

OFFICIAL TRANSCRIPT OF PROCEEDINGS

Agency: U. S. NUCLEAR REGULATORY COMMISSION

Title: INTERVIEW OF RICHARD BERRY

Docket No.

LOCATION: Waynesboro, Georgia

DATE: March 28, 1990

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ADDENDUM TO INTERVIEW OF RICHARD BERRY
(Print Identity of Interviewee)

<u>Page</u>	<u>Line</u>	<u>Correction and Reason for Correction</u>
5	2	Robert Barr SHOULD READ Or the VAR
5	3	then Barr SHOULD READ then the VAR
5	17	THROUGH, THE VAR BEING OBTAINED SHOULD BEAD THROUGH THE PESB OUTLETS.
12	4	FSV SHOULD READ PESB
13	10	TRUCKS SHOULD READ COMPRESSORS
9	20	LIKE THE NITROGEN TRUCKS SHOULD BE DELETED

U. S. NUCLEAR REGULATORY COMMISSION

INTERVIEW OF:

RICHARD BERRY

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

Wednesday, March 28, 1990

The interview commenced at 5:03 p.m.

APPEARANCES:

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

GARMON WEST

On behalf of Carolina Power & Light Company:

MIKE JONES

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P R O C E E D I N G S

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2 MR. WEST: The IIT is at Plant Vogtle regarding the
3 March 20, 1990 event. The time is 5:03 p.m., March 28,
4 1990.

5 Whereupon,

6 RICHARD BERRY

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 whom we would like for
12 him to introduce himself and give his affiliation with the
13 plant and from there, maybe just briefly tell us how long
14 you have been here at the plant.

15 A My name is Nuclear Security Officer Richard Berry.
16 I have been employed by Georgia Power for approximately two
17 years and prior to that I had eight months of security
18 experience with Spartan Security here at Plant Vogtle.

19 Q Fine, would you just step us through, officer, your
20 involvement with the circumstances of the event on March 20,
21 please?

22 A Yes, it was around 9:30 a.m. on March 20, when the
23 vehicle approached the gate and I was the designated vehicle
24 escort at that time, and so I escorted the vehicle into the
25 protected area, and once we got into the protected area, the

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1 first stop was over in the switch yard, he had a weld
2 compressor over there that he needed to check the fuel level
3 in.

4 When he goes int that area every day, he usually
5 backs in, but that day, he pulled in straight forward. For
6 no particular reason, it was just something that he did, and
7 he checked the compressor, and the compressor was already
8 filled, and as he attempted to leave, he was checking both
9 the side mirrors and backing up and he backed straight into
10 the transformer.

11 Q Okay, could you just look at these pictures, if you
12 will? I want to get some idea of the position of the truck.
13 Well, even before that, could you give us some idea of how
14 the truck actually backed into the area?

15 It is my understanding that this picture here
16 reflects the truck after the event was over, and would you
17 give us some idea of where the truck was positioned before
18 it backed into the pole?

19 A Before it backed into the pole, it was approximately
20 where it is now. The compressor should be sitting over to
21 the left of the truck.

22 Q I see.

23 A He got out and checked the compressor and it was
24 full and he just backed straight up.

25 Q So this is the turbine building (indicating)?

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1 A Uh-huh.

2 Q The truck was in a position pointing in the -- the
3 position in a parallel position with the turbine building?

4 A Yes, it was.

5 Q And I guess the front of the truck is more or less
6 close to -- the forward point of it is about at the point
7 that you would find to the left of the door to the turbine
8 building, somewhere in there?

9 A Yes, it is.

10 Q In that area, okay, fine.

11 Could you give us some idea, given that this is the
12 relative position of the truck prior to the backing up
13 aspects of what happened?

14 Did the truck have to turn any or did it just go
15 straight back?

16 A It went straight back. He didn't have to do any
17 turning. When he began to back up, it was just straight
18 back.

19 Q Okay, fine. Let's go back to the entrance to the
20 protected area and the beginning of the day, would you just
21 step us through some of the details of what the process is
22 for -- and I believe you said -- a non-designated vehicle
23 would be for coming into the technical area? What is
24 involved in that?

25 A Any time a non-designated vehicle has to come into

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1 the protected area, the driver has to come in to the Visitor
2 Access Representative, Robert Barr, to get proper paper work
3 and once he completes his part of the paper work, then Barr
4 has to call a member of management to get authorization for
5 this vehicle to come on site.

6 In this instance, it just so happened this guy
7 already had a badge and so they didn't have to do the paper
8 work on him as a visitor himself, and once the paper work
9 was completed, I just happened to be there at the time, and
10 since I was the vehicle escort, I told him I would go ahead
11 and escort the truck in.

