah.

A. We attach it to that -- to the bottom of that. And then a hose goes, like I say, inside a hood itself into a manifold which from -- all four hoses from the front go into this manifold.

From that manifold only one hose comes out of it, and that one hose goes inside a unit which is attached to the internal pump which is drawing 10 liters at all times. And there's a liter flow attached to the stand which tells you that that pump is working good. At all times you can look at it and you know that pump is working good by just looking at the liter flow.

Q. Okay.

A. And then from that -- from the pump it's given -- it goes to the unit that's identified methane or not.

Q. How is that instrument calibrated?

A. It self-calibrates itself every time you turn it on. We don't calibrate, we don't touch, we don't open it. Every time you turn the unit on, the unit goes through a period of about 5 to 20 minutes warm-up time, they call it. It will calibrate itself.

Before you go proceed with the actual survey, whether it be walking or mobiling, you have to go through -- you have to put the unit through a self-test, they're called.

Q. Okay.

A. The self-test is you push the button, the manual goes into self-test. There's a prison inside a unit which is sealed you cannot see it. You hear the click in front of the light.

Inside the prison there's methane gas, 2.5 -- I'm not quite sure how much the percentage is, but it's enough to have the unit calibrate itself. Once it does its own calibration the unit tells you, yes, calibrated okay or fail. If it failed, the unit cannot be used.

That particular calibration memory is retained in the unit. We have about 2,000 -- the unit could retain about 2,000 calibrations. So we could go back, say, and that particular date, if it's not -- as long as less than -- no more than 2,000, you can look at it, this given day it was calibrated.

Q. Okay.

A. And this is done at least once a day as long as you don't shut the unit off, or as many times as you want. If you're not quite certain, you know, if you're not sure, you could calibrate the unit as many times as you want.

Q. Okay. Are there times when the equipment is actually taken back to the manufacturer for a calibration?

A. Absolutely. At least once a year the manufacturer comes to us and he calibrates -- we have a self -- they come and calibrate all the units and they give us certificates which we have on record for that. Every unit is calibrated by an independent contractor.

Q. Okay. When was the last time that mobile leak survey was done between the segment of 117 and 116?

A. Well, the only thing I can tell you, this particular

year was a little different than any other year. That particular segment was done three times this year; twice in the winter months because of the of the severity of the winter because it was so cold and the fluctuations in weather, we initiated what they call high speed patrol, which is done about 15 miles --

Q. I speed what?

A. High speed patrol.

Q. I speed?

MS. HUNDLEY: High speed.

BY MR. EMEABA:

Q. Oh, high speed?

A. Yes. In other words we do right now, we first start at 5 miles an hour -- 5 to 8 miles an hour. This particular survey is done 15 miles an hour.

MR. NICHOLSON: One-five?

MR. DiMICELI: One-five. We are trying to capture any possible broken mains. They call it cast iron patrol where we want to make sure there's no cracked mains and whatnot. This was done twice this year prior to the regular survey which, was done about a few weeks ago.

BY MR. EMEABA:

Q. Okay. When were those -- do you have an idea dates of those surveys that were done?

A. Which ones? The three of them?

Q. So you said the three of them that were done.

A. Yes, they were done in February. The actual dates, I don't have here, but there was two done in February specific. They were a couple weeks apart.

MR. SINGH: We have provided that information already.

MR. NICHOLSON: Okay. So we have the leak surveys?

MR. HUNDLEY: Um-hum.

BY MR. EMEABA:

Q. February of?

A. Of 2014. But the actual survey that is -- which we put on personal record was done in June. Because what we do is we start --

Q. That is post, okay, post-accident.

A. No. That's a yearly survey that we -- in other words --

Q. No, no, we're actually discussing the mobile.

A. Yeah, I'm discussing the mobile ran, too.

Q. Okay.

A. The whole system has to get done within a period of 12 months.

Q. Yes.

A. Now, picture this. We start from the lower end of Manhattan, which is Wall Street. By the time we get to 116th Street it's about June.

MR. NICHOLSON: Okay.

MR. DiMICELI: Which was done in June, like I said.

BY MR. EMEABA:

Q. June of 2013?
A. '14.
Q. Okay. For this year?
A. For this year.
Q. After you've done it in February?
A. That was done because of the high speed patrol. It was not considered record -- we don't keep that record, per se, for an annual survey but we keep it for our high speed patrol. We do keep a record of it, but for different reasons. For high speed patrol, we keep in our record, we say we initiated a high speed patrol. But we also keep the main record, which is -- we keep it for forever actually.
Q. Okay.
A. Our survey record, which is for the year, was done in June.
Q. Okay. I thank you for that.
What I was actually trying to get at is to also know the mobile survey that was done pre -- before the accident.
A. That was the two of them that we did in February.
Q. Two of them or three of them?
A. Huh?
Q. Two or three?
A. In February -- we did two before the --
Q. And then June?
A. And then June we did it because we had to do it because

it's our yearly survey, not because anything what happened there, because that's when we got to that location, to that particular area to do our regular yearly survey.

Q. If I -- just back up a little bit. When you conducted the first one in February --

A. Yeah.

Q. -- okay, what made you do it a second time?

A. Because of the whether fluctuation, the temperature and weather, so we're not in the -- and the frost.

Q. Okay. Okay. Do you have an idea the kind of readings that was obtained the first time?

A. The kind of what?

Q. Readings, kind of --

A. We have no record of anything detected in that area for the two surveys.

Q. Nothing detected?

A. No. We have no reading to give you just because, as I say, no leaks were found in that area.

BY MR. NICHOLSON:

Q. What levels -- what kind of leak would I have to have to pick it up at three times the calibrated speed?

A. You could pick up 1 percent.

Q. It has to be 1 percent.

A. I mean at 15 miles an hour?

Q. Yeah.

A. If you have plume of gas you can pick up anything. It doesn't have to be a percentage of gas. You just -- what you're looking for is --

Q. I no longer get the 3 ppm resolution, do I, at 15 miles per hour?

A. The ppm doesn't change. It's just the speed you're changing. The only reason you're going faster, you're looking to capture the big leaks, per se, the broken main patrol they call it.

BY MR. EMEABA:

Q. That's why you go faster?

A. Yes.

Q. So the slow is for the small leaks?

A. The slow is the survey they would do annually that's mandated as per spec. The speed is mandated. Our specs state you cannot go past from 5 to 8 miles an hour.

Q. Okay. The ones you did in February, what speed were you going at?

A. Fifteen miles an hour.

Q. Fifteen miles. You mentioned the same speed.

A. One-five.

Q. Okay.

A. Cannot pass that. That's per spec. You cannot pass 15 miles -- depending on traffic. Now, don't misunderstand. If the traffic allows you, you go 15 miles an hour. If the traffic

doesn't allow, you go less. Maybe in that given area it might have been less. I don't know what traffic he encountered at a given time. But there is no guarantee you're going 15 miles an hour, but you cannot pass 15 miles an hour. You could go less, but you cannot go more.

