

Notice of Joint Safety Committee Meeting June 25, 2024

To: All parties in interest

Via: E-Mail Transmission

Date: 6/18/2024

E-Mail: jweaver@westernlineneca.org

The next 2024 Quarterly Red-Book Safety Meeting is scheduled for:

Tuesday, June 25, 2024

1:00 PM

Cal-Nevada JATC Training Center

545 Santa Anita Drive

Woodland, CA 95776

The Minutes for [March 19, 2024](#), are posted on the [WLCC Chapter Website](#).

Thanks, and stay safe!

Jules W. Weaver
Chapter Manager



MEETING MINUTES
IBEW 47-1245 / WLCC-NECA JOINT SAFETY COMMITTEE
March 19, 2024
Cal-Nevada JATC – Riverside Training Center

Present:

Mgmt:

James Stapp
AJ Zartman
Raul Guardado
Chris Burt
Jeremy Atchison
Ian Neff
James Hulsey
Justin Greene
Josh Fenceroy
Sonny Mendez
Scott Hudleson
Scott Williams
Ed Antillon
Jon Askins
Nick Stark
Mark Anders
Mike Brown
Mike Croker
Clayton Loback
Larry Lopez
Frank Farner
Jack Crabbs
Mike Johnson
Pete Carter
Justin Burton
Mike Lewis
Andrew Smoot
Mike Holcomb
Nick Roncancio
Robby Robinson
Shane Lund
Mike Baeza
Jacob Milhoan
Todd Barton
Matthew Tedder Jr.
John Olson
Dan Howry
Ron Minudri
David Crow
Chris Campbell
Kent Maughan
Richard Briscoe
Jon Bateman
Jules Weaver – Secretary

IBEW:

Ralph Armstrong - Chairman
Colin Lavin
Casey Lavin
Ralph Kenyon
Ethan Stonecipher
Jeremy Newman
Ben Contreras
Cory Pederson
Rod Peterson

Cal-NEV

JATC/Guest:

Jimmy Skinner, Cal-Nevada JATC
Eugene Gloudeman, Cal-Nevada JATC

Meeting called to order by Chairman Armstrong at 1:02pm.

Chairman Armstrong welcomed the group and had everyone introduce themselves.

Previous Minutes:

M/S/C to approve the Meeting Minutes of the Joint Safety Committee Meeting held on December 5, 2023.

Review of Accidents & Incidents:

The updated **Accident & Incident Reports** is attached hereto as **Exhibit A**.

Contractor's Reports:

The Contractors present reported on the accidents and incidents in the attached **Exhibit A** and some additional incidents or near misses were also discussed. The following contractors noted they had no accidents or incidents to discuss: Diversified Utility Services, Pinnacle Power; Pro-Energy; Teichert Line Services and Wasatch Electric Co.

JATC Reports: Executive Director Skinner noted that we have had 110 incidents involving apprentices over the last year and a general discussion followed. Director Skinner then went through our current apprentice statistics covering information such as how many apprentices we have indentured this year, laid off apprentices, etc. and climbing classes to be scheduled and the availability of online training on the apprentice's home page. Mr. Skinner also reminded everyone of the requirement to timely report accidents/incidents involving apprentices and how those incidents are shared and discussed in class with all the apprentices. Mr. Skinner noted that Cal-Nevada JATC is working on a Train the Trainer program for the OSHA 20-hour course like what Mo-Valley JATC has put together and noted that our course should be available in the next few months. Mr. Maughan discussed Wasatch Electric's success with utilizing the Mo-Valley OSHA 20 class and a general discussion followed.

Local 47 - Southern California: Reported by Mr. Casey Lavin and Mr. Lavin noted they had no additional accidents/incidents to report beyond those discussed today.

Local 1245 - Northern California: Reported by Mr. Ralph Kenyon and Mr. Kenyon noted they had no additional accidents/incidents to report beyond those reported today.

Exhibits attached hereto:

Exhibit B – Various Safety Bulletins from SCE

Exhibit C - Contractor Safety Talks from SDG&E

Exhibit D - Induction Incident - Kramer – Coolwater 115kv line

Observations: It was noted that induction incidents appear to be occurring more frequently, vehicle incidents continue to be an issue and lack of communication on the job site and having the right people in the right place is critically important. Also Mr. Zartman brought up the correlation between accidents and the amount of work currently being performed.

Everyone was then reminded of the 3D Safety Videos of Incidents that are available to all on the Chapter Website: https://www.westernlineneca.org/document_list_details.php?id=39

Old Business:

1. Mr. Zartman updated everyone on the Red Book Subcommittee (see below) to complete the task of cleanup and to review proposed edits to the Red Safety Book and noted will have an update from this subcommittee at our next meeting.
2. Secretary Weaver gave a quick update on EICA's Safety Wallet and Crane Certification program and the new Helicopter Training Class that is available now on the Safety Wallet platform. Mr. Weaver thanked everyone that helped in putting the course together. In addition, Mr. Weaver announced that the Chapter's Board of Directors has approved a grant for the development of 2 more Safety Wallet - Helicopter Training programs focusing on Rigging of Loads and HEC. A general discussion followed.
3. It was also noted that if there is a crane accident/incident, and the operator of the crane holds an EICA Certification that those incidents are to be immediately reported to EICA. Here is a link to **EICA's Website:** <https://eica-us.org/>

New Business:

1. Mr. Larry Lopez brought up the issue of improperly testing Phase Testers and a general discussion followed.
2. It was noted we have made some changes to the **Red Book Subcommittee**, and it is now composed of the following 8 individuals from Labor and Management:

Labor

Ralph Kenyon
Ethan Stonecipher
Casey Lavin
Cory Pederson

Management

AJ Zartman
Chris Burt
Ryan Ritchie
Ronald Minudri

It was also noted for the record that the **8 - IBEW /NECA Safety Committee** members per the California Outside Line Construction Agreement are as follows:

Labor Representatives

Ralph Armstrong
Ralph Kenyon
Casey Lavin
Arnold Trevino

Management Representatives

Jim Stapp
AJ Zartman
Walter Posey
Jules Weaver

Next Meeting Date and Location:

Tuesday – June 25, 2024, at 1:00pm at the Cal-Nevada JATC Training Center located in Woodland, CA.