12 So I took the paper work back out to the gate to the
13 Search Officer who in turn gave it to the Gate Officer and
14 the Search Officer began to search the vehicle.

15 Once he had searched the vehicle and everything was
16 good on the search, he told us to go ahead and process
17 through. The VAS, being ourselves, we have to go around and
18 process through and get our badges, and once we are into the
19 protected area, we go back around to the gate and the Gate
20 Officer in turn gets the driver's badge information from his
21 badge and opens the gate and we proceed out to get into the
22 protected area.

23 Q Does this process of processing in, does it require
24 that you have to -- the control room has to be notified that
25 the vehicle is coming into the protected area or going to

1 some designated position that you are aware of?

2 A No, I guess there are some areas that the control
3 room has to be notified when the vehicle comes in, but this
4 is something that he does daily and so they don't call them
5 every day--call the control room every day that he comes in.
6 He is making his own rounds.

7 Q I see. Would there be days that they would call him
8 is what I am trying to figure out, when they could call the
9 control room?

10 A Not for this particular truck, but some vehicles
11 that enter there, they do.

12 Q I see, some they do, but not necessarily for this
13 one. So the truck comes into the protected area and then
14 makes its way, was this the first stop that the person was
15 making?

16 A Yes, this was the first stop.

17 Q I see. Are there any restrictions--to your
18 knowledge, are there any restrictions on where the truck can
19 go and where the truck can't go, once it is processed in and
20 once it has an escort in this case because it is a non-
21 designated vehicle?

22 A A non-designated vehicle, they put an escort with
23 him to make sure that he doesn't try to go places like right
24 around the power block area. We are basically supposed to
25 maintain control of the vehicle and the driver, if he does

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1 anything out of the ordinary, then we are supposed to take
2 control of the vehicle. At this time, he was doing
3 something he does on a daily basis.

4 Q I see. Any idea how long this particular individual
5 had been performing this function of coming in to do the
6 refueling and so on, how long had he been involved in this?

7 A He had been here awhile. He said he has been out
8 here about eight or nine years. That is what he told me,
9 but I don't know how long he had been doing this, but I had
10 been escorting him for about a month or two myself.

11 Q I see. Now, this individual you had been escorting
12 about a month or so, were there other people who were doing
13 the same function before this?

14 In other words, coming into refuel a particular
15 welder that you mentioned earlier and maybe others or not?

16 A The only time I had ever escorted the vehicle there
17 was a different driver was Monday, the day before the
18 incident happened and this guy called in sick, with back
19 problems, I think, and they had another individual come in,
20 but he went through the same routine.

21 Q The area where the event occurred, the backing up
22 aspects of it, is the way that the driver got into the area,
23 driving in, is that the way the person, the driver, whether
24 it was this one or some other driver, would normally get in
25 there? Would they normally drive in--pull in, versus back

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1 in, or backing in?

2 A Well, usually any time I have been with them, they
3 have backed in there but it was just this particular day, he
4 pulled in straight forward.

5 Q I see, but most times, this driver as well as other
6 drivers would usually back in. Is there, from what you
7 observed, is there any advantage to backing in versus
8 driving in?

9 A Well, the way that they were backing in, I guess
10 there could be, because the transformer that he bumped into
11 when he backs in, he pulls up and brings his truck parallel
12 to those transformers, then he just backs around them.

13 Q Okay, let me see if I can get a better idea of how
14 they might go about backing in. This is a picture of the
15 transformer. The turbine building is over here
16 (indicating). How would they start off the backing in
17 process, could you indicate that for me?

18 A He would pull in, and just as he was coming to these
19 transformers, he would make a right, so that he would be
20 just the other side of the transformers, sitting this way
21 (indicating).

22 Q I see.

23 A And then he would just back on in around them.

24 Q Okay. Fine. Could you tell us a little bit about
25 any specific training that you might have in the area of

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1 do's and don'ts that you have to keep in mind as far as
2 escorting someone?

3 Is there anything that comes up that is specific in
4 that area related to the training that you get?

5 A Well, there are certain vehicles that can't--I guess
6 they can't go in certain areas, but we would be notified at
7 the time that we take the escort duty what this truck is
8 supposed to do and where it can and cannot go, and other
9 than that, as long as he doesn't just try to go places, just
10 take off rambling and going places where he shouldn't be, we
11 are just supposed to stay with the vehicle at all times, so
12 that if he does do anything out of the ordinary, we can take
13 control of the keys and the vehicle.