Q. Thank you. Prior to the February mobile survey, which you conducted two times --

A. Yeah.

Q. -- you said the first one you didn't get any reading, nothing?

A. Nothing.

Q. And you did it again the second time in February.

A. The same time towards the end of the month. One was the beginning and the other one was at the end.

Q. The second one did you -- what readings did you get?

A. There was no indication of anything.

Q. Nothing. So what does that tell you?

A. It tells me there wasn't a leak at that point.

Q. There is no leak. Okay. Before the February --

A. Excuse me?

Q. No, I said before the February --

A. Yes.

Q. -- when was the -- what was the previous or when was the previous one?

A. I can tell you it was done approximately the same period

of time in 2013 as it was done in 2014 because, like I said, a 12-month window we have. I would say it was around June of 2013. I can give you a specific date. If you want a specific date, I'd have to go get my records, and I could provide the records, no problem, but it was done in 2013.

MR. NICHOLSON: How far back did you give us?

MR. SINGH: I don't remember. Certainly the two in February.

MR. NICHOLSON: Okay.

MR. EMEABA: It should be the two in February. So in about --

MR. SINGH: If you want the one from 2013, we can get that, too.

BY MR. EMEABA:

Q. Okay. So in about June 2013?

A. Approximately. I'm not sure exact date, but --

Q. Approximately.

A. You got to go back 12 months and at least try to get back to that area within a 12-month period because it's PSE mandated that we take it 12-month period.

Q. Okay. Approximately --

A. Right.

Q. -- June 2013.

A. Right.

Q. You had one done. Can you tell us how was it done? Was

it a high speed one or --

A. No, that was a regular 5 miles an hour -- 5 to 8 miles an hour.

Q. Five miles an hour.

A. Yes.

Q. And from your recollection, what did you --

A. I cannot answer that question because I didn't go back to look at the record. I'll have to dig it up.

Q. Okay.

A. I can look it up and then get back to you with no problem. I have records of everything.

Q. Okay. So you'll not be able to tell us if there was a leak found or not?

A. Not at this moment, but I will give it to you. Given time I could go back to the office and give you specific.

Q. I would like to get that information for that June '13.

Now, how sensitive is this instrument to pick up the least leak from your pipeline --

A. Parts per million.

Q. -- if there is any one?

A. Parts per million, sir. Parts per million.

Q. You said 3?

A. Three parts -- the unit said 3 parts per million, 1 part per million above the ambient reading of New York City.

Q. Okay. So if there is a pinhole leak --

A. As long as the leak is able to escape -- let me explain. If you have 100 percent paving with absolutely no crack in the street or in the sidewalk or anywhere between the street and the building, you won't be able to pick up anything. There's nothing escaping. It's a plume of gas that we're looking for. Even a little crack in the street will let the gas escape and that would be picked up.

Q. So if there is no crack at all, you will pick nothing up?

A. There's no -- in New York City that's like almost impossible.

Q. You would pick up nothing?

A. If the street is 100 percent sealed, which is a -- I don't see that happening because you always have expansion joints everywhere, you would pick up -- if there's a leak there, we'll pick it up, without a doubt.

Q. Okay. So as I mentioned, we need the result for the 2013 leak survey. And but are you -- does it -- your result that you have, does it come in form of graphs or --

A. No what happened is, as my tech drives along the street or walk for that matter, it makes no difference, but let's say he's driving -- once the alarm goes off in the unit, he has to stop. There's no proceeding forward or backwards. You stop. You'll go out, and what they do is they call it an investigation, where they use a GMI for classification. The unit in the vehicle

is only for -- to give you there's an idea that there might be a leak there.

Then once they go out there they actually have the pogo stick or they use -- they have to drill or make holes approximately the size of my pinky, and then they put this long plastic probe into the ground which is attached to a GMI. That gives you percentage of gas. That's how you investigate.

But you do that from -- you could go as far as 10 blocks if the migration takes you that far. But you have to check the whole vicinity of where you are at that moment and you have to check manholes, catch base, telephone, anything in the vicinity, curb line reading, building line reading, 5-foot, you name it, you have to check it. It's mandatory you have to check it and document anything you do.

Q. Okay. Does depth of pipe affect your being able to pick up any leaks?

A. I haven't seen that happen. No. If there's a leak there, our unit will pick it up.

Q. Okay. The month of June 2013, from your recollection, do you see that it was a good month to conduct leak survey and --

A. Leak survey, the best time to conduct a leak survey is all year round, but June is perfect because it's the weather. But year round you conduct leak survey. As long as it's not raining. If it is raining, we don't do survey. We shut down. We do other things.

Q. So if there is any leak at all you expect supposed to have caught it?

A. I am pretty much 100 percent sure that if there's a leak there we will detect it, pick it up.

Q. Okay. Your result which we'll be looking at will be very important.

If somebody should tell you that a leak was there that was not picked up, will you agree to that? On between the block of 116 and 117?

A. I don't know how to answer that question, to be honest with you. I'm confident with my machine that if there was a leak that it would have been picked up. That's all I can tell you. If somebody says there's a leak there, how do they know there's a leak there? Honestly, how do they know?

Q. What I'm asking you, if one was --

A. I will say I don't know how to answer that question, other than to say I'm confident with my unit if there was a leak that it would have been picked up.

Q. If there was a leak there, it would have been picked up?

A. Yes.

Q. If there was. Now --

BY MR. McCARTON:

Q. Hold on a second though. I just wanted to make sure that what I heard before, correctly, is depending on if a leak was found, depending if there's some way for that leak to escape from

underground. Right?

A. There's no such thing as a perfect street in Manhattan. You know it as well as I do.

Q. Right.

A. There's cracks. So the possibility of having a perfect street, it doesn't exist in Manhattan.

Q. So if that street wasn't perfect and there was a leak --

A. It would have been picked up.

Q. You would have smelled -- you would have picked it up?

A. We would have picked it up with the machine. I don't know about smell, but you would have picked it up --

Q. Oh, I'm sorry. I correct myself. The machine would have picked it up?

A. Yes.

MR. SINGH: I think the record states that that street wasn't perfect.

MR. McCARTON: Yeah, I just wanted to qualify what the investigator said.

MR. EMEABA: Which record?

MR. SINGH: Public record.

BY MR. EMEABA:

Q. Anyway, yes, a leak was there; it was not picked up in front of [redacted] that's why I'm asking you -- on your cast iron.