Meeting adjourned at 3:00pm

IBEW 47 - 1245 / WLCC - NECA
2nd Quarter 2024 Accident/Incident Reports

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
Contractor Significant Accidents				
6/24/2024	Outside Crew	Significant Injury	Fracture Left Leg	Injury - June 24, 2024 , A crew was tasked to use a reel lifter device connected to the winch line of a Digger Derrick (photo 1) to unload a new 1,000lb wire reel in preparation to pull in an underground primary. After setting the vertical, unlocked, reel lifter device into the top hole on the wire reel (photo 2), the crew flipped the toggle bar on the reel lifter device assuming it was now in its locked and seated horizontal position (photo 3). The crew then began to lift the wire reel but stopped to have a crewmember take the cellophane off. The crewmember utilized the stairs on the side of the Digger Derrick to take the cellophane off, while the wire reel was suspended in the air over the belly. During the removal of the cellophane, the wire tail on the reel started to unwind and the employee stepped into the belly with his left foot to secure the wire tail. Unknown to the crew, the toggle bar on the reel lifter device was not completely seated in the wire reel in a locked, horizontal position; rather it was almost unlocked and being held by just the inner lip of the reel. Due to the movement and spinning of the wire reel in this precarious position, the reel lifter device retracted to its vertical, unlocked position, causing the wire reel to suddenly fall and strike the crewmember's left leg resulting in a fracture. EMS was notified and transported the crewmember to the hospital.
6/3/2024	Outside Crew	Injury	Leg Injury	Injury - June 6, 2024 , To support Transmission work, a sub-contracted two-man crew (foreman and a worker) was tasked to wreck out an old pole. A newly-framed transmission pole on a pole stand was staged nearby (the butt of the pole on the ground and head of the pole on the pole stand). After the old pole butt was removed, the worker moved it using a backhoe, and the foreman acted as the spotter. The foreman kept clear of the backhoe's operational area but momentarily positioned himself between the new pole and the digger truck. When the removed pole butt was placed on the ground, it contacted the butt of the transmission pole, and the transmission pole fell off the stand, and struck the foreman's left leg. The SCE line crew immediately called 911 and other appropriate notifications were made. The injured foreman was transported by ambulance to a local medical group.
6/3/2024	Civil Crew	Injury	Right Shin Burn	Injury - June 6, 2024 , A crew was tasked to demolish a concrete pole. When a worker was using a handheld chop saw to cut the reinforcing cables, the right leg of his non-fire retardant (FR) overalls and underlying jeans caught fire. The crew stopped work and extinguished the fire, and the foreman made appropriate notifications. The worker sustained a burn to his right shin area, which the crew immediately treated with a water gel burn kit. The injured worker was taken to a local emergency room, where he received further treatment and was released.
6/3/2024	Civil Crew	Injury	Finer Laceration	Injury - June 6, 2024 , A hole-digging crew was tasked to dig an anchor hole at a remote jobsite. When one of the worker's repositioned the truck late morning, he left his gloves on the driver seat and exited the vehicle. The door was slightly ajar and to retrieve his gloves, he grabbed the door frame with his left hand and with his right hand reached into the cab through the open window. As he reached, he closed the door on his left hand, which caused a laceration to his left index finger. The injured worker and his crew member administered first-aid and notified their foreman. They determined it would be best to have the injured worker medically evaluated, and the foreman called 911. Other appropriate notifications were made. Due to their remote work location, 911 stated an ambulance would not be available, and the injured worker was transported via helicopter. The injured worker was treated at a local hospital, where he received five stitches and was released back to work.
5/6/2024	Outside Crew	Injury	Cactus Spines in Knee	Injury - May 6, 2024 , While conducting rare plant surveys, a worker noticed three cholla cactus spines stuck in their left knee. The worker pulled out the spines, one of which was superficially attached, while the other two pierced the skin approximately 3mm. The employee informed the field lead and was asked to monitor the wounds for inflammation. The team discussed the potential hazards of puncture wounds. The employee cleaned the injury site and continued working without pain or inflammation for the rest of the day. The following morning the employee experienced pain and inflammation around the injury site and informed the field lead, resulting in a work stop. The employee notified IAP and was advised to get a tetanus shot and apply over-the-counter antibiotic ointment to the wound.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
5/6/2024	Outside Crew	Significant Injury	Fractures Leg/Foot	Injury - May 6, 2024 , A crew was tasked with continuing to excavate, install conduit, and slurry backfill for a new electrical system. The crew arrived on site and conducted their daily tailboard reviewing the scope of work, hazards, and their mitigation measures. Without any incidents, the crew excavated, set hydraulic shoring with plywood backing, and installed new conduits. The crew then began to remove the hydraulic shoring and plywood backing in preparation to slurry backfill the excavation. As the worker was removing plywood from the excavation, he stepped backward onto the sidewalk. EE's right foot became caught on something, causing them to twist to their right and fall onto the concrete sidewalk. During this motion, the employee sustained an injury to their right leg. It is not known what caught their foot (i.e., the curb, lip of sidewalk protruding past curb, or a hydraulic shore that was in proximity to the sidewalk). Immediately following the incident, all work was stopped, and the injury was assessed. The initial assessment was a twisted ankle but as time went on, the worker reported that the pain was not subsiding, and requested medical treatment. Emergency services conducted an assessment of the worker and transported them to a local hospital where they were treated for two fractures and released. Employee has been referred to an orthopedic doctor for a follow-up visit. Investigation is ongoing.
5/6/2024	Tree Crew	Injury	Wrist Laceration	Injury - May 6, 2024 , A climber on a crew applied PPE and chainsaw chaps in preparation to start bucking a tree on uneven terrain. As the worker completed some cuts, he engaged the chain brake and attempted to reposition himself on the uneven terrain. In doing so, he slipped and attempted to catch himself by grabbing onto another log. As he reached to grab the log, his left hand came in contact with the chainsaw, causing a laceration above the wrist. The crew called an ALL STOP and immediately applied first aid. The worksite was in an area with poor signal, so the crew had to walk to an area with better cellular service to contact the supervisor. When the contract field safety observer arrived at the job site, the worker requested medical attention. He was taken to the nearest hospital and released the same day, with no stitches required.
4/22/2024	Outside Crew	Fatality	Fatal Head Injury	Fatality - April 22, 2024 , A contract line crew replaced a wood pole and staged the pole on the ground without incident. Later, they went to move the wood pole. The pole came loose from the tong hooks, and as it fell to the ground, it fatally struck a lineman who had helped control the pole on the ground. No additional details or safety alerts have been shared with SCE.
4/22/2024	Outside Crew	Injury	Driver Error Multiple Injuries	Injury - April 22, 2024 , At the end of the work day, a contracted operator was maneuvering a Reach Lift Forklift (RLF) to its designated parking area with the help of a spotter and had to drive down a narrow road that had a pond on the left side and an "8'10" sharp decline on the right side. Due to the road being narrow, the operator extended the right outrigger in an attempt to stabilize the RLF. While driving down this narrow road, the terrain beneath the front right section of the RLF gave way. This resulted in the RLF tipping over to the right with the operator's seat belt in the cab. The operator was taken to a medical facility to be evaluated due to various injuries sustained as a result of this event.
4/1/2024	Aerial Inspection Crew	Significant Injury	Severe Dog Bites & Lacerations	Significant Injury - April 1, 2024 , A four-person aerial inspection crew completed several roadside pole inspections during the first half of the day. The crew consisted of a senior inspector, senior remote pilot, inspector in training, and remote pilot in training. In the afternoon, the senior remote pilot was with the trainees, reviewing images in their vehicle. They were approximately 450 yards away from the senior inspector, who was conducting the ground portion of their 360-degree inspection on a secondary structure. He was standing near the structure on what appeared to be an abandoned/unoccupied property. The inspector had done a "knock and announce," with no response. The inspector was finishing the ground inspection, focused on checking for priority 1 (P1) work, when he was approached from behind by three large dogs. He ran away and when he attempted to jump over a fence of an adjacent property, he was bitten on the back of his legs and pulled to the ground. As he was attacked on the ground, he defended himself with his iPad and a screwdriver he found nearby on the ground. A passerby saw the inspector being attacked, stopped their vehicle, and ran to assist him. The passerby hit the dogs with a piece of nearby lumber, helped protect the injured worker, and called 911. The other crew members realized what happened, also came to his aid, and notified supervision. The contractor regional manager arrived at the scene as paramedics arrived. The senior remote pilot is a former Army medic with extensive field medical training and the regional manager is a former paramedic. They had the skills to provide advanced first-aid immediately until emergency services arrived (cut away his jeans and shirt to determine if there was any major bleeding). Other bystanders had also called 911. The injured worker was transported to a nearby medical center, where he underwent surgery. He sustained over 50 significant lacerations and puncture wounds.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
4/1/2024	Civil Crew	Injury	Multiple Bruises	Injury - April 1, 2024 , In the afternoon, a contract streetlight crew was preparing streetlight foundations to install new concrete streetlights in a residential neighborhood. A skid-steer loader was used on the site to pick up dirt, and some dirt was pushed over the curb onto a piece of plywood (four-by-four-foot) covering a foundation hole (four-foot-deep). A contract worker stood on the grass and lifted the piece of plywood so the dirt would fall back into the street and be swept up. When he lifted the plywood, his foot slipped on the wet grass, and he fell into the hole. Other crew members helped pull the worker out of the hole and immediately made appropriate notifications. The superintendent called 911 for emergency services to perform an assessment of the worker, and the paramedic recommended transporting the injured worker to urgent care for further assessment. The superintendent drove the worker to a nearby facility, where he was released on modified duty. A formal re-tailboard at the job site was not conducted, but the remaining crew members were advised of the incident and to be aware of their surroundings, and they continued working.
3/25/2024	Outside Crew	Signifiant Injury	Fractured Tibia & Fibula	Significant Injury - March 25, 2024 , A five-man contract line crew responded to a car-hit-switch pole (emergent work). The job site was located on a narrow two-lane, rural highway with a narrow shoulder. Given the limited working space, the traffic control crew set up flagmen and closed the eastbound lane to provide the crew with as much working space as possible, and the bucket and line trucks were parked facing the same direction (within three feet of each other). The crew took a clearance, completed a tailboard, applied grounds, and removed a 35-foot section of the old pole (broken at the base) without incident. Also due to the limited workspace, the pole section was moved out of the work area and laid on the ground against outriggers, between the trucks. The switch rod and hog eyes (hardware) were still attached to the pole. The new pole was staged on the field side of the bucket truck to be framed before being set. When a contract lineman walked near the old pole, the pole shifted, and the switch rod struck his left leg, just above the ankle. The foreman called an all-stop, 911 was called, and the crew administered first-aid until emergency services arrived. The injured worker was transported to a medical center, where he was treated for a fractured tibia and fibula, and then released two days later.
3/11/2024	Tree Crew	Injury	Left Leg Laceration	Injury - March 11, 2024 , A tree crew foreman was re-routed from a canceled job to another job - his first tree climb of the day. The tree had loose bark, so he wore his climbing gaffs to avoid slipping as he ascended the tree. As he climbed, his left gaff was stuck in the tree wood and his right gaff came out and cut the inside of his left leg, below the knee. A crew member saw the foreman's leg was bleeding and called an all-stop. First-aid was administered, and a crew member immediately called emergency services. The injured foreman was transported to a local medical center, where he received stitches and was released the same day without restrictions. Appropriate notifications were made.
2/26/2024	Outside Crew	Injury	Finger Break	Injury - February 26, 2024 , A worker was crimping ground wire to the barbed wire of a fence around a telecom compound. Another worker was assisting him and as the crimpers were going to compress, his finger slipped into the way of the crimpers. The crimpers broke the tip of the worker's right ring finger. First-aid was administered, and they immediately took the injured worker for medical evaluation.
2/19/2024	Outside Crew	Injury	Wrist	Injury - February 19, 2024 , A crew member was measuring and flagging fan palms for removal. The terrain was natural, with saturated soils due to rain and leaf litter covering the ground. There was no sense of urgency and the loss of friction due to the terrain and slight slope was noted by the employee. While walking around the stem of a palm, with their left arm free and right hand holding a DBH tape, he stepped out with his left foot which slipped on the leaf litter. He initially began falling backward as if to land on his rear but twisted towards his right and braced his fall with his right hand with wrist oriented so the fingers were pointed behind him. The full weight of his body was put on his wrist and arm and at this point, he felt a "pop" in his wrist. He slowly gathered himself and walked back to his truck. From there, he drove to a nearby parking lot where he then notified his Lead Consulting Utility Forester (CUF) to inform them of the incident.
2/19/2024	Outside Crew	Injury	Pinched Finger	Injury - February 19, 2024 , A five-man contract electrical crew responded to a car-hit-padmout incident while a three-man contract environmental clean-up crew was also dispatched to clean the oil release. A journeyman lineman was on their knees assessing the cable for repair when an environmental clean-up employee set down a 55-gallon drum for repositioning on the dolly. The drum landed on the right pinky finger of the journeyman lineman, pinching it between the drum and the concrete pad.
2/16/2024	Gas Crew	Injury	Finger Amputation	Injury - February 16, 2024 , A Contracted crew member was using a 90lb jackhammer to break up concrete in front of a brick wall with a window ledge to install a new gas service. As he was jackhammering, the concrete gave way under the tool's force which caused the jackhammer to shift abruptly. During this sudden shift, the crew member's pinky finger got caught in between the jackhammer and the brick wall that was adjacent to him. All work was stopped and the crew member was taken to a medical facility for medical evaluation. The crew member was evaluated by medical professionals and was determined to have a partial amputation of his finger, which resulted in the crew member needing surgery.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
1/31/2024	Outside Crew	Injury	Toe Injury	<p>Injury - January 31, 2024, A contracted crew was tasked with assisting a crane company in relocating their crane to prepare for a morning lift. After the crane was in position, the next step was to put the crane outrigger pads down on the ground to level out the outriggers once they were placed. One of the crew members started to grab the outrigger pads from the cradle on the crane, which was about 5 feet off of the ground. There were two pads stacked on top of each other and as the crew member grabbed the top pad, the pad underneath it started to drag along with the top pad. The bottom pad ended up falling and hitting the crew member on his right foot, injuring his toe. This contracted crew member was transported to the Emergency Room where he was evaluated and received stitches.</p>
1/29/2024	Outside Crew	Injury	Right Shin Injury	<p>Injury - January 29, 2024, A line crew foreman used a skid steer with a forklift attachment to unload steel from a delivery truck, under the observation of a spotter. At some point, the delivery driver stepped into the skid steer drive path and although the spotter called an all-stop and the foreman stopped the operation, the steel struck the delivery driver on his right shin. The foreman tended to the truck driver and first-aid was administered. The Edison site representative was on-scene and made appropriate notifications. The delivery driver left the job site and after lunch, the crew held a safety meeting and discussed the incident.</p>
1/12/2024	Outside Crew	Injury	Flash Burns	<p>Injury - January 12, 2024, Shortly after 6:00 AM, a troubleman trainer and a lineman responded to a trouble call from the Distribution Operations Center for a damaged structure lid/exposed wire. When they arrived on-site, they found city barricades around both the SCE primary voltage splice box and a recent car-hit-streetlight pole. They used the circuit map and identified the 12 kV line and source substation. The two-man crew could not see any damaged cable or components in the structure when they looked through the hole in the damaged lid. They took pictures and made contact with the reporting party, they were told the police and city had been out there at midnight after the accident. No power issues were reported. They determined a repair order was needed for a crew to install a replacement lid, and before leaving the area, the TM trainer and upgrade lineman would temporarily secure the structure. He took his folding ruler to measure the splice box lid for the RO, so a proper lid could be brought out. As he measured the intact half of the lid, part of the broken lid fell into the energized structure, which caused a flash. The TM trainer instructed the upgrade to get away from the structure because he knew the circuit would test and reclose because the recloser was not blocked. Then, the TM trainer checked on the upgrade, who said he was okay and not injured, but the TM trainer saw some singed hair on the upgrade's face. They contacted both the DOC and switching center to let them know of the incident and the location on the circuit. The circuit tested well, and they received No-Test Orders on the circuit. The employees notified their supervisor and a second TM to help clear the cause of the flash. Supervision arrived on the scene to assess the situation and the health of the upgrade TM trainee. They asked for the upgrade if he required emergency services. The TM supervisor decided to take him for evaluation since he had some singed facial hair and evidence of the intense heat on his face. Burn gel was applied to the upgrade, and the supervisor called the operations supervisor and the district manager drove the employee to the yard for paperwork, then took him to the Grossman Burn Center. The TM supervisor conducted a tailboard with the second TM and the TM trainer knew what needed to be done. The new team safely cleared the pothead taps feeding the splice box before re-energizing. Upon inspection, they found the broken lid piece had punctured the primary cable. They wrote up the splice box and cable for repairs. The employee was released back to full duty that day, without injury.</p>

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
Contractor Circuit Interruption Incidents				
6/3/2024	Outside Crew	CCII	Cable Control	CCII - June 6, 2024 , Due to an engineering change to a vibration monitoring system, a foreman and worker were tasked to pull in a new circuit for a probe. As they pulled the cable above the HPU, the unmanaged cable end came loose and hit the HOA switch. The switch moved to the "OFF" position, which shut down the HPU and triggered shutdown of the generation unit at the powerhouse. The crew immediately stopped work and notified the SCE operator on-site. The operator and site representative immediately mitigated the shutdown. They took appropriate actions to get the unit up and running and minimize any potential down time. Other appropriate notifications were made.
4/8/2024	Tree Crew	CCII	Operator Error	CCII - April 8, 2024 , Thick vegetation had grown around a service drop (secondary line). A worker on a compliance tree trimming crew using a pole pruner from the ground went to remove a vine from a pole among the thick vegetation. The trimmer had limited visibility when trimming and, without full view of the service drop when working, the pruner made contact with the secondary line. The foreman made appropriate notifications. Power was restored within an hour.
4/1/2024	Outside Crew	CCII	Wire Control	CCII - April 1, 2023 , The A-line crew was tasked to replace the bird guard, arm insulator pins, and jumper on a 16 kV circuit. No test orders were received, and the crew was clear to begin work. Both working from bucket trucks, wearing rubber gloves and sleeves, worker 1 (W1) was positioned on the north side of the pole and worker 2 (W2) was positioned on the south side of the pole. The cover was securely installed, and then the crew changed out the existing bird guard and insulator pins, without incident. Next, the workers started to replace the existing jumper on the field-side phase. W1 held one end of the new jumper (approximately two coils of wire in the tail). W2 held the opposite end of the jumper on the other side of the cross arm. As W1 fed the slack of the jumper to W2 over the top of the cross arm, W2 noticed the jumper was caught on a synthetic sling inside the bucket. While still holding his end of the jumper tail, W2 twisted the jumper, trying to dislodge it from the sling. The tail got in between the installed cover and contacted the energized insulator shoe. W2 stopped twisting the jumper, and when the wire returned to its natural lay, the middle (belly) of the wire made contact with the grounded steel pole. This resulted in a phase-to-ground arc and caused a circuit interruption. The crew immediately stopped work, made sure all crew members were in the clear and repositioned their buckets out of the work zone. The crew foreman notified supervision and other appropriate notifications were made. The general foreman received a phone call from the substation regarding the circuit interruption. Once everyone was in the clear, the line was placed back in service. The section of the jumper wire sustained minor damage.
2/19/2024	Outside Crew	CCII	Operator Error	CCII - February 19, 2023 , As a crew was performing deteriorated pole replacement work, a crew member noticed that a recently installed new fiberglass pole was leaning significantly and recognized that one of the down guy anchors supporting this pole was coming out of the ground. The crew member notified management of this potential public safety hazard. Management made proper notifications to SCE and later received authorization to replace a failing 6-foot, HELIX style, screw-in anchor. The next day, a dig crew conducted an onsite job briefing and documented the tailboard. They knew that the soil in this area was very hard to dig and they were aware of all underground (UG) utilities that were in the immediate work area. After tailboard, the crew began potholing to identify the UG utilities in the area. It took them approximately two hours to locate marked UG utilities at a depth of about 4 feet. The crew hand dug until exposing the UG CIC cable. While the crew continued to hand excavate the foreman recognized that one of the cut-out fuse doors opened on the pole which told him that the groundman may have made contact with UG primary CIC cable. No flash occurred in the hole and no
1/29/2024	Outside Crew	CCII	Improper Connection	CCII - January 29, 2024 , A line crew was tasked to reframe an existing pole for a Rule 20B job. The primary section of line was de-energized and grounded, and the crew relocated a transformer to another pole, replaced a single tangent crossarm with double dead-end crossarms, dead-ended the existing wire, connected over-the-arm jumpers, installed an overhead switch, and installed a new cable riser, all without incident. The crew then relocated to where the line had been isolated and grounded, removed their grounds, and successfully re-energized the first phase of the line using an approved tool and hot sticks. When they went to re-energize the second (middle) phase, a flash occurred. The crew called an all-stop and immediately after the flash, the switching center called the foreman to let him know the circuit locked-out and asked if the crew was okay. Appropriate notifications were made. The crew walked to the pole they just reframed and found they had connected the new 4/0 copper primary ground and #4 copper lightning arrester ground to a phase, not the neutral.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
1/22/2024	Outside Crew	CCII	Wire Control	<p>CCII - January 22, 2024, An overhead line crew opened three 33 kV dead-end poly isolators to de-energize a section of a 4 kV line and replaced a deteriorated pole, all without incident. Then, they moved their equipment back into position and two workers (working from the same bucket) would re-energize the section of line at the open isolators. The foreman was the qualified observer on the ground. At the north phase, the workers slid the protective cover back, installed a load pick-up tool, made up the isolator jumper to energize the phase, removed the load pick-up tool, and re-positioned the protective cover. Then, they moved to the center phase and followed the same steps. After the center phase was re-energized, one worker took control of the #2 strand copper jumper that was secured and held back. He began shaping, bending, and forming the copper jumpers that would reach and connect to the other side of the isolator. As he shaped it, both workers noticed the isolator was rolling, and the conductor started to birdcage (fray). When the worker holding the jumper tried to twist the conductor back to normal, the isolator unexpectedly rolled the jumper, and the worker lost control of the jumper's tail. An arc and buzzing occurred. The foreman called an all-stop, and the workers made the jumper safe and boomed down. The workers advised no arc flash occurred, and they were uninjured. No burn marks were found on any personal protective equipment (PPE). Appropriate notifications were made. The crew learned from the Distribution Operations Center (DOC) that the 4kV circuit relayed. It is believed the jumper tail had either encroached close enough to or made brief contact with the north phase through a small gap in the temporary line cover. The crew obtained permission to complete the job, then re-tailboarded and re-energized the section of the 4kV circuit without further incident.</p>
1/22/2024	Outside Crew	CCII	Improper Switching	<p>CCII - January 22, 2024, Unplanned Outage, Unsafe Act, Switching. (C) Four crews were tasked to replace poles and install covered conductor on a 12 kV line. One foreman ran the switching program. As a result of a communication error, the crew got ahead of the switching program and opened a mainline pothead jumper before a parallel was made. An all-stop was called immediately. Load to 15 transformers was dropped for about 10 minutes. Then, load was picked-up again, and they moved forward with the switching program without further incident. Appropriate notifications were made.</p>
1/12/2024	Outside Crew	CCII	Improper Grounding	<p>CCII - January 12, 2024, A line crew was tasked to replace a deteriorated pole and replace the span guys backing-up distribution lines on an adjacent smith corner transmission pole just across the street. The corner pole had multiple circuits (66 kV at the top, two circuits of 16 kV under-build, and two circuits of 4 kV under-build), all out of the same substation. All circuits would be de-energized except for one 16 kV circuit, which would remain energized throughout the job. The crew would apply primary cover to the 4 kV circuits just below the 16 kV that would remain energized. After they received notice from the SCE troubleman that the appropriate circuits were de-energized, the foreman took his clearance, and the crew began testing and grounding the lines. At the deteriorated pole location, two workers in an insulated bucket tested the 4 kV circuits de-energized (dead) and applied grounds using hotsticks, all without incident. At the adjacent smith corner pole, the same two workers tested the 4 kV circuits de-energized and applied grounds on the dead side of 4 kV disconnects. One worker applied cover on the hot side of the 4 kV before moving into position to test and apply grounds. Using a voltage tester, the crew tested the line dead and when they went to apply the ground, a flash occurred. It was discovered the crew attached the ground to the energized 16kV line in error. Workers boomed down, the foreman assessed they were uninjured, and an all-stop was called. The switching center contacted the crew to confirm everyone was all right. Other appropriate notifications were made, and the contractor's safety specialist soon arrived on-site.</p>

