

OFFICIAL TRANSCRIPT OF PROCEEDINGS

Agency: U. S. NUCLEAR REGULATORY COMMISSION

Title: INTERVIEW OF J. D. JILES

Docket No.

LOCATION: Waynesboro, Georgia

DATE: March 28, 1990

PAGES: 1-12

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ADDENDUM TO INTERVIEW OF JD Siles
(Print Identity of Interviewee)

Page Line Correction and Reason for Correction

Page 5 lines 14 & 15 Take out "is there is a situation
I am right there."

Page ____ Date ____ Signature John David Siles

U. S. NUCLEAR REGULATORY COMMISSION

INTERVIEW OF:

J. D. JILES

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Site General Manager's
Conference Room
Administrative Building
Vogtle Electric Generating Plant
Waynesboro, Georgia

Wednesday, March 28, '90

The interview commenced at 3:40 p.m.

APPEARANCES:

On behalf of the U. S. Nuclear Regulatory Commission:

GARMON WEST
and
GENE TRAGER

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P R O C E E D I N G S

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2 MR. WEST: We are here as a part of the IIT to look
3 at the circumstances around the event that occurred on March
4 20, 1990. Today's date is March 28 and the time is 3:40.
5 Whereupon,

6 J. D. JILES

7 appeared as a witness herein and was examined and testified
8 as follows:

9 EXAMINATION

10 BY MR. WEST:

11 Q We have with us an individual and we will have him
12 to introduce himself and then to give his title and a little
13 bit about how long you have here at the plant and what your
14 work involves.

15 A My name is Dave Jiles or J. D. Jiles as it shows up
16 on the records. I am a Safety Specialist working under SCS
17 Nuclear, formerly of Georgia Power Company. I have been on
18 the Vogtle site and Vogtle Project a little over eight
19 years, and my job deals with Personnel Safety here on site.

20 Q Could you tell us a little bit about what that
21 program entails, as it relates to personnel issues?

22 A We look at problem areas in the plant that would
23 cause possibly an injury to an individual, or if an
24 individual does have an accident, where it requires medical
25 attention or there is potential for serious injury, then we

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1 look into it, investigate it and see what happened, and
2 possibly come up with something to keep it from happening
3 again.

4 Q Have you had to look into the circumstances
5 surrounding this particular event from the perspective of
6 the truck and so on?

7 A Yes, I have looked into it.

8 Q Would you tell us what you have done in that area?

9 A Mainly I looked at the truck to see if it met the
10 qualifications of being a fuel truck and the circumstances
11 around what happened, the gentleman backing into the pole
12 supporting the bushing, and just looked into each area of
13 that and come up with what we think is the cause and
14 hopefully, we are going to look and see what we can do to
15 prevent it happening again.

16 Q Could you tell us a little bit more about what you
17 found and what your thoughts are at least at this point?

18 A Well, basically, the gentleman was not that familiar
19 with the switch yard set up and he was pulling into that
20 area to fuel a welding machine that was being used as a
21 generator, which has a dual purpose, and he had pulled in to
22 fuel the machine up, and he had finished checking that
23 process out. He was going to back up and turn around so he
24 could pull forward out of the switch yard and when he backed
25 up, he had a blind spot and he made contact with the pole

1 and set off a chain of events starting with the breaking of
2 the bushing off.

3 One of the things that I looked at was whether the
4 rear view mirror was intact on the truck, so he wouldn't
5 have any problem with backing. I looked at the standards of
6 what was required as far as backing a vehicle like that and
7 basically the standards state that they should not have any
8 view obstructed to the back, and with the side mirrors, it
9 did meet the specification as far as that type of truck
10 being concerned.

11 And as far as his blind spot, I have not had a
12 chance to go out and measure the distance behind the truck
13 where a vanishing point would start, because your mirrors,
14 the way they are situated, you have an angle view. They set
15 approximately 18 inches out from the cab of the truck and
16 the angle -- the driver is looking into the mirror, they
17 need to have an angle view to the back, and I was in the
18 process of looking at that and doing some measurements.