A. I can tell you for when I went in February there was no leak.

Q. Okay.

A. What happened after I left in February, I could not begin to tell you.

MR. SINGH: I'm sorry. Can we go off the record for a second?

MR. CHHATRE: Off the record.

(Off the record.)

(On the record.)

MR. CHHATRE: Back on the record.

BY MR. EMEABA:

Q. Okay. Can you tell me also about your walking survey?

A. The walking survey is based on -- let's say, using 116th Street, we have M&S plates which gives you specific location of gas service which comes from the main which goes to the building. What we do is, my technician, the same unit every year used for mobile purposes becomes a strap hold and you put it on your shoulder with attachment, which it goes through the same process of self-testing before walking, by the way. Anytime the unit gets turned on, whether you're walking or mobiling, the unit has to go through a self-test. You cannot bypass that. There's no --

Q. Self-test?

A. Self-test they call it.

Q. The one you also hang?

A. It's the same unit. Once the unit gets turned on, it has to go through as self-test. Yeah, it's automatically. You

can't bypass it even if you wanted to.

Q. What do you call that instrument?

A. A DP-IR. Detecto Pak-Infrared.

Q. Okay.

A. Okay? Once they have proven that the unit is ready to -- for walking purposes, my technician has in his possession an M&S plate which has a specific location of services, where they could be at 116th Street or any other place in the system.

The individual walks to the service to the specific measurement, which it gives right -- specific measurement and he walks from curb to the building. Or if there's a meter set, if there's an outside meter set, they need to walk the whole piping from where the pipe comes out of the ground, where the elbow comes out of the ground, until he goes into the building, including meters. Everything is checked with the DP-IR.

Walking survey, we set our unit at 5 parts per million, a little higher than mobile survey because you're walking at a lower rate of speed, you know -- you know, it's a normal speed. So we set our unit a little higher. And because you're so close to where you're -- when they're located, you don't need to have it at 3 parts per million; you set it at 5 parts per million, and that's per spec. Nobody makes it any --

BY MR. CHHATRE:

Q. Is there a harm in setting up at 3 ppm?

A. I beg pardon?

Q. Is there any harm setting it up at 3 ppm?

A. There is no harm whatsoever. Our spec calls, we walk on 3 -- mobile on 3, walk on 5. So we follow our spec to the letter. There's no difference -- there's absolutely no difference whether you walk on 3 or 5. You're trying to eliminate -- I shouldn't even say that. It doesn't make any difference. It doesn't make any difference. We walk on 5 because our spec calls for 5 and we do that.

Q. That's internal spec, right?

A. Beg your pardon?

Q. That is internal spec?

A. It's an internal spec, right.

BY MR. EMEABA:

Q. Please, when was the last walking survey performed in -- of this section?

A. I'll need to go back and look at it to see when it was done. I don't know if it was by the '13 or '12. I'm not sure, but it was done in the period 3 -- 116 -- wait a minute, hold on. Let me think back.

MR. SINGH: We can get the records.

BY MR. EMEABA:

A. We could get the -- it might have to be walked this year but I have to look at my record.

(Simultaneous conversation.)

Q. The one we're interested (indiscernible) --

A. I have record of everything. I can tell you exact when it was done.

Q. Give me the -- get me the (indiscernible) prior to gas event when the --

A. (Indiscernible.)

Q. Okay. How qualified are your personnel that conduct these leak surveys?

A. They're very qualified. I have a hundred percent confidence of my personnel that what they do, they are professionals without a doubt. Without any -- any hesitation. I give my -- I have no doubts whatsoever.

Q. Okay. As you mentioned, the walking survey just from the curb --

A. Right.

Q. -- pipe to the house -- to the house.

A. To the house or anything above ground until it gets into the house.

Q. Okay. So you -- you never walk the main?

A. No, that's done by the mobile.

Q. Okay. So only pipe by mobile. Have you had situations of walking a service with your instrument and later, you know, a leak was found not a few days after that?

A. I couldn't answer that question because I only do my survey. I don't follow what's happening afterwards because it's not my -- I don't know. I couldn't even answer that question even

if I wanted to answer it.

Q. Okay. Are you --

A. I could tell you what I found or what my technician found when they walked it. I can't tell you what somebody else found yesterday or the day before or whatever. I can't tell you.

Q. Okay. If we may go a little bit into your Con Edison system. How do your department or unit work together with the Gas Emergency Response group who are called out for gas leaks and gas (indiscernible) --

A. Exactly. What happens is we are -- actually it's a major part of that. Once we identify a leak, you know, walking or mobile, a leak is identified the first call is made to the Emergency Response Center which will generate a ticket with a specific address where we found that particular leak and that ticket is dropped on the MDTs that they carry in their vehicle. Every vehicle has an MDT, you know, like a computer. Once the investigation completely a hundred percent completed, management-wise, migration-wise, (indiscernible) migration, classification, everything else, it gets drawn in electronically into the MDT. Once everything is done and checked, it's sent back to RC and they will designate a crew, if needed, or whatever is needed to either surveil it, work it or whatever it is. Once we submit it to the RC, the -- they take over to do what they need to do with that.

Q. Okay. Thank you for the answer and that goes back to my

first question have you had a situation you finished your 3-year walk survey and you're gone and customers call for leak and it happened to be -- is that area you just finished?

A. I don't answer leaks like that. It's not my department. I don't answer those leaks.

Q. Okay. Thank you so much. I'll pass on to (indiscernible).

MR. CHHATRE: Chris?

BY MR. STOLICKY:

Q. Hi, Chris Stolicky. A couple questions for you. Your high speed mobile procedure, as I understand, you do in the winter.

A. We do it when it's necessary. Per Spec 11806 states if you -- if the temperature varies from, from freezing and below for 7 straight days and you have a consistent of three broken mains 2 days in a row, we initiate -- they're called high speed patrol. If that doesn't happen you're not going to initiate the high speed patrol.

Q. When you're talking about number of broken mains, what area does that cover?

A. It could be anywhere in the system, sir. It could be anywhere in the system.

Q. Okay.

A. And also the frost and so there's a lot of things has to be in place before we initiate that particular speed.

MR. NICHOLSON: What's that procedure again? I'm sorry?
MR. DiMICELI: 11806.
MR. SINGH: I'll send -- I'll resend it --
MR. NICHOLSON: SO 11806. Okay.
MR. EMEABA: Send it by e-mail, please.
BY MR. STOLICKY:
Q. How long does it take you to cover the system?
A. Once we initiate that we have to work 7 days a week. We actually work about 10 hours a day. To finish the system with my 14 technicians -- now mind you, gentlemen, the only thing gets survey is 4, 6 and 8-inch cast iron main. Not the system itself, only cast iron mains get survey at this speed. No plastic, no nothing.
MR. NICHOLSON: Only cast iron 4, 8 and 6.
MR. DiMICELI: Four, 8 and 6.
MR. NICHOLSON: Okay.
BY MR. STOLICKY:
Q. How do you know it's cast iron main?
A. We have maps which identifies the 4, 6 and 8 which engineering supplies us with it.
Q. All right. You said that the device has to be within 6 feet over the main.
A. It could be right over or, at the most, you know, next to the car which is parked -- it could be less. If the main is right in the center of the car it's less than 6 feet but we don't

let nobody go beyond one car parked in other words, that's not going to be good for us.