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
Contractor Other Incidents				
6/3/2024	Tree Crew	Flash	Operator Error	Flash - June 6, 2024 , A two-man tree crew responded to a Priority 1 request in a residential area to trim two bamboo limbs in contact with primary power lines. The spotter was positioned on the patio deck about 20 feet from the bamboo. From the ground, the foreman used a 10-foot non-conductive pruner attached to a 10-foot non-conductive extension pole to cut the bamboo limbs. He successfully cut one tree limb. When he went to cut the second limb, he hooked the pruner onto the triplex wire behind the bamboo, and an electrical flash occurred. The spotter heard the loud popping sound and immediately checked on the foreman, who was okay. The crew stopped work, secured the site, gathered at a safe location, and notified their general foreman and safety supervisor. Other appropriate notifications were made. The general foreman and safety supervisor arrived at the location to assist the crew, and an SCE troubleman (TM) arrived shortly after. The TM assessed the situation, and the crew finished the work without further incident. No injuries or power outage.
4/29/2024	Outside Crew	Property Damage	Equipment Failure	Property Damage - April 29, 2024 , Although not crew-caused, this incident is included for your awareness and reinforces the importance of the safety reminders below. Just after midnight, a contract line crew and an SCE district crew tailboard on-site for a switching procedure. The district crew disabled a remote control switch (RCS), the contract crew heat scanned cable and equipment in the vault and verified no test points, cables or components were above ambient temperature, and the district crew switched out the line and de-energized the bus and cable runs to be worked on the RCS, all without incident. Positions 1 and 3 were left open and energized. Positions 2 and 4 were closed and de-energized. The contract crew applied grounds, and the vault was evaluated/air tested/heat scanned again (about an hour later), before re-entry, also without incident. There was approximately nine inches of water in the vault, and the crew decided not to remove the water and to work in rubber boots. Employee 1 entered the vault, removing basic insulating plugs (BIP) on position 2 and installing load-break bushings for new cable at the RCS. Approximately five minutes into his work, he noticed an arcing sound, then saw the elbow on B phase at position 1 was smoking near the elbow adapter. He immediately exited the structure, and employee 2 (outside the structure) notified the foreman over the radio that the structure was on fire. The foreman ran from the cable-pulling side of the jobsite, saw the structure smoking, and notified the switching center the circuit was faulting. The switching center gave status that the circuit was still energized and notified the district crew. Other appropriate notifications were made. The contract crew stopped work and assisted the SCE crew and troubleman isolate the circuit. It was approximately two minutes from the start of arcing to the fault occurring. The component faulted and burned approximately two minutes, then went out. The cable remained energized, and the circuit did not lock-out. No catastrophic fault/explosion occurred. The structure was previously inspected during pre-fielding of work to be performed. No hot components were found, and no water was vacated from the structure.
4/29/2024	Outside Crew	Vehicle Accident	Driver Error	Vehicle Accident - April 29, 2024 , Two workers were tasked with pole brushing at an H-frame structure in a remote area. They drove separate vehicles and accessed the area from a dead-end spur dirt road. Although the road was unmaintained, it showed signs of vehicle travel, and they were able to drive to the designated structure. They completed their work and would drive out on the same spur road they traveled on to the jobsite. Worker 1 stood near his vehicle and prepared for travel, while worker 2 pulled forward to turn around. Due to the slope and soil conditions, the truck slid and lost traction. The worker attempted several corrective measures, but the truck entered a steep ravine (approximately 100' from the structure), overturned, and landed right-side-up on its wheels. Worker 1 checked on worker 2, learned he was okay, and then notified supervision and called emergency services. Other appropriate notifications were made, and the contractor's field safety coordinator and project superintendent went to the site. Emergency medical services responded to the incident and evaluated worker 2, who was then taken to the contractor's yard and evaluated by their third-party mobile medic. No injuries were reported or observed, and the worker was cleared to return to unrestricted duty. The truck was driven from the incident location to a nearby, more accessible dirt road for flatbed recovery. It was learned that before entering his vehicle, worker 2 did not inspect the area where he intended to turn around, and that he misjudged the severity of the slope and terrain.
4/15/2024	Tree Crew	Close Call	Operator Error	Close Call - April 15, 2024 , The foreman of a compliance trimming crew was performing a crown reduction on a tree. He was working from the tree and had made a few cuts. When he repositioned himself to a different tree branch, the pruner got stuck between a palm frond and a tree branch. When the foreman pulled the pruner free, the pruner head caught the triplex service drop and the exposed blade cut into one of the phases. The ground trimmer confirmed the foreman was okay, and the foreman descended from the tree. The homeowner came out and stated she only had partial power. The foreman called his general foreman (GF), and other appropriate notifications were made.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
4/15/2024	Aerial Inspection Crew	Close Call	Operator Error	Close Call - April 15, 2024, A two-member aerial inspection crew was conducting a transmission inspection using a small Unmanned Aerial System (UAS). When they arrived at their inspection location for the day, they were unable to gain direct access to the structures that were on-property of a locked, unmanned SCE substation. They gained line-of-sight to the structures from an adjacent property. After capturing initial images of two structures, the remote pilot in command (RPIC) moved the aircraft closer to perform quadrant shots. Then, the controller screen lost picture. Following the incident, the crew relocated to an area with better cell reception and contacted their supervisor. Other appropriate notifications were made. With an SCE escort, the team accessed the substation property and located the aircraft (entangled in a tree just outside the substation fence line). Initial flight log and image analysis suggested the aircraft likely collided with transmission wires near one of the other structures. The aircraft sustained significant damage
4/1/2024	Civil Crew	Close Call	Operator Error	Close Call - April 1, 2024, A civil crew was tasked to excavate a pole hole for a new pole. The original scope of work was to excavate a pole hole approximately two feet east of the existing pole. The crew began excavation at the original location but encountered unmarked/unknown communication conduits that would prevent the new pole from being set at that location. After the foreman and production specialist (P-Spec) discussed the issue, the P-Spec changed the location of the new pole to the south side of the existing pole. The crew began excavation approximately fourteen inches south of the existing pole (above the previous excavation). When the new excavation reached approximately 30 inches deep, the crew realized their original excavation began to collapse, and the pole began to shift towards their new excavation. The crew immediately stopped all work and stepped away from the location. The pole shifted until it came to rest at the end of the excavated area. The crew immediately assessed and secured the scene. Appropriate notifications were made, the P-Spec dispatched a line crew to the location, and the crew repositioned and secured the pole in its original location
3/18/2024	Aerial Inspection Crew	Property Damage	Operator Error	Property Damage - March 18, 2024, A two-person aerial inspection crew was using a small unmanned aircraft (UA) to inspect a series of poles in a residential area. At one pole, the remote pilot in command (RPIC) and inspector were located on a customer's driveway with a clear view of the structure. The RPIC was using the controller camera view to position the aircraft so he could capture a photo of the pole tag, when the inspector yelled, "Line, Line, Line!" The RPIC looked up at the aircraft's position and tried to ascend, but the aircraft already made contact with the communication line and fell from the sky. The crew secured the area where the UA fell and made appropriate notifications.
3/18/2024	Outside Crew	Close Call	3rd Party Vehicle	Close Call - March 18, 2024, When a line crew was digging a pole hole, a third-party vehicle being chased by local police entered the work area and struck the outrigger of the bucket truck. The bucket truck was not in use at the time. The crew stopped work and made appropriate notifications, then resumed work after the police cleared the scene. The contract company sent a mechanic to assess the condition of the bucket truck, which was determined operationally sound.
3/18/2024	Outside Crew	Close Call	3rd Party Vehicle	Close Call - March 18, 2024, A line crew was tasked to replace a deteriorated pole on a two-lane road. The work required traffic control with a single lane closure going eastbound. Traffic control flaggers were letting eastbound traffic pass through the worksite, using the westbound lane. When the crew was working late in the evening, a third-party vehicle was stopped by the traffic control flagger and the driver became impatient with the wait, then went to drive through the traffic control. The traffic control flagger attempted to stop the vehicle, but the driver did not respond to the flagger's commands. A California Highway Patrol (CHP) officer on-site assisting the line crew with traffic control observed the actions of the driver and immediately initiated a traffic stop. The crew stopped work, the officer arrested the driver on suspicion of driving under the influence, and traffic control was re-established.
3/11/2024	Civil Crew	Property Damage	Operator Error	Property Damage - March 11, 2024, A civil crew was backfilling a trench with hand tools. When the foreman used a shovel to redirect the spoils across the excavation, an unexposed one-inch plastic gas service was damaged. The foreman stopped work, assessed the damage, secured the scene, and ensured the safety of the crew and public. Appropriate notifications were made, including the gas company to make repairs.
3/11/2024	Aerial Inspection Crew	Close Call	Operator Error	Close Call - March 11, 2024, An aerial inspection crew inspected a pole and landed at 41% battery to swap out the battery for a fresh one. That would allow them to finish inspecting the current pole, then inspect the adjacent pole without additional landings. The crew completed inspection of the first pole without incident, and the remote pilot in command (RPIC) transitioned directly to the adjacent pole. Amidst dense vegetation, he flew the drone below the communications line level and completed inspection of the first quadrant. Then, the RPIC maneuvered the drone to the next quadrant, and for a clearer line-of-sight to avoid vegetation and power lines, he positioned himself closer to the pole/drone. When he positioned the drone for up-tilt pictures, the drone made contact with a communication line but stayed in the air. To distance the drone from power lines, the RPIC ascended the drone above the primary conductors but then encountered limitations controlling the drone up and down. He maintained visual line-of-sight, but ultimately lost control of the aircraft, and the drone landed uncontrolled on private property across the street. The crew promptly left the flight area to recover the drone and found it approximately 10 minutes later. They documented the scene, went to an area with cell reception, and notified their supervisor. The supervisor met them on-site to review the incident.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
2/26/2024	SCE Crew	Vehicle Accident	Driver Error	Vehicle Accident - February 26, 2024 , The morning a seven-man line crew (including two foremen) would depart for a 220-mile drive to a rural area for a week of work, their management met with the crews and discussed past incidents and Monday morning topics. They also confirmed all material, vehicles, and employees were ready to travel. No pressing issues came up during discussion, so management encouraged the crews to travel safely and watch out for each other. The crew started fresh at 6:00 AM and had the previous weekend off before being out of town for the week. After their meeting with management, crew members performed vehicle pre-trip inspections and prepared vehicles for travel. Then, they departed in a caravan of five vehicles, both led and trailed by a foreman. Several hours into the crew's trip, the general supervisor (GS) received a call that an employee driving a rental digger-derrick line truck pulling a material trailer had been involved in a roll over incident. The employee had driven the vehicle solo at the two-lane highway speed limit for about 35 minutes after a fuel stop when the vehicle drifted into the dirt, then rolled onto the passenger side. A crew member following in a bucket truck saw the incident and was first at the scene. He pulled over, assisted the employee (who had no visible injuries and was able to exit the vehicle on his own), and called 911 and one of the foremen. Paramedics and the California Highway Patrol (CHP) arrived at the scene within approximately 15-20 minutes. The foreman arrived about the same time and notified supervision there was a rollover incident, that the employee was okay and out of the vehicle, and that emergency services were present. Supervision directed the foreman to ensure the employee was given proper medical attention and transported for formal examination to confirm no significant injuries were overlooked. The GS arrived at the incident site and spoke to the employee, who had already been released with no major injuries. It was learned the employee had been tired and dozed off while driving. The employee was medically evaluated and taken off work the rest of the week to recuperate.
2/26/2024	Outside Crew	Close Call	Wire Control	Close Call - February 26, 2024 , A contract line crew was tasked to replace deteriorated poles located just outside a substation. The crew's general foreman and foreman and his crew conducted a job briefing with two SCE substation employees before the start of any work. The substation employees took clearances on all associated 12 kV and 4 kV circuits and applied personal grounds inside the substation. The line crew completed all required grounding outside the substation, then removed and lowered six grounded conductors from one of the deteriorated poles and draped them over the substation wall and onto the ground in the easement. The substation employees observed the work from inside the substation wall. After the conductors were lowered, a line crew member organized them on the ground outside of the substation and out of the line crew's way. Approximately 30 minutes later, a flash occurred involving one of the lowered conductors and the 12/4 kV rack. The line crew called an all-stop and confirmed no one was injured. The foreman notified his management. Other appropriate notifications were made. The line crew's management and safety representative(s), and an SCE representative responded to the work site. It was determined the bank position in the 12/4 kV rack was still energized. Preliminary information indicates that at some point after the grounded conductors were reorganized by the line crew outside the substation, one conductor sagged and made contact with the energized component. The line crew conducted a post-incident tailboard and received authorization from SCE representatives to finish their job after the bank position was properly de-energized, tested, and grounded. The deteriorated poles were replaced without further incident.
2/26/2024	Outside Crew	Property Damage	Operator Error	Property Damage - February 26, 2024 , When a line crew dug with a backhoe, they damaged a marked eight-inch residential water main. The foreman stopped work, secured the scene, confirmed the safety of the crew, and viewed the damage. The foreman notified his management, then other appropriate notifications were made, including the water company. Normal service and function of the water main was restored approximately two hours later.
