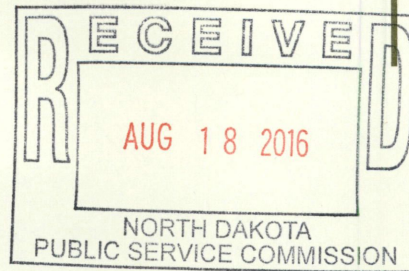


August 18, 2016



Via email and hand delivery

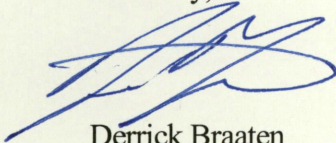
Mr. Darrell Nitschke, Executive Secretary
North Dakota PSC
600 East Boulevard Ave, Dept 408
Bismarck, ND 58505-4080

**Re: Notice of Potential Violation
Sacagawea Pipeline Company, LLC
16-inch Crude Oil Pipeline – McKenzie & Mountrail
Case No. PU-15-114**

Commissioners:

Enclosed for filing is an additional statement regarding the failure to conduct a final inspection of the pipeline that was the subject of Case No. PU-15-114.

Sincerely,



Derrick Braaten

Copy: Illona Jeffcoat Sacco (*via email to ijs@nd.gov*)
Lawrence Bender (*via email to lbender@fredlaw.com*)
Danielle Krause (*via email to dkrause@fredlaw.com*)
Zachary Pelham (*via email to zep@pearce-durick.com*)

Enclosure

Re: Boyd Statement

My name is Jesse Graham, and I currently live at 11829 Bremen Point, Peyton, CO 80831. I have 4 years of experience in the pipeline construction industry.

Until a couple of weeks ago, I was part of the coating crew for pipeline contractor Boyd & Company, working on the Sacajawea Pipeline. I was hired by Boyd around March 29, 2016 and worked for the company until I was let go around the weekend of July 16, 2016.

Our crew worked on the coating of a roughly two-mile section of bore pipe that was designed to go under Lake Sakakawea. We were told the pull for the lake bore was scheduled on or about Saturday, July 16, 2016.

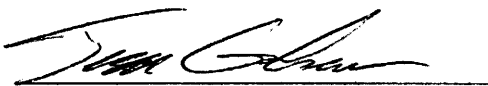
The process for preparing the bore pipe involved starting at one end of the pipe with a Holiday Detector ("jeep") to identify defects in the coating. Each time we found a defect, we would blast or sand down the place where we found the problem, re-apply the coating and then babysit it while it cured to make sure the coating fully protected the pipe. When we got to the other end we would start the process over again in the other direction.

We worked all day the day before the pipe was pulled under the lake trying to get it ready. On our last pass we found and repaired about a dozen jeeps, and we were expecting to take at least one more pass in the morning.

Instead, early the next morning, they started setting up for the pull. Usually, the pipe would be jeeped coming off the rollers prior to entering the bore entrance, but the General Superintendent told us to stay in our trucks because we were not going to be allowed to jeep the pipe. He also mentioned that he did not want our crew to jeep the pipe.

Once the pull was finished, we were told we were being let go. It was my understanding that Clive, who was Boyd's person in charge of us, said we took too long to finish the coating and used too many supplies.

I declare under penalty of perjury that the foregoing is true and correct.



SIGNATURE

8-9-2016

DATE