14 Q You may have mentioned this already, but what would
15 be some examples of places where the truck couldn't go?

16 A A fuel truck like that, one like that basically can
17 go pretty much anywhere but the power block, because they
18 have compressors all over the plant site, and that is the
19 fueling and servicing of compressors, but the nitrogen
20 trucks, like the nitrogen trucks, they have a nitrogen field
21 up here just north of the gate, Gate 4, where they process
22 in, that is the only place that truck goes on the site, and
23 then right back out.

24 Q I just want to go back briefly to the circumstances
25 just before the truck backed up, will you step us through

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1 the details of--the driver got out of the truck to check the
2 welder, and found out there was no need to refuel, got back
3 into the truck, would you pick up there and work it forward
4 and tell us what happened?

5 A As he got back in the truck, he said, "That one is
6 already full, I will just go on to the next one," and he
7 pulled it in gear and then he was backing up and checking
8 both--he was checking his side mirrors, but the transformer
9 was directly behind us and it was just something he didn't
10 see and we kept backing and kept backing and then it just
11 stopped us.

12 Q Did you notice anything at the point that the truck
13 stopped?

14 A Yes, I did. I looked to my right and I saw sparks
15 and he said that he saw a ball of fire.

16 Q Could you give us the method of what happened at the
17 point the truck has backed up, stopped, and then what
18 happened?

19 A He said that he saw the ball of fire, someone come
20 over the radio NET and said that the Unit 2 reactor had
21 tripped. Someone else broke in and said there was no lights
22 in Unit 2 turbine building, and the lights had gone out in
23 the power block.

24 At this time, I got on the NET, they had a whole lot
25 going on, and so I just broke the NET, gave my ACAD number

1 and told them that it was priority, and they gave me the NET
2 and I told them what had happened, that we had backed into a
3 transformer at that time.

4 And there was an officer on patrol, he was on
5 vehicle patrol and he came back behind me and verified that
6 we had indeed backed into a transformer and that that was
7 probably why the power had gone down.

8 And I had an officer that was coming to relieve me,
9 he was taking over the escort duties and he turned the
10 corner, and he said that he could see the line that was
11 down, because, when it happened, and I saw the sparks, I was
12 in the fuel truck and I was going to attempt to get out, in
13 which case the driver instructed me not to try to get out,
14 because I was grounded as long as I was in that vehicle.

15 Q Have you had any particular training on what to do
16 in situations like that, if you are involved in something
17 that has to do with the electrical wiring and whether you
18 should stay in the truck, whether you should get out,
19 whatever measures you should perform?

20 A No, I haven't received any, and at this time, the
21 guy that was coming to relieve me got back on the NET and he
22 stated that the wire was beside the truck instead of on it,
23 and so I had the driver pull the truck up and then we got
24 out of the vehicle.

25 And a few minutes later, there were a lot of people

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1 in that area. There were a whole lot of people there, and I
2 took the keys from the driver, I switched the vehicle off
3 and took the keys and at that time, I was instructed to
4 escort him back to the PSV.

5 So I gave the keys to my relief and escorted the guy
6 back to the PSV.

7 At that time, they asked him to write a statement,
8 and when I asked if I was to write a statement, at that
9 time, I was sent to my next post, so it was after I came
10 from my post that I filled out a statement also.

11 This guy was escorted of the PA and I am not sure
12 whether they went ahead and inactivated his badge then, but
13 they did inactivate his badge also and just went from there.

14 MR. WEST: Okay, we appreciate your information. I
15 believe that is all the questions I have.

16 BY MR. JONES:

17 Q Are there any other vehicles, have you ever seen any
18 other vehicles, or types of vehicles in the switch yard use
19 a flag man or some other method, you know, if they have a
20 big vehicle or something, a cherry picker or a crane?

21 A The cherry pickers do. They have a flag man, but
22 before this incident, no other vehicles were using a flag
23 man. However, we are going to start having a flag man for
24 everything bigger than a pick up truck that enters the
25 protected area now.

1 Q Oh, so that part is already designated action?

2 A Yes, it is.

3 Q I see.

4 A Anything bigger than a pick up truck that enters the
5 protected area will have to have a flag man.

6 Q Is it necessary for the driver doing the rounds in
7 order for him to fill that tank, does he have to have his
8 tank up close to this welding tank?

9 A Well, there are a lot of places where they have
10 those, the trucks are the same size, that he can't get to,
11 and he takes a gas can with him, but since it was easier for
12 him to drive, he decided to drive on in instead of carrying
13 the gas can in.

14 MR. JONES: That is all I have.

15 MR. WEST: Okay, thank you, sir.

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C E R T I F I C A T E

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

Interview of: RICHARD BERRY

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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