2/19/2024	Outside Crew	Vehicle Accident	Driver Error	Vehicle Accident - February 19, 2024 , A lineman was driving back to the yard from a jobsite. Traveling at approximately 55 mph, towing a single reel wire trailer, he veered off the right shoulder of the road to avoid potholes. The bucket truck was pulled 10 feet onto the dirt shoulder until the driver was able to correct back onto the road. He then traversed across the two-lane road to the opposite shoulder where he had to correct back to the right. When the driver made the steering correction back to the right, the trailer rolled over from the passenger side. The driver then pulled the rolled trailer off the road back onto the right-hand shoulder. There was no oncoming traffic or other vehicles following at this time. No one was injured.
2/19/2024	Outside Crew	Property Damage	Improper Pothole	Property Damage - February 19, 2024 , A crew member damaged a marked, direct buried, 25 pair telecommunications cable with a hand tool at a depth of approximately 40 inches. The Foreman immediately assessed the scene for safety and secured the area. The Foreman then contacted the superintendent and safety, as well as AT&T. The Superintendent notified the SCE Inspector. The crew contacted residents in the surrounding area to access if they had loss of telecommunications, internet or cable service. None of the residents contacted reported any loss of service. The crew coordinated with AT&T to evaluate and repair the damaged service. The determined incident cause was that the crew failed to properly pothole all marked utilities.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
2/16/2024	Outside Crew	Property Damage	Civilian Driver	Property Damage - February 16, 2024, A contractor was driving a backhoe on a county road when a third-party driver attempted to pass from behind by crossing double yellow lines into the oncoming lane of traffic. While passing the backhoe who was beginning to turn left onto a street, the driver struck the front driver's side of the backhoe bucket, causing the driver to lose control of their vehicle and drive into an SDG&E electrical pole on the side of the road. California Highway Patrol (CHP) and the fire department responded to the incident and secured the site. CHP conducted interviews for their traffic incident report and medical aid was not issued to either driver. SDG&E Trouble was contacted to evaluate the damage to the SDG&E electrical pole. The backhoe suffered minimal damage (scrapes) while the third-party vehicle was towed away from the site
2/16/2024	Outside Crew	Switching Error	Crew Open wrong Isolators	Switching Error - February 16, 2024, A crew was tasked to replace a single circuit transmission pole with two under-build 12 kV circuits – maps call for a new omni switch on the top circuit of 12kv and installation of a new set of double arms on the bottom circuit of 12kv. The crew had approximately 2.5 hours of switching delays at the beginning of the job, due to abnormal readings on the 12kv circuits by the switching center. When the switching program started, the troubleman (TM) took No-test orders on the two 12 kV lines. The TM closed a pole switch, making a parallel between the 12KV lines. At the direction of the TM, the crew opened isolators E/O pole, breaking the parallel between the 12KV lines. At that time, the switching center advised the TM they were again getting abnormal readings and to close the isolators back in. The crew closed the isolators without issue. The switching center advised the TM they were still getting abnormal readings and they would be canceling the program. It was later found that the crew opened isolators on the wrong 12kV line at the same structure but on the top circuit instead of the bottom circuit. No customers were impacted or other incidents caused by this action. It wasn't identified until after the program was cancelled when the crew was about to leave the job site. The TM was aware of the situation.
1/29/2024	Outside Crew	Property Damage	Improper Potholing	Property Damage - January 29, 2024, A crew was tasked to excavate and install new conduit. The crew potholed and located all marked utilities in the area, including a gas line running in a line that would not conflict with their excavation. They assumed it continued straight, in that same line. During excavation, the backhoe struck a two-inch plastic gas pipe in the trench. The foreman immediately called an all-stop, secured the area, and made appropriate notifications, including the gas company. It was determined that immediately beyond the area the crew potholed, the gas line turned into the trench line and towards where it had been marked. The crew had not potholed the entire width of the trench line to ensure the utility would not conflict with their excavation.
1/29/2024	Outside Crew	Property Damage	Civilian Vehicle	Property Damage - January 29, 2024, A worker was commuting to a job site in dense, stop-and-go traffic on a freeway. Light rain/drizzle caused wet road conditions. During the commute, the worker accelerated to about 30 mph as traffic moved, then traffic came to an abrupt halt. The worker slammed on the brakes, slid about one car length, and then collided with the vehicle in front of him. The third-party vehicle immediately pulled off to the shoulder, but the smoke was coming from the worker's vehicle, so he shut it off and it would not re-start. The third-party driver helped him push it across a traffic lane to the shoulder, where they exchanged information, and the worker called his supervisor. The worker captured a photo of the other driver's license and learned the other driver did not have car registration information or insurance, so he called 911. The third-party driver claimed to be in a hurry and did not wait for authorities. The third-party vehicle sustained a broken taillight. The worker's company vehicle sustained significant damage to the front end and was towed two hours later. Appropriate notifications were made. The worker completed internal reporting procedures and was taken home.
1/22/2024	Outside Crew	Property Damage	Driver Error	Property Damage - January 22, 2024, Three overhead line crews were tasked with helicopter-supported structure reframes on a 12 kV line in a remote area. To start the day, crews met at the landing zone, prepared material, and tailboarded with the helicopter crew. Late morning, the crews arrived at the staging area on a trail and hiked to their respective structures. Mid-afternoon, one crew foreman noticed smoke coming from under the bed of another foreman's truck and radioed that crew with his observation. The crew immediately called an all-stop and radioed the other crews. The affected foreman ran to his truck and used hand tools to extinguish the small spot fire (roughly a three-by-three-foot area). Once safe, the truck was moved, and they used backpack pumps to further soak the area. Appropriate notifications were made. The contractor's on-site safety manager brought a water truck and soaked the area even more. The contractor's safety team removed all fuels from the spot and scraped the ground to bare earth to ensure all potential ignition sources were extinguished. A second water truck was brought in to further soak the surrounding area as a precaution. The truck had been parked in that location for approximately three hours before the smoke began. The foreman thought the truck was turned off (keys on the hood). However, the truck's GPS showed the vehicle was idling during that time. It is believed the heat from the exhaust of the vehicle ignited dry vegetation under the truck.
1/12/2024	Pole Brush Crew	Close Call	Good Question	Close Call - January 12, 2024, A contractor was preparing to perform Pole Brushing activities in the Lakeside area and came across something that appeared to be an explosive device that was about 8' outside of the pole brush radius. Notifications were made to SDG&E Security who in turn notified the police who dispatched the Bomb Squad to the scene. The Bomb Squad arrived on the scene, assessed the area, and relocated this device to a safe location. This device was determined to be an unloaded rocket launcher.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
Customer Accidents/Incidents				
6/3/2024	SCE Crew	Injury	Mouth Injury	Injury - June 6, 2024 , Although not crew-caused, this incident reinforces the importance of the safety reminders listed below. After performing switching for contractors, an employee was sitting in his truck. The employee was approached by three members of the public who were angry for an unknown reason. The employee communicated with them through his open truck window and tried to de-escalate the situation, but one of the individuals stepped up to the window and punched the employee in the mouth. Then, the individuals left the scene. The employee called 911 and another SCE employee (just down the street) for assistance, and he notified supervision. Appropriate notifications were made, including the Edison Security Operations Center (ESOC). The employee was not injured by the punch to his mouth and did not require medical attention.
6/3/2024	SCE Crew	Injury	Heat Stroke	Injury - June 6, 2024 , A line crew was tasked to replace a deteriorated pole during a recent heat wave. The crew had a tailboard and discussed the anticipated high afternoon temperature (103 degrees) and steps to prevent heat illness, including peer-checking for signs of heat exhaustion. Throughout the job, the foreman checked on the employees, and they replied they were okay and staying hydrated. After lunch, the foreman checked on the employees again and they were fine and continued working. Toward the end of the job, the foreman noticed an employee showed signs of heat exhaustion and asked him again if he was ok and if he needed to cool down. This time the employee replied he did not feel well. The foreman had the employee take a break, drink water, and cool down in an air-conditioned vehicle. After about 20 minutes, the foreman checked on the employee again, and he felt much better but still had cramps. The foreman had the employee continue to rest in the cool vehicle. When asked why the employee did not take a break before he felt this way, the employee responded that others were still working, that he did not want to stop, and that he felt he had something to prove. The foreman reminded the employee that the only thing he needed to prove was that he could work safely, listen to his body, and take breaks if needed. The foreman checked on the employee before the shift ended, when they were back in the yard (work base), and the employee felt better. The next business day, the employee still had some cramps and chills and called in sick. The foreman offered him the Injury Assistance Program (IAP) and notified supervision.
6/3/2024	SCE Crew	Vehicle Incident	Driver Error	Vehicle Incident - June 6, 2024 , An employee was in a company vehicle at a jobsite, participating in the group morning safety tailboard on MS Teams (virtual). The employee thought he had parked his vehicle and did not feel the vehicle rolling. The vehicle rolled into a parked line truck. The employee notified his supervisor.
5/6/2024	SCE Crew	Injury	Right Hand Cut	Injury - May 6, 2024 , While placing a label on a box, an employee cut the palm of their right hand on the sharp end of metal banding that was secured around a cardboard box and pallet. The employee was taken to the hospital for treatment and released after receiving stitches.
4/29/2024	SCE Crew	Injury	Dog Bite	Injury - April 29, 2024 , An employee was aware of dogs in a customer's house and was escorted by the homeowner to the backyard. In the backyard, there were more dogs, and one small dog came from behind and bit the employee. The employee immediately notified his manager of the incident and that medical attention was not required. Other appropriate notifications were made. The manager provided the employee with a Workers' Compensation packet.
4/22/2024	SCE Crew	CCII	Operator Error	CCII - April 22, 2024 , To open fuses and de-energize a fixed capacitor bank as part of planned switching on a 12 kV circuit, an employee used a load break tool. He opened the field-side fuse, then repositioned the bucket and opened the street-side fuse, all without incident. When the employee took the load break tool off the second fuse, a phase-to-phase flash occurred. The employee immediately turned and dropped into the bucket. When the flash was over, he noticed the center fuse had dropped open. The employee boomed down and made appropriate notifications, including emergency services. The flash caused a small brushfire adjacent to the pole, which was extinguished by bystanders..
4/15/2024	SCE Crew	Injury	Hip & Knee Injury	Injury - April 15, 2024 , When an employee walked on a sloped, gravel surface back to his truck, his right foot slipped. The next morning, he felt discomfort in his right hip and knee and notified supervision. The injured employee completed a Workers' Compensation packet and accepted the Injury Assistance Program (IAP).
4/15/2024	SCE Crew	Injury	Head Strike	Injury - April 15, 2024 , An employee was working from the pole at the communications level. A nose bag fell from the bucket where crew members were working above him, and the bag struck the employee in the head. The employee was not injured but was offered the Injury Assistance Program (IAP).
4/15/2024	SCE Crew	Switching Error	Operator Error	Switching Error - April 15, 2024 , As part of a switching program to return a circuit to normal, an employee gave orders to a field crew to open a position on a gas switch, believing it would break a box loop. When the crew opened the switch, a loss of voltage alarm was received at the switching center. Upon further investigation, it was discovered the system status incorrectly showed an adjacent remote control switch (RCS) in the closed position, when the switch was actually open. The employee closed the RCS to restore load to de-energized customers and the remaining switching was completed without further incident.
4/15/2024	SCE Crew	Vehicle Accident	Driver Error	Vehicle Accident - April 15, 2024 , An employee driving on a rural road saw an out-of-place vehicle. As he continued driving, he looked in the rearview mirror to see if the vehicle was occupied. When he turned his eyes back onto the road, he saw a roadrunner, swerved to avoid it, and drove into a boulder. The vehicle sustained extensive damage.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
4/1/2024	SCE Crew	CCII	Improper Transformer Connection	CCII - April 1, 2024 , A crew tailboarded in the yard (work base) about work material and how the work would be completed, then tailboarded on-site with the crane operator. They discussed hot reads, TTR and meggering, means of de-energizing, and the marking of the cable. A transformer with two bushings and binoculars was replaced with a coil, looped, and switched transformer with 4 bushings, all without incident. When the crew energized at the adjacent transformer, branch line fuses blew. Appropriate notifications were made, and supervision asked if there were any injuries and if the crew was ok to proceed or if a relief crew to finish work was needed. The crew was okay to proceed and after investigating why the fuses blew, they discovered a wiring error on the high side of the transformer. A new transformer was sent to the job site and the job was completed without further incident.
4/1/2024	SCE Crew	Vehicle Accident	Driver Error	Vehicle Accident - April 1, 2024 , An employee conducted a Department of Transportation (DOT) inspection on a heavy vehicle that had returned from a third-party engine repair. The inspection identified the rear brakes required adjusting. After the brake adjustment, the employee backed the vehicle to the garage apron to close the three-post hoist covers. After he parked and walked away from the vehicle, the vehicle rolled down a slight slope in the service center approximately 30 feet and struck a parked SCE vehicle.
3/25/2024	SCE Crew	Switching Error	Operator Error	Switching Error - March 25, 2024 , While clearing the West 115kV bus at a substation, the GCY relay selector switch was turned to the West bus position instead of the East bus position. This caused a loss of potential to the GCY relay and an operation of the relay. The relay switch was immediately turned to the correct position.