Q. Okay. What do you do in a situation where there's more than one main on a street?

A. We double -- we go both sides. In other word, if the mains are in the same -- if in the same trench we do it once. There's no need to but if the main is on one side and the other one is on the other side we do both sides of the street. If the main goes under the sidewalk he has to physically get out of the vehicle and walk that main.

Q. Okay so in the area around this incident, on Park Avenue and on 116 even over around 117, all those mains were surveyed.

A. Everything was surveyed.

Q. In February.

A. Anything with cast iron with the size I just mentioned was surveyed.

BY MR. NICHOLSON:

Q. Where -- just while we're on that subject, where is the main between 116 and 117? Is it within 6 feet of the curb or --

A. It's about 6 feet -- if I remember right it's about 6 feet from the curb.

MR. SINGH: Um-hum. [Affirmative]

BY MR. NICHOLSON:

Q. Okay. So you wouldn't have -- you could be one lane out.

A. Well, no the car parked -- when your car parks over the main and you're right there I mean there's no way --

Q. So it was 6 feet -- it was beyond one car.

MR. SINGH: Most of our mains (indiscernible) majority (indiscernible).

BY MR. STOLICKY:

Q. Do you have any mains that are not in the street?

A. Yes, I just said if anything on the sidewalk the individual has to physically get out of the car, take the unit out and walk whatever length of pipe is in the street, is inaccessible to a vehicle, a motor vehicle. For example, in Manhattan, I'll give you a perfect example. If the -- if you have the bike lanes and you cannot drive on it, we had two individuals one flagging and another one walking that particular portion because no vehicle could go on the bicycle lane. But we have to physically walk it. We consider that part of the sidewalk. So there's nothing that you could say, well, too far away. We will walk that.

Q. What happens at the bus lanes?

A. Bus lanes, we get tickets but it gets done. It gets done. We don't just skip it because it's a bus lane or the city's going to give us a ticket. We really get it done. Sometimes what we'll do is any time before 7:00, I believe it is, before the speed thing gets into place -- we start at 6:00, by the way. Our hours are from 6:00 to 2:00. So if we know there's a bus lane on (indiscernible) Avenue, we make sure we send technicians there so

we don't get tickets, not because of anything just because we don't want to get tickets, to get done before 7:00 and then get off the bus lane and come back the following day and continue on. But it gets done, without a doubt.

Q. Okay. Back to the annual survey requirement for business districts.

A. Okay.

Q. How do you leak survey the gas distribution system that's not in the street?

A. I'm sorry, say again. I lost you there for a second.

Q. Any mains or services that are not in the streets --

A. We walk it.

Q. -- in the business district.

A. We walk it.

Q. They get walked.

A. Everything that is in the system will be the mobile or that we walk whether it's in the business or residential. It doesn't make a difference.

Q. So would you do services in the business district annually?

A. We do annually. Yes. That's an annual thing. Absolutely.

Q. And that's walked.

A. And walked.

Q. So outside the business district you would do the

3-year.

A. Yes.

MR. STOLICKY: Okay. All set.

MR. CHHATRE: Frank?

MR. McCARTON: I'm good.

MR. CHHATRE: Lenny?

BY MR. SINGH:

Q. A couple quick questions. John, I'm not sure you mentioned, how many years have you been in the company?

A. I been in the company 42 years.

Q. How many years you been doing leak survey?

A. Twenty-five years

Q. And did you do it as a mechanic?

A. I did it as a mechanic and as a -- now I'm charge of, well, I'm the senior supervisor, whatever you want to call it.

Q. Have we made any improvements in our leak survey program since the Harlem incident?

A. Absolutely. What we're doing right now is we are surveying 7 days a week, first of all. We do 300 miles of mains but that's not considered our regular survey. It's above and beyond our regular survey. What we do is we do 300 miles a week of main and, plus, our regular survey that we need to be done for our calculation for the year. We do this 7 days a week, every day.

Q. High speed, low speed?

A. Now that's done on a high speed, 15 miles an hour.

Q. Any other technologies that you're looking at?

A. We have in-house what they call a RMDL (indiscernible) it's a laser technology where -- this is only being approved by the PSC only for above-ground piping for bridges for anything above that you cannot reach with a DP-IR. We have that in-house, yes.

Q. Anything else?

A. We tried already the -- what they call that --

Q. Picarro.

A. Thank you. I couldn't think of it. We just brought in and we didn't buy it yet, we have a pilot with a Picarro (indiscernible) and --

BY MR. NICHOLSON:

Q. What's a Picarro?

A. It's a new technology. I can't even begin to tell you because I'm not quite a hundred percent familiar. I can only tell you what I was involved with for 2 days and the technology is extremely sensitive. It has to be done a certain day and at a certain time of night and has to be -- it's something that I can't get into details. I'm not quite familiar with it. I'm not using it but we are trying to determine if we could bring it in and get, of course, once we bring it in we're going to be trained on it. But this technology we are looking for with this technology we already tried. There's different ways we're already mobiling at

nighttime, to try to keep crews at nighttime at all times. (Indiscernible) present in the street 24/7, if possible. So we are trying and next year we're adapting a new way of survey, not meaning not speed-wise, meaning, like I said, 7 days a week survey and doing different things at all times to capture that particular leak that we might not be capturing doing 5 miles an hour or we're not going to get to that street months from now because we start in lower in so high speed patrol (indiscernible) sooner, so we try to capture that leak if it's in existence.

MR. SINGH: That's all I have, Ravi. Thank you.

MR. CHHATRE: Okay. Matt? You haven't asked any questions.

BY MR. NICHOLSON:

Q. Yeah, I've got -- most of them have been asked but the low temperature threshold that triggers a high speed survey (indiscernible) --

A. It's 32 and below.

Q. Thirty-two and below.

A. Right. Seven days a week, 7 days straight and two and three broken mains consistent back to back or a depth of -- 7 days of freezing weather and frost 27 inches deeper that initiates that, too.