19 Q You had mentioned that you didn't think he was
20 familiar with the switch yard area, what made you think
21 that?

22 A That is not a main travelled area. There is no
23 designated roadways through there and so you don't have very
24 much vehicular traffic, if at all, in there.

25 Q Is there any--or at the time, was there any control

1 of that area or even the truck itself, once it was in the
2 protected area, once it came through the gate?

3 A When you say control, the only control it was under
4 was because it was not a designated vehicle and we had a
5 security officer with it.

6 Q I see, any restrictions on the truck with the
7 security officer, were they given any restrictions on where
8 the truck could go versus where it couldn't go?

9 A No, sir, none that I am aware of.

10 Q Do you know if there is any policy such that if the
11 truck is through the gate in the protected area going to
12 perform some activity that there is any policy with respect
13 to notifying the control room, let's say?

14 A No, sir, I am not familiar with that, if there is a
15 situation I am right there.

16 Q Now, you have certainly shared with us your insights
17 on the details of what happened, would you share with us as
18 well what your thoughts are, at least at this point, in
19 terms of what might be done forward in terms of preventing
20 something like this in the future?

21 A Well, I have talked with Charles Coursey, who is
22 Maintenance Superintendent, and he has been assigned to look
23 into this a great deal, and we talked about it, about the
24 possibility of restricting access to the yards, high voltage
25 and low voltage, as a possibility of it and we also looked

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1 at how we would go about restricting that access, would we
2 need a fence or whether it should be good by word of mouth
3 or the escort in a situation like this would know that they
4 are not supposed to be in there, but as it stands right now,
5 we have not come to a solid conclusion on that, that I am
6 aware of.

7 Q The time of the event itself, was there anything in
8 place that spoke to trucks being in the protected area,
9 trucks being on site, how they maneuver or things along that
10 line?

11 A I think you are referring to our Safety Manual.
12 Yes, it says that if you have a vehicle that has the view
13 obstructed to the back, such as if you have a pick up truck
14 that has a large load on the back, big boxes or something
15 like that, to where you can't see behind it, you should have
16 somebody back there flagging and I think the intent of that,
17 as I see it, would possibly be for pick ups and things that
18 don't have the large side view mirrors, but that is in our
19 Safety Manual. I think we looked on page 19, I believe it
20 was.

21 MR. WEST: That's right, and I have a copy of the
22 Safety Manual myself, the document.

23 BY MR. TRAGER:

24 Q Safety, if I understand correctly, the Safety
25 Program at Vogtle is independent from Nuclear Safety?

1 A You are talking about as far as anything dealing
2 with the nuclear portion of the plant.

3 Q This is, in other words, safety applies to both the
4 nuclear and the non-nuclear people.

5 A Right.

6 Q The employees, property and whatever, but it is
7 not--it is independent from the nuclear safety?

8 A Yes, this deals with personnel safety, mostly
9 dealing with the OSHA Standards.

10 Q Vehicle movements, respirators, industrial hygiene,
11 occupational safety, and that kind of thing.

12 A Occupational safety.

13 Q So just as a clarification--

14 A The cut, the sprain, the strain, rather than the
15 contamination.

16 Q Injury to workers.

17 A Right.

18 Q Just as a clarification, that's all. I guess what I
19 am thinking is recommendations on restrictions on vehicle
20 movement, for example, is two issues. One is protection of
21 plant property and personnel; the other one is the nuclear
22 safety issue. That is sort of a whole different--in other
23 words, that is considered by a different group. There are
24 boundaries, and, you know, they are not--it is just a
25 different question.

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1 The question that has to be asked is how would that
2 affect nuclear safety, the safety throughout the plant, for
3 example. That is a different kind of question than we have
4 here.

5 A What I am looking at is the potential to injure a
6 person, whether it be from the fuel truck catching on fire
7 or if something, as I said, if the bushing had fell and hit
8 on the cab of the truck.

9 Q Absolutely. It is good to get that clarified.

10 A Yes.

11 Q Because what the Safety Program can do, you know,
12 your influence on operations in the plant, you are limited
13 to what you are responsible for.