3/25/2024	SCE Crew	Close Call	Operator Error	Close Call - March 25, 2024 , A line crew was tasked to perform human external cargo (HEC) work in a remote, mountainous area. Work on a tower was complete, and an employee was ready to be picked up by helicopter. When he was being lifted from the tower, his secondary safety belt got caught on the nut of a tower shackle. The pilot immediately felt tension on the line and saw the belt was hung-up. The employee signaled to the pilot to be placed back on the tower, and the pilot lowered him. The employee inspected the secondary safety belt, deemed his harness not okay for flight, and radioed his foreman about what happened. They determined it was safest for the employee to climb down the tower. The employee was then picked up at a safe landing area near the tower and flown back to the landing zone (LZ). Additional crew members were also picked up from adjacent towers and flown back to the LZ for an all-stop, where they debriefed on and discussed the incident. The work was completed without further incident.
3/25/2024	SCE Crew	Injury	Hand Laceration	Injury - March 25, 2024 , An employee was at a location to inspect and set self-contained meters in multiple pedestals. To inspect the pull section on one of the panels, the employee used one hand to loosen the wingnut at the bottom of the cabinet. His other hand was underneath for support. When the bolt was removed, the panel door sprang out and down onto the employee's support hand and cut his finger. The employee was not wearing gloves. He felt a hot, sharp pain and treated the cut, but the bleeding could not be controlled. The injured employee notified his supervisor, who instructed him to contact the Injury Assistance Program (IAP). The injured employee contacted the IAP, then visited a local, SCE-approved urgent care facility where he received medical treatment.
3/18/2024	SCE Crew	Close Call	Equipment Failure	Close Call - March 18, 2024 , After a pole was replaced, two employees climbed the pole to perform work. Due to soft earth from recent rain, the pole leaned over with the employees still on it but did not fall to the ground. The crew grabbed the pole with a truck boom and rescued the employees using the bucket.
3/18/2024	SCE Crew	Switching Error	Operator Error	Switching Error - March 18, 2024 , When working from a switching program to return a 220 kV line to service, an employee closed the circuit breakers at a substation before he received the switching orders. Appropriate notifications were made, and the circuit was returned to service without further incident.
3/18/2024	SCE Crew	Close Call	Improper Rigging	Close Call - March 18, 2024 , Two Sono tubes were attached to the long-line of a helicopter, separate from other cargo that was being lifted. The tubes weighed approximately 20 pounds each. Directly after the helicopter take-off, the Sono tubes came free from the rigging and fell into a canyon. All personnel were clear of the flight path/drop zone at the point of the dropped load. Appropriate notifications were made, and the Sono tubes were retrieved by crew members on-foot.
3/11/2024	SCE Crew	Good Catch	Improper Switching	Good Catch - March 11, 2024 , At a substation, a contract checker cleared-off a 66 kV line and reported work complete to the switching center. An SCE substation field employee was dispatched to switch the line to normal status early, but his attention to detail and questioning attitude stopped the switching before it began. Further inquiry revealed that SCE technicians still had two days' worth of work pending on the secondaries and relay testing on that line. It was confirmed the technicians would return the line to normal status, as scheduled. The good catch was communicated to all parties involved, and the importance of a thorough group tailboard was reviewed.
3/11/2024	SCE Crew	Vehicle Accident	Driver Error	Vehicle Accident - March 11, 2024 , When an employee drove a bucket truck out of a riverbed, the truck snagged a low-hanging communications line, and the tension broke the customer-owned pole. The employee made appropriate notifications.
3/11/2024	SCE Crew	Injury	Shoulder Injury	Injury - March 11, 2024 , When an employee working in a service center lifted a coil of 4-strand aluminum triplex from a wire rack, he felt pain in his right shoulder. He rested for a few minutes, went to lift the coil onto a truck, and this time felt extreme discomfort and pain in his shoulder. Although the employee attempted to complete his shift, he could not, due to the extreme shoulder pain. The employee accepted and contacted the IAP and was given a Workers' Compensation packet.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
3/11/2024	SCE Crew	Injury	Back Injury	Injury - March 11, 2024 , To prepare for a job, an employee in the yard (work base) was pulling cable from a reel. He had the cable over his right shoulder and walked forward to pull the cable out of the reel. Two other employees helped roll the reel out to ease the strain on the employee pulling the cable. At the end of the 100-foot cable pull, the employee felt a sharp pain in his right lower back, stopped work, and notified the yard general foreman. He was able to walk to the main office, was assessed by the field and operations supervisors, and requested to seek medical attention. Supervision gave the employee a Workers' Compensation packet, and the employee chose to drive himself to an urgent care. Other appropriate notifications were made.
2/26/2024	SCE Crew	Injury	Knee Laceration	Injury - February 26, 2024 , A composite pole was being framed on the ground and when an employee stepped over it, the heel of his boot got caught on the pole. As he fell forward, his left knee hit a self-tapping screw head drilled into the pole. The injured employee sustained a laceration above his kneecap.
2/19/2024	SCE Crew	CCII	Operator Error	CCII - February 19, 2024 , While working in a primary high-voltage environment, a crew left a hot stick in the bucket behind them. As they were repositioning the bucket, they inadvertently got two phases together causing a Crew Caused Circuit Interruption (CCCI).
2/19/2024	SCE Crew	CCII	Operator Error	CCII - February 19, 2024 , While a crew was performing work, the boom made contact with the a 4kv under build, causing the circuit to lock out. The Field Safety Advisor was notified.
2/19/2024	SCE Crew	Switching Error	Operator Error	Switching - February 19, 2024 , An employee inadvertently left the pot secondary knife switch in the closed position when clearing a 66kv line for transmission work. A clearance was issued with the pot secondary knife switch still closed. Work was completed and the knife switch was found in the closed position by a different employee during return switching.
2/16/2024	SCE Crew	Injury	Fall - Laceration	Injury - February 16, 2024 , An employee inspecting the oil cooler behind a truck's cab attempted to gain a better vantage point by climbing onto the truck. When he placed one foot on the hydraulic pole jack mounted behind the truck's cab, his foot slipped (due to slippery conditions), and he lost his balance and fell from the truck. As he fell, his right shin hit the pole jack, and he sustained a severe and deep laceration, requiring immediate medical transport. The employee made appropriate notifications and sought care at an emergency room.
2/16/2024	SCE Crew	CCII	Pole Control	CCII - February 16, 2024 , A five-man line crew and transmission operator were tasked to replace a 60-foot pole on a 33 kV circuit. As they set the new pole, the lower end of the pole shifted, and the cross-arm made contact with the middle- and field-side phases of the energized 33 kV line. The circuit locked out and No-test orders were in effect. The foreman called an all-stop, confirmed no one was injured, and made appropriate notifications. Supervision arrived on-site and confirmed the crew was uninjured and okay to complete work.
2/12/2024	SCE Crew	Injury	Shin Laceration	Injury - February 12, 2024 , An employee inspecting the oil cooler behind a truck's cab attempted to gain a better vantage point by climbing onto the truck. When he placed one foot on the hydraulic pole jack mounted behind the truck's cab, his foot slipped (due to slippery conditions), and he lost his balance and fell from the truck. As he fell, his right shin hit the pole jack, and he sustained a severe and deep laceration, requiring immediate medical transport. The employee made appropriate notifications and sought care at an emergency room.
2/12/2024	SCE Crew	Property Damage	Driver Error	Property Damage - February 12, 2024 , An employee drove to a site to install snow chains on other company vehicles. The employee drove over an icy patch on the road as he approached the site, and his vehicle slid into one of the stopped company vehicles. Employees confirmed no injuries, supervision was notified, and the damaged vehicle was towed back to the yard (work base). The employee installed snow chains on the remaining vehicles
2/12/2024	SCE Crew	Property Damage	Driver Error	Property Damage - February 12, 2024 , When towing a load down a dirt road saturated from rain, the truck and trailer slid down the road due to the downhill weight of the trailer, and the trailer jackknifed into the truck. Supervision was notified and discussed the hazards of towing weighted loads on saturated dirt roads.
2/12/2024	SCE Crew	CCII	Operator Error	CCII - February 12, 2024 , An employee in the field skipped a step on a switching procedure and failed to parallel Operating busses in a Double Bus station. In the first line position, the field employee closed the outer Bus disconnects, which energized only the Bus, and did not make a loop. This dropped line load when inner Bus disconnect were opened, and the Bank relayed on the Bank Differential. The switching center had the field employee stop switching and notified supervision. A supervisor arrived on-site, confirmed the employee was not injured, and assisted with switching to restore load.
2/12/2024	SCE Crew	CCII	Operator Error	CCII - February 12, 2024 , When a crew was isolating primary cable on a repair order, the incorrect fuse dip was opened, which caused an unplanned customer outage.
2/5/2024	SCE Crew	Property Damage	Civilian Vehicle	Property Damage - February 5, 2024 , A line crew was preparing to conduct emergency switching operations in a vault, when a third-party vehicle drove through the traffic control/cones and into the work zone, then crashed into a parked bucket truck. The crew called an all-stop, checked for injuries, and called supervision and the police department.
2/5/2024	SCE Crew	CCII	Improper Conecton	CCII - February 5, 2024 , A crew incorrectly wired a 12 kV single-phase padmount transformer with feed-throughs, which created a phase-to-phase condition. As a result, branch line fuses (BLF) opened when the line was energized. Supervision checked on the crew (both mental and physical well-being) and discussed with them the wiring error and methods to overcome in the future.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
2/5/2024	Outside Crew	Injury	Nose Contusion	Injury - February 5, 2024 , A worker on a pole was using a drill with an attachment to strip-covered wire for installation in a dead-end shoe. During the process, he set the drill down, across his positioning belt, unaware that engaged the trigger. When the worker slouched over it, the tool rotated, and the body of the tool struck the worker in the nose. He stopped and self-checked, and although he was injured, he completed the workday and then sought medical attention. When he returned to work the next day, the worker informed his supervisor about the incident.
2/5/2024	SCE Crew	Injury	Forearm Injury	Injury - February 5, 2024 , An employee was using a drill with stripping attachment to strip new secondary cable. He held the drill close to his body while stripping cable runs. However, when he stripped one run of cable, he let the drill get away from his body, and the drill whipped around (still in his hand). The employee immediately felt discomfort in his forearm, then soreness at the end of the day. As a precaution, he notified supervision of the incident but indicated he did not need any medical attention. He declined the Injury Assistance Program (IAP) and went home.
2/5/2024	SCE Crew	Injury	Arm Burns	Injury - February 5, 2024 , An employee used the lower boom controls (by the turret of the truck) to lower the bucket, when a hydraulic hose failed and sprayed his arm with hot hydraulic fluid. The employee was taken for emergency care where he was treated for a second-degree burn on his arm and released with no restrictions.
2/5/2024	SCE Crew	CCII	Loss of Control	CCII - February 5, 2024 , When crew members removed a test cap on a 200 Amp elbow, the bushing fell from the transformer, and a flash occurred. Supervision was notified.
2/5/2024	SCE Crew	Injury	Hand Laceration	Injury - February 5, 2024 , An employee was wearing cut-resistant gloves to transfer sections of broken-up marbelite from the truck into a trash bin attached to a forklift. The forklift was parked in front of the truck step ladder. The employee removed the truck gate, placed it vertically on the ground, and stood on it as a makeshift step stool (approximately 12 inches high). He reached for a J-hook to help him balance as he off-loaded the material, but the J-hook came loose from the Unistrut, and he lost his balance and fell backward to the ground. He landed on his bottom and broke his fall with his hand, which tore the skin between his thumb and forefinger. The injured employee was taken to an emergency room where he received 11 stitches and was released with no restrictions. Appropriate notifications were made.
2/5/2024	SCE Crew	Injury	Fall Back Injury	Injury - February 5, 2024 , When an employee installed a bucket cover, he lost his balance and fell backwards onto the catwalk (coffin bin). The employee was transferred by ambulance to an emergency room due to back pain.
1/29/2024	SCE Crew	Tripped Breaker	Operator Error	Tripped Breaker - January 29, 2024 , An employee in a substation explained to apprentices the importance of closing circuit breaker (CB) doors gently on a certain type of CB to prevent accidentally tripping that 12 kV breaker. Then, the employee used his shoulder to close the CB door (his hands were full), which tripped the breaker. Load was dropped and the system operator was immediately called. The emergency trip assembly was adjusted to avoid recurrence, the CB was closed by the system operator without further incident, and load was picked back-up.
1/29/2024	SCE Crew	Injury	Cut Thumb	Injury - January 29, 2024 , When an employee skinned triplex wire, his thumb was cut. Supervision was notified, the employee accepted the Injury Assistance Program (IAP), and a Workers' Compensation packet was given to the employee.
1/22/2024	SCE Crew	Property Damage	Operator Error	Property Damage - January 22, 2024 , After a third-party car-hit-pole incident, a crew was tasked with an emergency pole replacement. When they used the auger to dig a new pole hole, the crew struck a water line.
1/22/2024	SCE Crew	Injury	Sprained Wrist	Injury - January 22, 2024 , After an employee completed a task, he descended the pole. Wearing all his climbing gear, he walked down the hill towards the trucks and slipped. When he fell, he broke his fall with his right hand. He continued to the trucks, removed his gear, and cleaned up the job site with the crew. When the crew returned to their district (work base), the employee informed his foreman that his right wrist hurt and he was taken to an urgent care for evaluation. The injured employee sustained a sprained right wrist and was taken off work for multiple days. The employee was given a Workers' Compensation packet and offered the Injury Assistance Program (IAP).
1/22/2024	SCE Crew	CCII	Improper Switching	Injury - January 22, 2024 , Switching. (EE) Switching orders were issued to an employee in the field, and the employee repeated them back correctly. However, the employee operated the wrong disconnects. No electrical flash, injury, or load drop occurred, so the switching error was not discovered until post-switching reporting. Upon discovery, the Stop, Think, Observe, Perform (STOP) principle was used immediately and a plan was developed to back-out of the incorrect switching and move forward with the correct switching.
1/12/2024	SCE Crew	Injury	Eye Injury	Injury - January 12, 2024 , An employee was replacing old brake pads and went to install the anti-rattle spring onto the brakes. When he exerted the needed pressure to secure the spring, it created tension as he squeezed the clip between the brake pads, and the spring came loose. The spring missed the employee's eye protection and struck the lower left corner of his eye. The injured employee informed his co-worker and foreman about the incident, and it was evident he needed medical attention. The injured employee was taken to a nearby emergency room, where he was evaluated and referred for further treatment.
1/12/2024	SCE Crew	Injury	Lip Contusion	Injury - January 12, 2024 , An employee was pulling a bolt to remove it from a pole and after several attempts, the bolt loosened more than expected and struck the employee on his lip.