Q. It's an and. So you had to have the 7 days and three broken mains --

A. No, there's three different ways.

Q. (Indiscernible) --

A. You got the 7 days with a frost of 27 inches that it triggers it. You could have fluctuating temperature between freezing to and above 40 for a period of time that triggers it, too.

Q. Okay.

A. There's a few things that trigger the high speed patrol.

Q. What specifically triggered it in February? Do you remember?

A. I think it was the freezing weather.

Q. Okay.

A. I can't be sure a hundred percent.

Q. But you did two surveys in this area so did that -- does that mean --

A. Not only that area --

Q. -- you got triggers --

A. -- the system.

Q. Well, I mean the system (indiscernible) cover that.

A. Yeah.

Q. Does that mean you hit the cold weather trigger twice in February?

A. It could have been because once we finish our high speed patrol the clock resets itself.

Q. Okay.

A. So if you happen to get the same scenario, like I just

told you --

Q. Yeah.

A. -- we kick it again. It could happen more than once. It could happen more than 10 times a year. If the trigger comes to play once that trigger is played you have to finish the system and the trigger -- I mean the clock starts all over again.

Q. Right.

A. If you don't finish the system the clock doesn't start until you actually finish the system.

Q. Right.

A. And then a day later or a week later you --

Q. Okay.

A. -- it could initiate again because everything came to pass.

Q. So I take it that sounds like two triggers occurred (indiscernible) --

A. Absolutely. Yes.

Q. Okay.

A. The two trigger (indiscernible) --

Q. And that's not unusual. Okay.

A. Well, it is unusual to have two back to back like that.

MR. SINGH: Just off the record for a minute.

(Off the record.)

BY MR. NICHOLSON:

A. Engineering has the right to request a high speed

patrol.

Q. That was my next question. Who decides that? Gas engineering?

A. Well, the trigger we try to keep it in-house but engineering --

MR. SINGH: Do you want to get --

MR. NICHOLSON: Oh, I'm sorry. Yeah, back on the record.

(On the record.)

BY MR. NICHOLSON:

Q. How -- who decides when the trigger is going to --

A. Engineering could be one.

Q. Okay.

A. Or (indiscernible) we get a (indiscernible) every day in the winter months. We get, of course, every day we get the broken main count. We keep focus on everything to see if we have to trigger a high speed patrol and, of course, engineering can say well I believe we should do one for whatever reason and that's -- we do it.

Q. I didn't hear the make and model you were saying it's -- the equipment is DP-IR infrared.

A. Detecto Pak-Infrared. Yes.

Q. And who makes that?

A. Heath.

MR. SINGH: Heath Technology.

BY MR. NICHOLSON:

Q. Heath. Okay. I guess Heath, also, is that both the mobile and the walking?

A. The same unit, yes.

Q. The same unit. Okay.

A. Identical unit. You could use it -- you could take it out of the cradle and walk with it and put it back in the cradle. It doesn't make any difference.

Q. Okay. It's actually the same --

A. The same exact unit. Yeah.

Q. Okay.

A. Usually my department -- my department -- my people carry two units for that purpose. They don't want to keep taking it out in and out so we have one unit standing by for any walking that would need to be done and the other unit sits in the cradle, or in case that unit goes bad there's a unit to back-up with. So every one of my individuals would have a two units in their vehicles.

Q. Okay. And I know you went through this before. I wasn't following it. The -- when a leak surveyor is in the field and they capture a leak or they've located something they believe is a leak --

A. The alarm goes off.

Q. The alarm goes off. And then where do they enter it from there? We mentioned -- you talked about the GERC, the

Emergency Response Center and I thought I heard something about NDT or another system.

A. No what happens is (indiscernible) once the alarm goes off we don't simply call the GERC. We call the GERC only when we have an actual leak. If we go out there and even though the alarm goes off and after investigating and check everything in that area but yet we still don't find no gas, we just continue on. We don't inform anybody because there's no need. There's no gas there.

Q. Okay.

A. But if a gas leak is determined as being present, percentage of gas and it could be one percent, 100 percent, it doesn't make any difference, once they determine and we establish the migration, we establish the classification then the GERC -- first of all, if it's a class 1 the GERC gets called right away. Let me put it to you that way. Anything below class 1 we finish our investigation then we call it.

Q. Okay.

A. All right. And they, the GERC, will initiate a ticket.

Q. Okay.

A. Once they initiate a ticket they will drop on my -- on the technician into the MDT which is the computer --

Q. Well, yeah. What's the MBT?

A. MDT it's the computer -- it's the Toughbook (ph.). You ever seen (indiscernible) Toughbook?

MR. SINGH: Mobile device.

BY MR. NICHOLSON:

A. Yeah, it's a computer right.

Q. Okay.

A. Just like you have right here. Right. That's all it is.

Q. Sort of like an acronym, sorry.

A. Right it's a computer like you have there. You could use that particular computer to do the same thing.

Q. Okay.

A. But whatever. It's a computer. They're dropped on the computer in the vehicle --

MR. SINGH: Mobile Display Terminal.

BY MR. NICHOLSON: That's good. Thank you.

A. But once the leak is discovered and identified --

Q. Right.

A. -- we call the -- they call the GERC --

Q. Okay.

A. -- giving them the specific location where they are. At the same time the GERC uses that address, it assigns a ticket number. That ticket number will follow that leak for the rest of -- (indiscernible) that ticket would never be used again. Then they drop on the computer which sits in the vehicle. The technician opens it up, selects a background which could be different it could be a block it could be the corner. There's a different selection you could go to draw up a leak in there. To

fit in the area, the type of leak that you could draw it. Then he draws in the migration, puts the (indiscernible), the percentage of gas. He stores -- classifies the leak and, of course, puts his name down and everything else. Once all that's finished he sends it back to the RC.

Q. Okay.

A. And then that leak stays in the system forever. And they assign a crew to repair the leak. From that point, once we send it back I don't get involved. I couldn't tell you. I know what the procedures it goes through but I can't tell you exactly, you know what I mean.

Q. No, that's perfect. At first you said you could get a hit or an alarm get out of your vehicle and look for the leak and not find anything.

A. For whatever reasons, if a unit has -- just going off for whatever reason, you know, something. It's a machine. But we don't say this is not -- we don't want to investigate it. Anything -- once your unit goes off, the alarm goes off on that unit, the individual has to get out of the vehicle, has to investigate the area.

Q. Okay.

A. Not small -- it has to -- if he finds a leak and he can determine where the leak is right away, okay fine. But otherwise he has to really go far from the vehicle. It has to be satisfactory there is no leak that he's leaving behind.