14 A Right.

15 Q Which is, nuclear safety is a different kind of
16 thing.

17 A Right.

18 MR. TRAGER: And it is good to get that clarified.

19 MR. WEST: I agree, that is a good clarification.

20 BY MR. WEST:

21 Q You mentioned you had been involved in OSHA type
22 standards, what would be applicable in that area with
23 respect to the truck?

24 A You are talking about which standard would be
25 applicable to it?

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1 Q Yes.

2 A I can't quote the standard off the top of my head,
3 but it is the one dealing with transporting of fuels, in
4 tanks, tank cars in transporting our fuels. You have got
5 some in 1926 and you have got some in 1910.

6 BY MR. TRAGER:

7 Q The whole question of nuclear movement inside the
8 switch yard, I guess that is going to--that is of interest
9 now, I guess the last time we were back there, it was a
10 restricted area, which your people are doing some thinking
11 about, whether, for example, you have a fuel truck move to a
12 welding rig or you move the rig's gas tank to the truck; but
13 I am sure--

14 A Or can you fuel it by means of a 5-gallon can?

15 MR. TRAGER: Sure, so I am sure they will take a
16 take a good look at that.

17 BY MR. WEST:

18 Q Are you knowledgeable of, or do you have an insight
19 on why the welder was in the switch yard area, the
20 particular one?

21 A No, sir. I didn't get in on why it was there
22 because, you know, you have a situation to where you can use
23 a welder in the switch yard, either by substation personnel
24 or by maintenance personnel.

25 Q So it wouldn't be uncommon to find one in the switch

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1 yard?

2 A There is a possibility one could be there at any
3 time for one reason or another. I know when the substation
4 crews come out of Augusta, they either have a welder on the
5 back of the truck or might be pulling a welder or something
6 like that, so you could have one out of the Augusta Division
7 or if you need one for power in certain areas and they don't
8 have a hook up close by. There are several different
9 applications for these welders.

10 Q Having a welder in a switch yard or having a truck
11 in that area, is that--the possibility of that happening, is
12 that increased when you have an outage versus a non-outage?

13 A You are asking a theory question right there. I
14 would say during an outage that you would have more
15 likelihood of it because you would have a plant in a
16 situation where you could possibly do more work in those
17 areas; whereas in our regular running mode, then we would
18 not have that opportunity.

19 Q What I was trying to get at is was there anything
20 about the outage itself that spoke to having the necessity
21 to having a welder in the switchyard area or the outage
22 itself to have the truck in the protected area to do
23 refueling functions?

24 A No, as I say, I don't know, you know, exactly why
25 they put the welder there, and the only reason I know is the

1 fuel truck was there to fuel the welder.

2 MR. WEST: Yes, sir.

3 MR. TRAGER: The fuel truck may or may not have
4 known whether additional fuel was even needed, the way the
5 operation was being handled, as far as I understand.

6 THE WITNESS: It is common practice for a fuel truck
7 to go around and check every piece of equipment. They make
8 the rounds.

9 MR. TRAGER: Sure, and that is the way it needs to
10 be done.

11 THE WITNESS: Most of your construction sites and
12 everything where you have got exterior pieces of equipment
13 anyhow, it is still done that way.

14 MR. WEST: I think that is all the questions I have,
15 unless you have something further to add, we will stop at
16 this time.

17 MR. TRAGER: Let's adjourn.

18 THE WITNESS: No, sir.

19 MR. WEST: Okay, thank you very much.

20 MR. TRAGER: Off the record.

21 (Whereupon, at 3:57 p.m., the interview was
22 concluded.)

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This is to certify that the attached proceedings before the U. S. Nuclear Regulatory Commission in the matter of:

Name: Interview of J. D. JILES

Place: Vogtle Nuclear Generating Plant, Waynesboro, GA

Date: March 28, 1990

were held as herein appears, and that this is the original transcript thereof for the file of the United States Nuclear Regulatory Commission taken stenographically by me and, thereafter reduced to typewriting by me or under my direction, and that the transcript is a true and accurate record of the foregoing proceedings.

Rose Arnold

ROSE ARNOLD
Official Reporter

Ann Riley & Associates

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