SCE Weekly Incident Report

Incident learnings, safety bulletins, program updates, and preliminary incident information to discuss with your crews and teams.

SNAKE SAFETY

Warmer weather is finally here and as we begin to move about more, so do snakes. This is their time of year to officially emerge from brumation (a dormant period for reptiles). So, as the weather warms up, we must remember snakes are a potential hazard in many – and sometimes unexpected – places. And, although they are a threat to us, it is likely because they themselves feel threatened. Imagine this: You've been cooped up for a while saving your energy, and now you're regularly surfacing for air, warmth, and food. If your home suddenly faced danger or someone threatened you, would you react to protect yourself? Probably. Consider that perspective as you walk through brush, assess your personal protective equipment (PPE) for a job, work in yards, and move material or equipment.

This goes for our families, too! During warmer periods of the day, finding the perfect hide-and-seek spot, exploring that rock pile, going in and out of the house, or finally getting to the clean-up project on the side of the house or in the yard may mean we are unknowingly disrupting a snake's living space (spiders and insects, too).

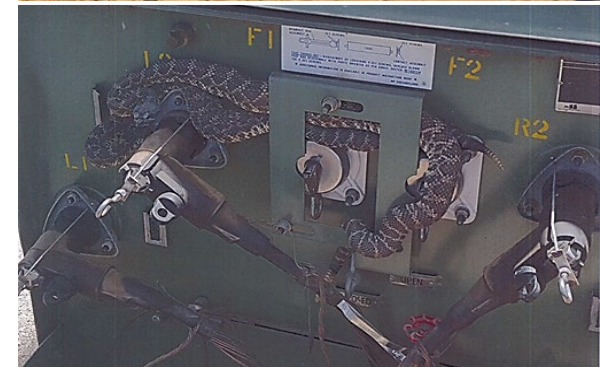
Thankfully, the trend in the field in recent years has been one of close calls rather than actual bites, which means much of the time we follow tips like those provided below to help keep us safe. Encourage your crews, families, and teams to maintain vigilance against both known and unknown, lurking threats of all kinds.

Popular Areas For Snake Encounters

- In or around material piles
- High desert area
- Mountainous area
- Remote areas/high grass
- Switch yard
- Trenches, enclosures, and underground structures
- Weed abatement areas
- Wheel wells and under vehicles

Snake Bite Prevention Tips

- Review Accident Prevention Manual Rule 1018: Snake Bites
- Be cautious when opening equipment and working in underground structures and laydown yards with heavy material where snakes can hide
- Stick to well-used trails as much as possible
- Be careful when entering/exiting buildings. Snakes like to crawl along the edge of buildings where they are protected from the sun on one side
- Do not step or put your hands where you cannot see
- During tailboards, be sure to cover roles and responsibilities in the event of an emergency and pinpoint the nearest emergency medical facility
- If you work alone, make sure you have your own emergency action plan for each job
- If working remotely, take an emergency locator with you; do not leave it in the vehicle
- Do not handle a freshly killed snake; it can still inject venom



Be on the lookout as snakes emerge.

- In addition to our work boots (sturdy ones), should we wear snake guards?
- If we need to walk through or around tall grass, weeds, or heavy underbrush to access our work, what extra precautions do we agree to take?
- Did we cover roles and responsibilities in our tailboard, so we're prepared in the event of an emergency?
- How are we prepared to deal with spiders, bees, and other biting or stinging insects?
- Before reaching or stepping...can I see where I am stepping onto or reaching into? If not, what should I do?
- Stay calm, if bitten by a snake. Really?! Yes, you want to keep your heartbeat as low as possible in order to keep the venom localized. Tell yourself to stay calm. Breathe. Get help.

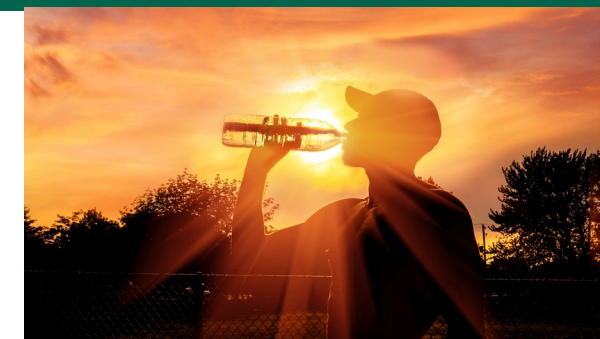
GET READY FOR WARMER WEATHER

As the weather warms-up, remind crew or team members to acclimate to the heat to reduce risk for heat illness and dehydration. Help them adjust habits now to prepare as heat approaches.

Heat Illness Prevention Tips

- Review the Operating Experience Bulletin
 - [2022-06-29 OE Heat-Related Illness](#) (internal-only link)
 - [2022-06-29 OE Heat-Related Illness](#) (contractor link)
- Shade is required if temp is >80°F. Additional shade can be requested at any time
- Excerpts from the [Heat Illness Prevention policy](#) (internal-only)
 - Encourage employees to avoid drinks with high levels of caffeine as these drinks can exacerbate heat-related illness. Examples of caffeinated drinks include energy and pre-workout drinks
 - Take into account the importance of acclimatization when assigning duties
 - Be aware and observe employees returning from an illness such as a cold or flu, as that can potentially result in dehydration, which may develop into a heat related illness
 - Ensure that employees are closely observed during a heat wave during their first fourteen days after being newly assigned to a high heat area, and during preventative cool-down rests

EXHIBIT B



Contractor Safety Talks

Safe Driving Awareness

Special Points of Interest:

Cal/OSHA Standards Board will be voting to adopt or reject a proposed standard on Indoor Heat on 3/21/2024 .

SDGE's Contractor Safety is monitoring this and if approved there will be follow up communications.



Whether you are driving during work hours or outside of work hours, driving safely and defensively can help prevent a motor vehicle incident from occurring.

Did you know:

Approximately 3,000 people die each year in car accidents due to distracted drivers, which accounts for 8%-9% of all fatal motor vehicle collisions on the road across the US.

Cell phones remain one of the biggest distractions while driving. It has been reported that phone use is involved in approximately 12% of all car accidents on US roadways.

Drivers between the ages of 35-34 years old are involved in the most distracted driving fatal car accidents compared to any other age group.

Staying focused while driving on the road requires your full attention. With busy schedules, many people try to multitask to keep up with their personal and work related responsibilities, which can cause many distractions. Try to avoid distractions such as eating, drinking, using your vehicles electronic features, or talking on the phone while driving so your full attention can be on the road. Continually observe the roadway to be alert to any situations that require quick attention such as a driver harshly braking in front of you all of the sudden, a hazardous object in the middle of the road, a driver running a red light, another vehicle that suddenly swerves into your lane, or a vehicle coming up quickly behind you, potentially leading to a rear end type incident. Also, scan the road and check your mirrors for any pedestrians, cyclists, or other drivers to ensure they are not in your driving path.

Planning ahead is also another factor when travelling safely. Stress can be reduced by planning your driving route ahead of time, allowing yourself enough travel time so there is no need to speed, and trying to avoid busy driving time or crowded highways. Be aware of the current road conditions and adjust your speed accordingly, whether it be in a construction zone, in heavy traffic, or inclement weather. Maintain a safe following distance from the vehicle in front of you, allowing you enough time to react in the case the vehicle in front of you suddenly brakes. Planning ahead, staying focused while driving, and following the basic traffic laws will help ensure your safety and the safety of others on the road.

FAQ

Q: How do I learn more about transportation safety?

A: Go to CDC "Transportation Safety" and/or click [here](#).

OBSERVATIONS FROM THE FIELD

During the past month, SDG&E safety observers performed jobsite inspections on almost all SDG&E jobsites and observed 32,904 construction activities. Of these there were 241 at-risk conditions documented and corrected in the field. Of the at-risk conditions observed, 81% were low risk, with the majority of them being PPE gaps. There were 44 medium at-risk observations and 0 high risk observations during the month.

At-Risk Observations February(2024)	At-Risk Behaviors
Administrative duties not completed prior to work starting	There has been an increase in observations where the crew did not have a JHA and/or Hot Work Permit at all or it was incomplete while crew was actively working.

NOTABLE AT-RISK OBSERVATIONS

Medium-High Risk Observations (February 2024)	Potential Mitigation
While crew was performing tree trimming operations and was actively dropping branches, a groundman was standing in the drop zone.	Maintain 3 way communication between crew members to ensure no employee enters/exits the drop zone during operations to prevent an injury from occurring .
During an abatement, the Foreman stated the JHA and Hot Work Permit were completed, but when it was requested to review the paperwork, the JHA or Hot Work Permit were not filled out at all.	Ensure all necessary paperwork is completed prior to work beginning and that all associated hazards for the tasks for the day are communicated with the crew.
A crew member was operating heaving equipment without a spotter in a location with limited space where there was other equipment and vehicles present.	A spotter should be present to assist a driver/operator if in tight spaces, backing, or if there are potential blind spots to prevent an injury or property damage.
A crew member started to high-pressure wash some dirt off of a pipe without a face shield.	Employees performing a task where there is a risk of receiving an eye injury should be safeguarded by means of face/eye protection.

NOTABLE MONTHLY INCIDENTS/NEAR MISSES

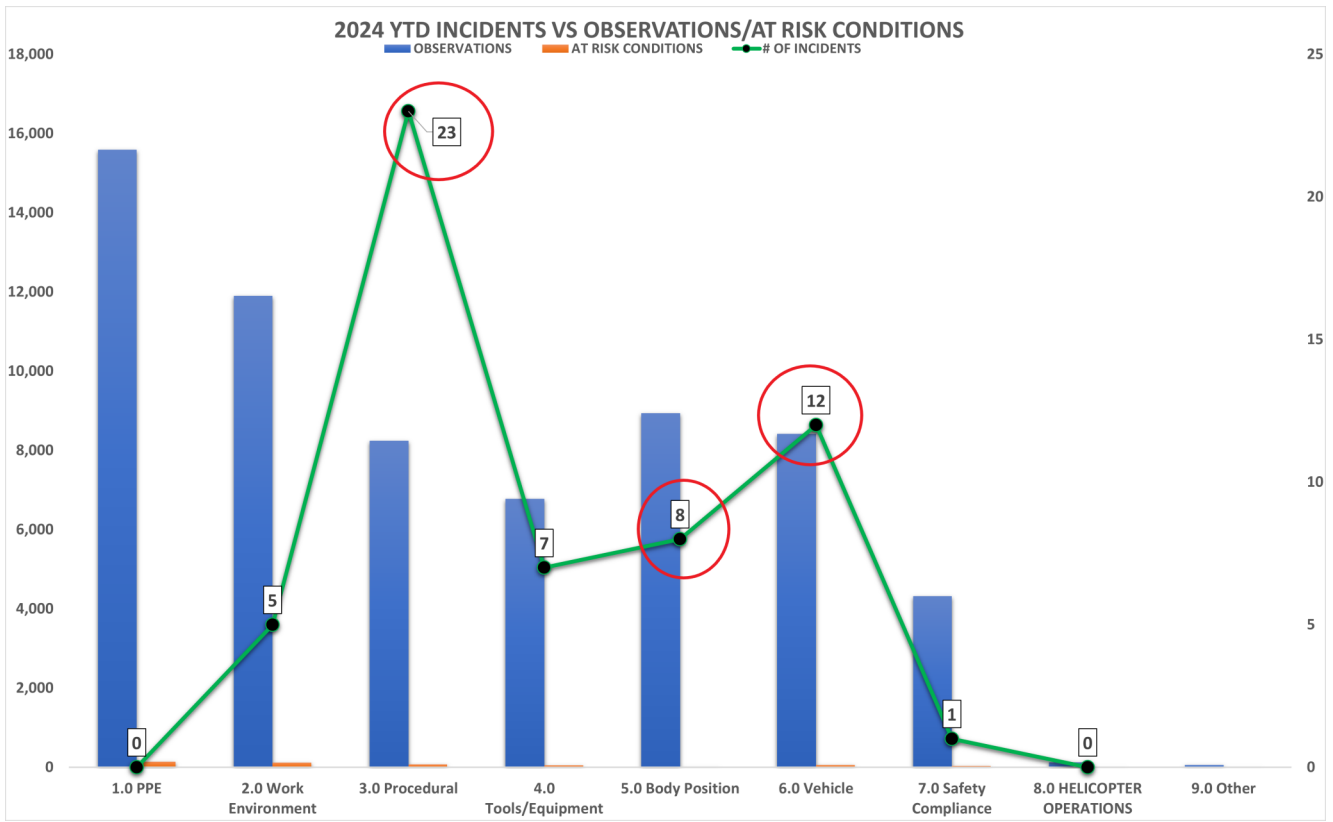
Incidents (February 2024)	Potential Mitigation
Serious Safety Incident - Crew had completed tree trimming operations and began the process of placing the brush into the woodchipper. As one of the crew members was inserting brush into the woodchipper, their arm got caught around some rope that was tangled in the brush, causing the crew member to be pulled upwards by the rope and was thrown about 8'-10' away. The rope that was getting pulled into the woodchipper clogged it and forced it to shut off.	Ensure that no active trimming/rigging operations are being performed while chipping operations are in process. Also make sure to maintain good housekeeping on the jobsite so that there are no items laying around that could become a potential hazard.
DART Incident - While on the jobsite, a worker was stuck on the side of his hardhat by a concrete delivery chute and his hardhat was knocked off of his head. He did not initially have any pain but went to the clinic the next day due to being sore and was prescribed medication and placed on modified duty.	Maintain situational awareness on the jobsite and avoid being in the swing radius of any equipment that is operating.
Electric Incident - After a job had been shut down due to some inclement weather conditions, an existing wooden distribution pole fell into a pre-dug hole that was intended for a new pole, which caused a circuit interruption.	Monitor weather conditions and discuss with team members how the current weather conditions could affect the job and if any additional safeguards need to be put in place.
Electric Incident - Crew took an outage on a single-phase underground station to change the secondary Z bar. Upon completion, the crew re-energized the underground station when the fuse blew since the crew cross-phased a parallel run of secondary.	Verify the end-point installation of existing cable to ensure all steps of the installation process were done to standard.