Q. Okay. But that's not captured anywhere so there's really --

A. We don't capture that, no. My department we don't write nothing up we just continue on.

Q. Okay. So for instance if someone found a leak, got out of their car and looked for it and didn't find it --

A. They won't make no -- there will be no record of it.

Q. Okay.

A. There will be no record of it.

Q. Okay. And just to confirm all the leak survey personnel are Con Edison employees. You don't contract out to a --

A. At this time this is the first year in the history of leak survey which we have contractors working with -- for us.

Q. Okay.

A. This is the first year

Q. Starting when?

A. Started -- they started in June of 2014.

Q. Okay.

A. Because of the heavy load -- the workload that we just encountered we needed more people (indiscernible) where they're bringing people in as contractors, well, with -- our department is growing by bringing more people and then training them, of course, but right now we have --

Q. Okay. So you've brought in contractors --

A. Absolutely.

Q. But not prior to the accident.
A. There was no contractor prior to the accident.
Q. Okay. And then I'm not sure you mentioned this before, but how often do the surveyors get requalified?
A. Every 3 years.
Q. Every 3 years. Okay. Terrific. Thanks. That's all I got.
BY MR. CHHATRE:
Q. Just a couple of questions (indiscernible) I need clarification. What is the detection limit of the instrument?
A. The limits.
Q. Detection limit.
A. You could go up the percentage, I guess, if you want to but we don't use that for our purpose. We're using parts per million.
Q. (Indiscernible) ppm or any other -- what is the detection limit? How low a gas it can detect?
A. One part per million.
Q. One part --
A. Per million.
Q. -- ppm.
A. Yes.
Q. Okay.
A. Absolutely.
Q. And what is the background you said in New York City was

that 2 ppm.

A. Two ppm. I didn't -- that's what we were told and that's what document is in the city (indiscernible) --

Q. Pardon me for -- so really any time you will turn your machine on you should hear alarm.

A. The machine will not alarm when it's just going to a self-test mode. Only goes on after you put it on --

Q. (Indiscernible) --

A. But you already have it set at 3. The alarm doesn't fluctuate. Once you set it, it will stay at 3 for as long as the unit doesn't need any calibration. So if you have it at 3 it will not alarm because the ambient reading is 3 -- is 2.

Q. So if you have a leak that is one ppm the machine won't see it.

A. (Indiscernible.)

Q. (Indiscernible) get a leak which is a low leak, small leak and the leak is registered, hypothetically say it's one ppm. (Indiscernible) leak at one ppm. Your machine didn't (indiscernible) --

A. Not if the background is 2 ppm. I --

Q. (Indiscernible.)

A. No. I said --

Q. So simple answer, yes.

A. I -- I would say no because we -- our machine is set at 3. Anything below 3 it will not pick it up. No.

Q. So that's no.
A. Right. Right.
Q. (Indiscernible) the four suction cups that you send the gas --
A. It's the cones. It's not suction cups. It's cones dangling 2 inches off the ground.
Q. Two inches off the ground.
A. Two inch off the ground which, like I say, it goes into the manifold which is under (indiscernible) --
Q. And how wide is the span between --
A. The length of the bumper whatever the bumper is, 6, 7, 6 feet. Whatever bump -- the vehicle. You think of a vehicle, you put one on one side and another one, another one, another one on the other side.
Q. Equally spaced.
A. Equally, oh, absolutely. Equally spaced.
Q. And this one-car distance you mentioned if it's more than one car distance you had to back again --
A. We will go back again.
Q. -- (indiscernible) distance.
A. Yes.
Q. And what is the logic for that?
A. Because we are farther than we -- we don't feel -- we want to make sure we don't leave anything behind. Let me put it to you that way. And the only way we are sure that we don't leave

nothing behind we have to be as close, if not on top of the main, as possible not because the unit will not pick it up we just want to make sure we don't leave --

Q. No, I'm not questioning. I'm just saying what is the logic for that one-car distance comes from --

A. Because most of the time in the city it's always car parked on the curb. There's no logic. You go over to Westchester County. We're on top of the main all the time. There's no car. Everybody has driveways. In New York City everybody has car parked in the street.

Q. Again, (indiscernible) have you done any calibration tests when you find more than one car, I don't see it? With a calibrated leak, if I'm more than two cars I will not see it but up to one car I can see -- I'm trying to understand how the machine --

A. Okay. Let me put it this way and this is like a -- it's we don't do this and this is -- if the wind is blowing towards that -- our cups and it sucks -- and you got a plume of gas going towards you, you're going to pick it up and it could be --

Q. My wind direction can go against the cups and they may not pick it up.

A. (Indiscernible.)

Q. (Indiscernible.)

A. You're right that's the reason why we want to be over the main and as close to the main as possible but the wind would

have effect on it.

Q. (Indiscernible) arbitrarily picked distance.

A. Because we didn't pick it -- we just did it because of the fact that -- if you have to do the city survey in New York City --

Q. I understand --

A. -- it's impossible to get everybody off the curb. It's impossible. So we determined that one car length is satisfactory.

Q. Okay.

A. I don't know to say there. I don't know the answer to that.

Q. (Indiscernible) find out is the calibration (indiscernible) I understand the practical logic of having one car distance, two car distance.

A. Right.

Q. I'm just trying to find out -- okay. I'll get the answer.

MR. EMEABA: Is that from test or prior experience?

MR. DiMICELI: No I would say prior experience. I don't know what the -- that's -- the only thing --

BY MR. CHHATRE:

Q. I'm trying to understand triggers again and --

A. The what?

Q. Repeat that one more time for (indiscernible) either 32 degrees for 5 days --

A. For high speed patrol?
Q. Right.
A. Anything below freezing for a period of 7 days --
Q. Okay. Seven days. Okay.
A. -- right, and three -- and three broken mains consistently -- one day after the other trigger a patrol.
Q. Okay.
A. Twenty-seven-inch frost triggers a patrol or engineering could trigger a patrol or a fluctuated in weather from freezing to 40 degrees a period of time, like a few days, that would trigger a patrol.
Q. These are all independent. They're not and. They are not --
A. No. No. They could be independent of each other, yes. Absolutely.
Q. Now this three main, they can be any diameter or they have to be 4, 6 and 8-inch?
A. For the cast iron patrol, for the high speed patrol.
Q. (Indiscernible) --
A. (Indiscernible) --
Q. -- consistent rates.
A. We only survey 4, 6 and 8. That -- when that trigger is -- if once we trigger the high speed patrol the only thing we are surveying is 4, 6 and 8.
Q. I understand. I guess the trigger for the survey is --

one of the criterion is three breaks in the main. Right. Did I hear you correctly?

A. It's three broken main back to back.

Q. Back to back.

A. Yes.

Q. But those main can be of any diameter.

A. We don't consider -- yes, you're absolutely right. It could be a 12-inch, too. Yes.

Q. So my question (indiscernible) if you have (indiscernible) break in the winter why would you not go back and survey all pipes and only restrict to 4, 6 and 8?