INCIDENT SUMMARY (FEBRUARY)

Electric - 3 Gas - 0 OSHA - 0 DART - 1 SIF Potential - 0 Serious Safety Incident - 1

**SIF Potential Event = Serious Injury/Fatality Potential*

EXHIBIT C



FUTURE FOCUS AREAS

When looking at the past incidents, SDG&E recommends targeting mitigation measures for:

- Procedural
- Vehicle
- Body Position

Please make sure to visit our bulletin board on ISN and read the latest communications at <https://www.isnetworld.com/BulletinBoard/asBulletinBoard.aspx>.

As of March 1, 2023, SDG&E has updated its grading to reflect compliance status, moving away from the letter grade system to now showing compliance status as Compliant, Conditional, and Non-Compliant. More info can be found on our bulletin board on ISN.

Let us know what you're seeing in the field so we can make our observations even better!

Questions or comments? General questions: SDGEContractorSafety@semprautilities.com

Reporting Incidents: [SDG&E Contractor Initial Incident/Event Notification \(smartsheet.com\)](https://smartsheet.com)

Contractor Safety Talks

Hot Work Permits

Special Points of Interest:

A friendly reminder that the deadline for contractors to sign the 2024 Class 1 Contractor Safety Manual Acknowledgment Form is May 10, 2024. If you haven't uploaded this form by the due date, your ISN grade will drop by 40 points.

So please make sure to get this Acknowledgment Form submitted by the due date!



Did you know:

Q: Once hot work is completed, how long should the Hot Work Permit be retained by the Contractor?

A: One year, per SDG&E's 2024 Contractor Safety Manual

Q: Can a contractor have an electronic version of the Hot Work Permit on site?

A: Yes, there can be a paper or electronic version of the Hot Work Permit as long as it is available onsite.

When performing any kind of hot work such as welding, cutting, or grinding, there are certain procedures to follow, required permits, and safe practices.

When performing hot work on any SDG&E project, ESP 113.1 along with the Contractor Safety Manual (CSM) should be referenced to ensure all procedures are being followed. The Hot Work Permit should accompany the tailgate form and should be onsite during construction activities adjacent to wildland fuels or at a Fixed Company Location. If a crew splits into two teams and is working in separate locations on a project, there should be a separate tailgate form and Hot Work Permit at each location describing the safety and fire risk associated with that location. The Hot Work Permits referenced in the CSM can be used or a company can use their own Hot Work Permit as long as it includes everything in the SDG&E Hot Work Permits at minimum.

First, all contractors are required to follow Cal/OSHA and their company hot work permit requirements when working anywhere. This includes providing a fire watch, who must remain 30 minutes after work is completed. Second, when working adjacent to wildland fuels or at Fixed Company Location. When required, there should be either a Designated or a Dedicated Fire Patrol present, which can be referenced in the Fire Risk & Mitigation Matrix in ESP 113.1. A Designated Fire Patrol is a crew member that is assigned the responsibility for fire prevention, risk mitigation, early detection of fires, and rapid extinguishment should one occur. This can be accomplished co-laterally with other work duties and should be documented on the tailgate form. A Dedicated Fire Patrol has the same responsibilities, but this will be their sole duty while on the jobsite and this position must be filled with an SDG&E Contracted Qualified Fire Fighter (QFF).

FAQ

Q: How do I learn more about SDG&E Hot Work Permit Requirements?

A: Go to ISNetwork Bulletin Board where both the CSM and ESP 113.1 can be accessed or click [here](#).



OBSERVATIONS FROM THE FIELD

During the past month, SDG&E safety observers performed jobsite inspections and observed 36,940 construction activities. Of these there were 272 at-risk conditions documented and corrected in the field. Of the at-risk conditions observed, 91% were low risk, with the majority of them being PPE gaps. There were 27 medium at-risk observations and 0 high risk observations during the month.

At-Risk Observations (March 2024)	At-Risk Behaviors
Job site housekeeping	There has been an increase in observations where the crew did not maintain good housekeeping on the jobsite, which created potential tripping or fall hazards for the public and the crew.

NOTABLE AT-RISK OBSERVATIONS

Medium-High Risk Observations (March 2024)	Potential Mitigation
Contracted crew was performing excavation work without having a valid dig alert ticket and mark outs in place.	A dig alert ticket must be obtained at least two working days, but no more than 14 calendar days prior to commencing any excavation activities.
While a backhoe was dumping some debris into the back of a work truck, there was a crewmember in the back of the truck at the same time trying to make room for more debris and ended up underneath the backhoe bucket. This employee was also not wearing a hard hat and put himself in pinch point zone.	Always wear the required PPE for the task being performed and be aware of your surroundings and potential pinch points or crushing hazards.
Crew was feeding branches into the chipper and was then using a rake to push the small vegetation into the chipper.	Ensure if feeding branches into a chipper that the proper tool such as a push stick is being utilized. A rake should not be used to push branches into the chipper.
Crew was working an active foundation hole in a high public access area. The crew had taken a lunch break and left the worksite unattended and the hole was not barricaded.	If not currently working on a jobsite, ensure the site is secured and all trenches/open holes are barricaded or covered for the safety of the public.

NOTABLE MONTHLY INCIDENTS/NEAR MISSES

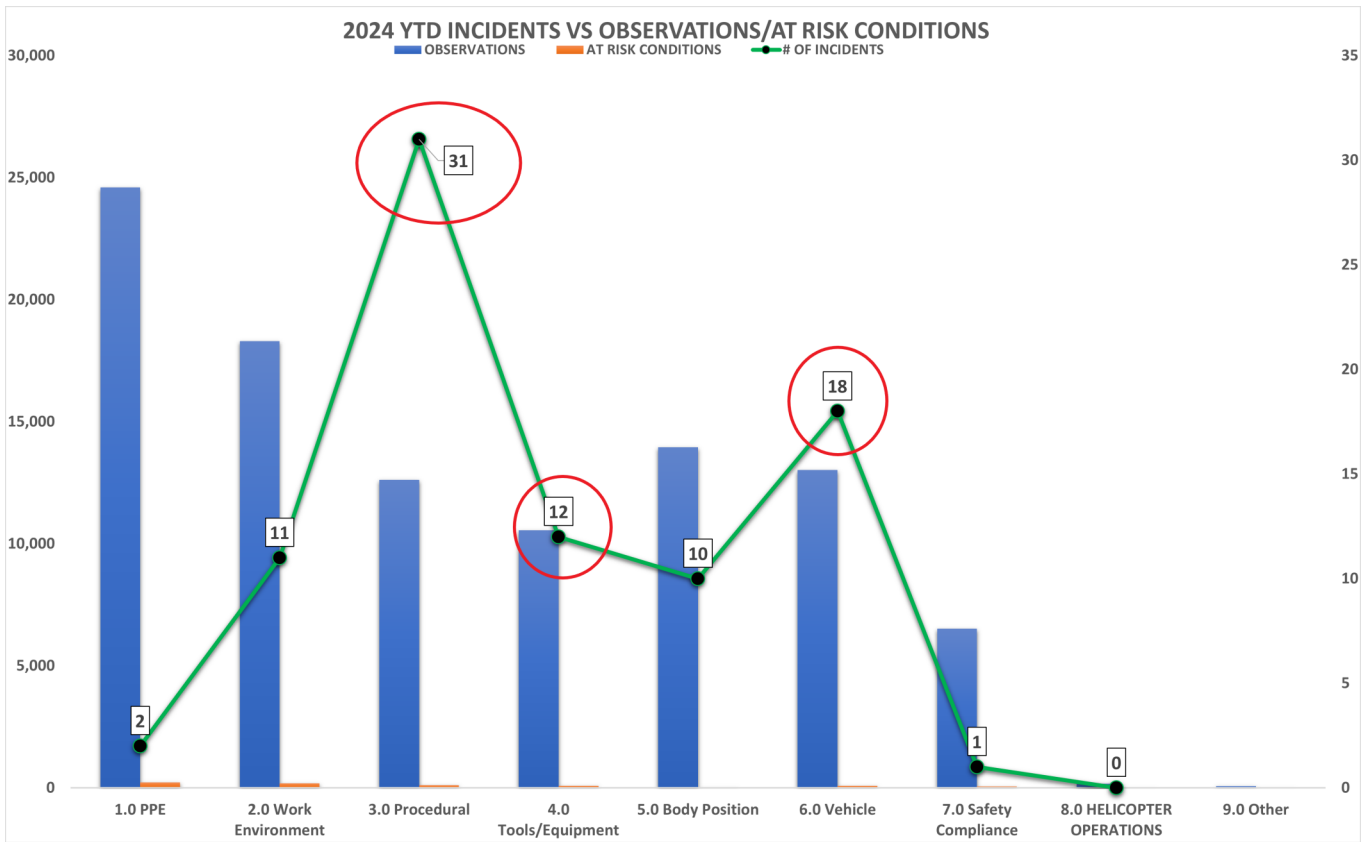
Incidents (March 2024)	Potential Mitigation
DART Case - A Foreman was using a 4lb sledgehammer to drive a pin into place to secure a backhoe bucket that was missing the cotter pin. Upon striking the pin, a piece of metal broke off from the tip of the pin and ricocheted back into the Foreman's chest. This resulted in the a small puncture wound in the chest area. The Foreman was taking to the nearest medical facility and treated for his puncture wound.	Removing the bucket from the backhoe prior to driving the pin in could eliminate the normal force/weight of the bucket and reduce resistive forces on pin when trying to drive it into place. The use of a soft metal hammer could have also reduced the risk of metal ricocheting.
DART Case - Crew member was attempting to lift a whacker out of a 3" trench when he felt a tightness and pain in his lower back. He was evaluated by a doctor and was determined to have acute back pain. This employee was placed off work for a few days and prescribed medication for the pain.	Utilize proper lifting techniques or a team lift to avoid a lower back injury.
OSHA Case - A crew member was cutting zip ties with a foldable utility blade when he lost his footing and slipped, causing his arm to slip and accidentally cut the surface of his stomach. This employee ended up needing stitches.	Ensure the correct tool is being used for the job. A safer tool such as cutting pliers could be a safer option when cutting zip ties.
Electric Incident - A contracted crew had installed 600amp T-bodies and during the re-energization process, the circuit restorer tripped due to the T-body not being properly connected to the conductor lug.	Perform a visual and verbal confirmation of the stud connection prior to energizing.

INCIDENT SUMMARY (MARCH)

Electric - 1 Gas - 0 OSHA - 1 DART - 2 SIF Potential - 0 Serious Safety Incident - 0

*SIF Potential Event = Serious Injury/Fatality Potential

EXHIBIT C



FUTURE FOCUS AREAS

When looking at the past incidents, SDG&E recommends targeting mitigation measures for:

- Procedural
- Vehicle
- Tools and Equipment

Please make sure to visit our bulletin board on ISN and read the latest communications at <https://www.isnetworld.com/BulletinBoard/asBulletinBoard.aspx>.

ISN Site Tracker Reminders:

- ISN Site Tracker data is due the 15th of every month for the previous month's work.
- If your company did not work on any SDG&E projects/sites during a particular month, please select "No Work Performed."
- Missing the deadline (15th) will result in a deduction of 40 points and may lead to your company's ineligibility to perform future work.

Let us know what you're seeing in the field so we can make our observations even better!

Questions or comments? General questions: SDGEContractorSafety@semprautilities.com

Reporting Incidents: [SDG&E Contractor Initial Incident/Event Notification \(smartsheet.com\)](#)

Contractor Safety Talks

Safe Trenching & Excavation Practices

Special Points of Interest:

A friendly reminder that the deadline for contractors to sign the 2024 Class 1 Contractor Safety Manual Acknowledgment Form was May 10, 2024. If you haven't uploaded this form by the due date, your ISN grade has drop by 40 points.