A. That's a question that engineering can only answer. We only follow --

Q. So you only follow --

A. -- we only follow the spec.

Q. That's is fine.

A. That's how I can answer that question.

Q. Okay.

A. We follow spec to the letter. Any other question you got to go to engineering.

Q. That's fine. I thought maybe you were -- came up with that spec.

A. No.

Q. Okay.

A. No.

Q. Do you get to see the -- what triggers the criterion like three broken mains back to back?

A. Do I get to see it? I don't understand.

Q. Who conveyed that to you that we have three broken mains back to back?

A. Like I said we put -- we have it in place. Not put it. We have in place come January 1st when our survey begins we have in place a frost (indiscernible) that they give us every day. We listen to the reports. We have reports how many mains was found -- how many broken mains was turned in the day before. We have records and we monitor all the records during the months -- the winter months.

Q. So you guys monitor that.

A. Oh, absolutely and not only us, everybody does, but we monitor especially because we have to consider the possibility of a broken main (indiscernible) high speed patrol.

Q. And how -- how would you know that three mains are broken back to back?

A. Because if they're visually found by construction and they're turned in as -- in other words a leak comes in not by us by the -- whatever you know what I mean and it was determined was they physically go, they dig it up and they find a broken main. They put it on the record the following day that last night three broken mains were found and repaired and that's how we keep a record. We don't physically go out there. (Indiscernible.)

Q. But that number three has to be like one every consecutive day, not three in one day. Am I correct?

A. Three in one day. In a 24-hour period, three in one day and then it has to happen again the following day twice in a row and then that would trigger.

Q. Okay.

A. So in other words in a period 48 hours you got to have six broken mains.

Q. System-wide.

A. No. No. System-wide. I'm talking about now Westchester, the lower end of Manhattan, Queens and the Bronx. This is not just a given area.

Q. Right, but those can be any diameter but then that triggers the survey (indiscernible) --

A. We don't ask what size main it was. We ask --

Q. Okay. I got ya.

A. Right.

Q. (Indiscernible) do you do surveys these days?

A. I do QA, they call it. I will go out and do about 20 percent of all my people do, the QA.

Q. (Indiscernible.)

A. I could pick an area if I'm -- and I will go out there and do it, yes. Absolutely.

Q. As a cross-check.

A. I guess it's cross-check, yeah. Yes. I do.

Q. You do that.
A. Not only me but every supervisor in my group does.
Q. Right. But I mean you do also.
A. Well, me. Including myself, absolutely, yes I'm part of the group. Yes, of course I do.
Q. So you're still current in the practice of doing surveys (indiscernible).
A. I'm always (indiscernible) in survey.
Q. Good. Nothing. You (indiscernible) question. No contractors.
MR. EMEABA: Up to this year.
BY MR. CHHATRE:
A. Until June or -- June or May I'm not sure of the exact month but they came in this year. Had none before that.
Q. And you said, I guess I just want to confirm the mains, once every 3 -- or once every 3 years you do mains.
A. No. Mains are done annually.
Q. Annually and they are never done by walking on the main. They're always by (indiscernible) --
A. Only if they're found to be in the sidewalk or an area that our vehicle cannot go to. In other words, if you can't physically get the vehicle to it --
Q. (Indiscernible) walk --
A. You have to walk otherwise there's mobile, yeah.
MR. EMEABA: So you're talking about main in a business

district.

MR. DiMICELI: It could be anywhere in the system. System-wide, 4,300 miles of system-wide we do annually. It could be business or not business. They get done annually.

MR. EMEABA: Okay. And the (indiscernible) between 16 -- 116 --

MR. DiMICELI: That was done annually. It's done -- the main was done it was done '13, '14 it was done '12, it was done '11, blah, blah, blah, going back. Every year it was done.

BY MR. CHHATRE:

Q. And you do bar holes once the machine gets triggered.

A. We use a pogo stick, they call it. (Indiscernible) bang a hole down the size of my pinky --

Q. (Indiscernible) --

A. -- (indiscernible) be able to --

Q. -- (indiscernible) --

A. Well, it's attached to the GMIs and that --

Q. Okay.

A. -- give us a percentage of gas that it's in the ground.

Q. (Indiscernible) sometimes -- so unless you see the bar hole test with the gas you -- at least we got the machine giving you a trigger. Correct?

A. If we investigate a leak -- investigating means you got to put, could be hundreds of different little balls. It could be -- I don't know the amount exactly (indiscernible) whatever. Once

my technician's satisfied, by not just doing one or two, but satisfied that he went everywhere checking manholes, they got absolutely no reading with the GMI, zero reading, not 0.1, no not zero reading, then he moves on. If he finds as much as 0.1 percent we have to document it and classify it.

Q. At that point does the machine (indiscernible) a check as to why the machine didn't give you a signal and --

A. It's a machine. Maybe it hit a bump. I don't know the answer today. It could be anything. Sometime with all these vehicles out there now they got methane vehicles, they got gas vehicles. It could be (indiscernible) one of these maintained vehicles, you know, natural gas vehicles. I don't know the answer to that. It just happens. It doesn't happen constantly. I mean just happens. Most of the time when the alarm goes off there's something to be investigated but it does happen.

MR. STOLICKY: This is Chris Stolicky. (Indiscernible) --

MR. DiMICELI: You got to repeat I was coughing.

MR. STOLICKY: -- (indiscernible) can't pick up incomplete combustion from CNG vehicles.

BY MR. CHHATRE:

Q. No I understand that but (indiscernible) the machine you are using to identify the leak so he cannot just discard the (indiscernible) on your machine and so --

A. We use a different machine to classify or to investigate

a leak. We're not using a DP-IR. The DP-IR is only used for mobile survey to identify the possible leak that might be there. But a GMI is the actual machine that we use for classifications. Two different units. So you can't say that the unit is not working correctly. That's a separate unit itself so --

Q. I guess last question is I know your hours are 6:00 a.m. to 2:00 p.m. Are the technicians' hours the same?

A. They're exactly the same.

Q. Okay. So no (indiscernible).

A. I beg pardon?

Q. No other shifts except for --

A. We work overtime. We can work until 6:00. We can work until 10:00. But our hours -- our regular hours -- normal hours are 6:00 to 2:00.

Q. (Indiscernible) --

A. We don't have a --

Q. Okay.

A. But now with what's happening now we are working, whatever.

MR. CHHATRE: Okay. That's all from me. Any follow-up questions?

BY MR. NICHOLSON:

Q. Real quick before we go on you just said -- I thought earlier you said it was the same device, mobile or walking survey, that was used by your surveyors.

A. Yes I said that and it is right.
Q. Okay. And then I just thought I heard you say that what you're using as the pogo stock is a totally different --
A. To identify and classify a leak we use a different unit, GMI. It has nothing to do -- that GMI does not -- we don't use that --
Q. It's not the DP-IR.
A. Oh, absolutely not.
Q. Okay.
A. It's GMI. Totally different unit.
Q. What's GMI stand for?
A. Gas Detecto Pak which -- not -- it's what do they call it? GMI it's gas measurement instrument. Thank you. And the only thing that unit picks up is the scent of the gas, not parts per million. This actually picks up -- it'll actually go from one percent to a hundred percent. It doesn't pick parts per million.
Q. Okay. At that point we're (indiscernible).
A. Right.
Q. Okay. I just want to be sure we got that clarified. Thanks.
A. So there's (indiscernible) --
MR. CHHATRE: Chris?
BY MR. STOLICKY:
Q. What does Heath recommend as the maximum speed you should drive with the device for mobile?

A. Heath is satisfied with 3 and 5 miles an hour. I mean not (indiscernible) speed. Five miles an hour they're very satisfied. Actually they do their own survey at that speed, too.

Q. So do they recommend a maximum speed?

A. Eight miles. That's only my guess. I never asked that question but --

MR. STOLICKY: Okay.

MR. NICHOLSON: Did you have a follow-up?

MR. CHHATRE: No I don't have any follow-up.

MR. NICHOLSON: We're waiting on Chris. Because there's sort of a question hanging out there.

MR. CHHATRE: Yeah, it looks like he's thinking (indiscernible).

BY MR. STOLICKY:

Q. You mentioned use of the RMLD.

A. They haven't used it yet. We just now got trained by Heath but we haven't used it yet.

Q. My question is (indiscernible)?

A. What?

MR. CHHATRE: Off the record.

(Off the record.)

MR. STOLICKY: (Indiscernible.)

MR. NICHOLSON: No. No. We're still on the record.

MR. STOLICKY: On the record.

(On the record.)

BY MR. STOLICKY:

Q. You said the Commission approved use of the RMLD.

A. For above ground piping. We're in the processing of being qualified. We will not use the unit until we get (indiscernible).

Q. Can you provide that documentation?

A. Of what?

Q. Of the approval to use the RMLD.

A. You have to ask my manager. I can't approve that. That's my manager's has (indiscernible). We haven't used it anyhow. We haven't had the use of it.

Q. Okay.

A. All right. It was (indiscernible) --

MR. CHHATRE: (Indiscernible) document.

MR. SINGH: I think we're working with the Commission on this, Ravi.

MR. STOLICKY: As far as I know it's -- there's not a document so --

MR. DiMICELI: Like I said we haven't used it. We have it in-house but we haven't used it.

MR. SINGH: (Indiscernible) some discussions about this. Right? I think we're having those discussions. Right?

MR. DiMICELI: Right.

MR. STOLICKY: Okay.

BY MR. NICHOLSON:

Q. I'm just going to have to jump in because I just heard Heath recommends a maximum speed of 8 miles per hour but I heard also the mobile the high speed inspections were performed at 15. So I have to ask --

A. As a regular survey -- a documented regular survey meaning, in other word, if you want -- this is my survey for the year.

Q. Um-hum. [Affirmative]

A. This is the speed I go. A broken main patrol is consist of to capture once again the serious leak the leak that main, the gas line broke. When you have a cast iron broke you got blowing gas so at that speed you would pick up everything.

Q. Oh, you're looking for blowing gas.

A. Blowing gas, yes.

Q. Very large leaks.

A. Yeah, we're not looking for type 3's or anything. We're looking -- that's why it takes us 2 weeks to do a survey while the regular survey takes us 4 months. And we only do in certain -- in only cast iron. We're not doing the system.

Q. Do you catch leaks at 15 miles per hour?

A. Oh, we catch a lot of leaks. (Indiscernible.)

MR. CHHATRE: Frank?

(Simultaneous conversation)

MR. CHHATRE: Kelly.

BY MR. EMEABA:

Q. You said earlier on that your leaks survey comprises 4-inch, 6-inch and 8-inch.

A. (Indiscernible.)

Q. You said earlier that your leak surveyor covers 4-inch pipes, 6-inch pipe and 8-inch pipe.

A. That's the high speed patrol but otherwise everything gets covered yearly. That's only for high speed patrol, sir. Only for high speed patrol.

Q. So you're --

A. My regular survey get everything, on one-inch pipe to 36-inch pipe. Our system-wide patrol that we keep and if we're going 5 miles an hour, a hundred percent of the system gets covered. A hundred percent.

Q. Okay.

A. The high speed patrol is 4, 6 and 8-inch. Only the high speed patrol. We keep a record of it but we don't keep it as a yearly survey. It does not count as a yearly survey.

Q. Why do you pick only these three?

A. Why what?

Q. Why do they pick only these three size of pipe?

A. You'd have to ask engineering for that.

MR. SINGH: So that's considered leak prone pipe. That small diameter cast iron is susceptible to breaks with ground heaving.

MR. EMEABA: Okay.

MR. SINGH: That's the reason why.
MR. EMEABA: All right. Thank you. That (indiscernible) we'll have to ask.
MR. NICHOLSON: You just said small diameter pipe.
MR. SINGH: Small diameter cast iron pipe is prone to breakage --
MR. NICHOLSON: Yeah.
MR. SINGH: -- due to ground movement.
MR. NICHOLSON: Right.
MR. SINGH: So in the wintertime that's why we do high --
MR. NICHOLSON: So 4, 6, 8 are considered small diameter.
MR. SINGH: Small diameter.
MR. NICHOLSON: Oh, okay. So you don't have 2.
MR. SINGH: No.
MR. NICHOLSON: Okay.
MR. DiMICELI: Cast iron, no, they don’t.
MR. SINGH: Could be three inch.
MR. DiMICELI: They got 12, they got 10.
MR. NICHOLSON: Yeah. Okay. Small (indiscernible).

MR. EMEABA: Okay. That's a question I have.
MR. SINGH: Okay.
MR. CHHATRE: Thank you so much for coming in and

spending time with us. Appreciate. We were on (indiscernible) --

MR. NICHOLSON: Are we off the record?

MR. CHHATRE: Off the record.

(Whereupon, the interview was concluded.)

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:	NATURAL GAS DISTRIBUTION PIPELINE LEAK AND MULTISTORY STRUCTURE EXPLOSION IN HARLEM, NEW YORK MARCH 12, 2014 Interview of John DiMiceli
DOCKET NUMBER:	DCA-14-MP-002
PLACE:	New York, New York
DATE:	August 7, 2014

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.

_____

Beverly A. Lano
Transcriber