So please make sure to get this Acknowledgment Form submitted if not completed yet!



When planning for an excavation, there are various things that need to be done prior to actually breaking ground.

Any person planning to conduct any excavation activities will need an active Dig Alert ticket. They should contact the appropriate regional center (811) at least two working days (excluding weekends & holidays) prior to excavating and delineate the area to be excavated with white paint or other suitable markings. As an example, if you call in on a Monday, your Dig Alert ticket will be active on Thursday and that is when you can start excavating. This means any operation with earth, rock, or other material in the ground is moved, removed, or otherwise displaced by means of tools, equipment, or explosives. A Dig Alert ticket is typically valid for 28 days and must be renewed prior to its expiration date to be able to continue to dig legally. In addition to needing an active Dig Alert Ticket, an Excavation Permit is required when someone descends into a trench/excavation 5' or deeper and an [Activity Notification Form](#) should be provided to the appropriate Division district office at least 24 hours prior to activity for annual permit holders.

Once all utilities have been marked out, one should dig with hand tools to safely identify and expose those known utilities. Heavy equipment or pneumatic tools should not be used to determine the exact location of a known utility and should also not be used within the tolerance zone once a utility is exposed. Even if hard soil is encountered, hand tools should still be used or utilizing an alternative method such as a vacuum truck is acceptable if there is a mutual agreement obtained by the person digging and the utility owner. However, if certain conditions are satisfied, a person can use equipment other than hand tools to locate a utility, which can be referenced in [19 CCR 4501](#). If the utility's location cannot be determined or the mark outs are no longer clearly visible, 811 should be contacted for remark. Once all known utilities are exposed with at least 2' on each side, anyone working near the exposed utility should have situational awareness of the utility's location to prevent any unintentional damage.

Did you know:

Color codes for marking underground utilities.

White: Proposed Excavation
Pink: Temporary Survey
Red: Electric
Yellow: Gas
Orange: Communication
Blue: Water
Purple: Reclaimed Water
Green: Sewer

FAQ

Q: How do I learn more about safe excavation practices?

A: Go to "Cal/OSHA 1541 "General Requirements" and/or click [here](#)

A: Go to CA Gov't Code Section 4216 and/or click [here](#).

OBSERVATIONS FROM THE FIELD

During the past month, SDG&E safety observers performed jobsite inspections and observed 37,675 construction activities. Of these there were 251 at-risk conditions documented and corrected in the field. Of the at-risk conditions observed, 91% were low risk, with the majority of them being PPE gaps. There were 22 medium at-risk observations and 0 high risk observations during the month.

At-Risk Observations (April 2024)	At-Risk Behaviors
Lack of required PPE	There has been an increase in observations where the crew members are not wearing the required PPE such as a face shield or gloves when performing certain tasks.

NOTABLE AT-RISK OBSERVATIONS

Medium-High Risk Observations (April 2024)	Potential Mitigation
Groundman was observed feeding the chipper directly behind the centerline reaching in due to the branches being too small.	The use of a longer branch or push stick could be used to safely feed the chipper and should be fed from the side, not directly behind.
There were two welder helpers grinding on a pipe. One helper had all of their PPE on and the other helper, who was newer to the project, was persistent in not wearing their face shield when grinding.	When performing any hot work, workers or any others adjacent to the welding area should be protected by wearing the proper PPE such as flameproof shields or appropriate goggles.
An operator was lowering an 8x10 steel plate with the assistance of a spotter. Instead of using a shovel to help guide the plate safely to the ground, he used his foot to push the corner of the plate down.	When handling or working with steel plates, a tool should be used to guide the plate instead of using hands/feet so the worker avoids being exposed to a pinch point or a body part being crushed.
Without communicating to the Foreman that was above trimming, a groundman entered the active drop zone to haul out branches immediately so the homeowner's plants did not get damaged.	An active drop zone should not be entered to avoid potentially getting struck by falling objects or in this case, falling branches.

NOTABLE MONTHLY INCIDENTS/NEAR MISSES

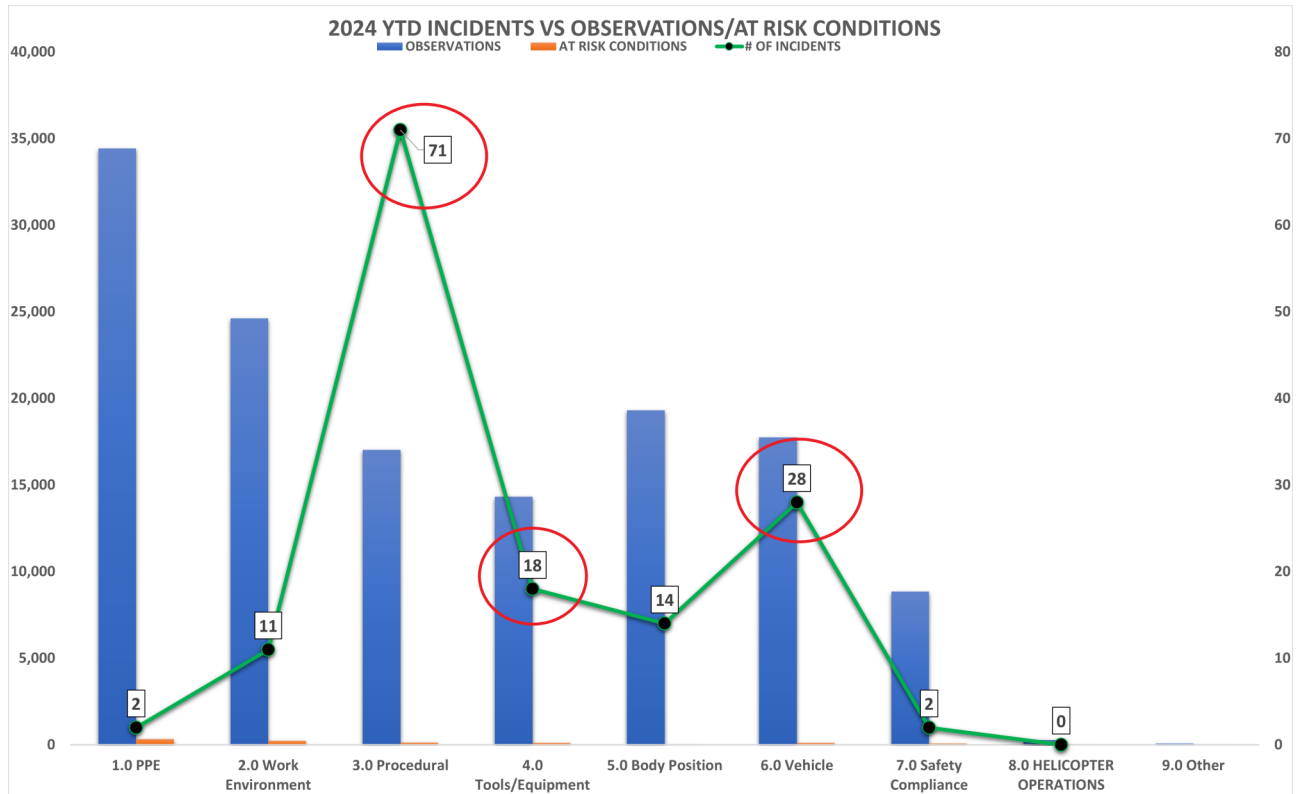
Incidents (April 2024)	Potential Mitigation
<p>Serious Safety Incident - At the end of the work day, a contracted operator was maneuvering a Reach Lift Forklift (RLF) to its designated parking area with the help of a spotter and had to drive down a narrow road that had a pond on the left side and an "8'10" sharp decline on the right side. The road started to sink down on the right side, so the operator extended the right outrigger in attempt to stabilize the RLF. The terrain beneath the front right section of the RLF gave way, which resulted in the RLF tipping over to the right with the operator seat belted in the cab.</p>	<p>Ensure all paths of travel are safe for vehicles or equipment prior to traveling. If the path is determined to be unstable, putting down plates could be a solution to ensure safe travel, especially if there is heavy equipment being operated.</p>
<p>SIF Potential Incident - A contracted crew had potholed and exposed all marked out utilities, including a 3" gas line. The crew decided to backfill the 3" gas line for its protection due to it being brittle and not wanting it to be exposed overnight. While extending conduit toward the intended location, a crew member utilized a Sawzall to cut the empty conduit as it was too long. While cutting the conduit, the crew member forgot that the 3" gas line was there. The crew member cut and damaged the existing 3" gas line positioned directly below the conduit, creating a significant loss of natural gas.</p>	<p>Maintain visual awareness of all marked out utilities and have an indication of the utilities location in the case the utility or mark out gets covered.</p>
<p>DART Incident - Using their leg for support, a worker was cutting a weed eater string with a pole pruner which was oriented towards their leg. While cutting, the worker slipped and cut their upper right thigh, resulting in the worker needing medical treatment.</p>	<p>If cutting, one should cut away from themselves and should cut against a solid surface for the most support.</p>
<p>DART Incident - Crew was re-tailgating to discuss the work plan for the rest of the day when a skid steer drove by over two steel road plates that were covering the trench. As the operator turned the skid steer while driving over the plates, this caused the plate to shift and stuck a crew member in the ankle, resulting in a few fractures.</p>	<p>Be aware of your surroundings and the potential hazards on the job. Maintain a safe distance from any equipment being operated.</p>

INCIDENT SUMMARY (APRIL)

Electric - 4 Gas - 1 OSHA - 0 DART - 3 SIF Potential - 1 Serious Safety Incident - 1

*SIF Potential Event = Serious Injury/Fatality Potential

EXHIBIT



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Date - March 27, 2023
Contractor Significant Injury
Outside Crew

Scope of Work: Replace two separate existing 80' wood pole H-frames set in steel caissons (corrugated galvanized pipe) with new 80' wood pole H-frames in steel caissons. The 36" x 33' long steel caissons with 15'6" useable space for pole embedment, which was pre-dug and installed by others before PAR West arriving on site, the caissons were set a minimum of 27' in the earth, resulting in a reveal at the work site in question of approximately 6'3" above ground level. The two existing H-frame structures are in a dry riverbed, the caissons are to prevent erosion of the structure in case of flash floods.



The days task: The crew left their show up at 10771 A, Almond Ave, Fontana, CA 92337 @ 05:00 AM PST to travel to the job site at the ROW s/o 34277 Daggett – Yermo Rd, Yermo, CA. 92398. The crew arrived in stages, all arrived at approximately 07:30 AM. The crew as is required by PWLC were in full appropriately rated FR inner and outerwear. The crew also wore appropriate hand, eye, and head protection. The crew held a documented iPad tailboard, discussing the hazards of the job, the heavy induced voltages, and the ways and means to mitigate the induced voltage hazards (establishing an extensive equal potential zone (EPZ)). The proximity of the Bug 33kv line to the south (which will be de-energized) and the energized double circuit 220kv line to the north. The crew also discussed what each crewmember's duties were, for example, the FM would operate the Digger Derrick (DD) and Truck Crane (TC) the three JJs would work aloft and perform the conductor work on the ground, the two GMs would perform the nonconductor groundwork (disassembly of the old structure, framing, loading, transporting). As required by PWLC & SCE the crew received their line clearance on the Kramer – Coolwater 115kv line and a clearance on the Bug 33kv line. The JJs went aloft in two separate insulated Bucket Trucks (BT) one on the north-west side and one on the south-east side of the H-frame, tested the lines as de-energized then proved the lines de-energized by installing personal protective grounds on either side of their work zone (bracketed) on the Bug 33kv and on the Kramer – Coolwater 115kv lines. The crew also grounded their TC and DD incorporating the non-insulated vehicles into the ground scheme. The crew understood the hazards of this corridor and used double 8' ground rods separated by

EXHIBIT D

approximately 6' and driven at least 5' into the earth at four locations on the 115kv line and 2 sets of 2 ground rods on the 33kv line. The soil conditions are deep sand but due to the recent rain, the soil was still firm and moist, thus providing good ground conduction.

Once protected the crew commenced work on the exiting H-frame structure. The three JJs remained aloft, they raised the conductors, relieving the strain, unpinned the shoes from the insulators then lowered the 954 conductors to their maximum floated position approximately 10' off the ground. The crew then rigged the TC load line using rated fiber slings to the steel spar arm at the top of the existing H-frame, cut both poles well below the steel lattice arm, and removed it to the disassembly area. The crew again rigged the TC load line to the remaining existing pole pieces protruding from the existing caissons and cut them at ground level, then moved the pieces to the disassembly area. At this point the crews working aloft came to the ground, discussed the exposed steel caissons as other grounded objects as they did during the tailboard and again before setting the first pole, even moving, and contacting the conductor to the caisson and hearing no buzzing nor observing any sparking assumed the caissons due to their proximity (12') to their driven ground rods, to be at the same potential as the EPZ (but never realized the caissons were a second point of contact and did not incorporate the two caissons into their EPZ). The center phase was in the way of setting the north pole, to mitigate this the crew installed a hold-down tag line to the center phase and snubbed it down using the deployed right rear outrigger as the anchor point, thus lowering the center phase to approximately 3 – 4' off the ground. The JJs began to remove the armor rod and suspension shoes from the old location and re-installed the rod onto the same conductor at the approximate new pole and insulator locations on all three conductors. The crew worked the conductors from the ground in leather gloves, personally protected in the EPZ. The men completed the wire work and readied to set the first pole which would be the North Pole. The crew rigged and placed the pole in the caisson with the TC they then used the DD to grab the pole and with JJ3 on the plumb bob, JJ1 & JJ2 began the task of plumbing the pole straight vertically and were in the act of canting the pole (rotating the pole clockwise and/or counterclockwise) to align the through bolt hole to receive the spar arm when the induced voltage contact was made by JJ1.

At approximately 10:40 AM, JJ1 (approximately 6'2" tall) was assisting in the correct placement of the pole in the caisson, he was accomplishing this by grabbing the top of the caisson in his leather gloved left hand for leverage and was guiding/pushing the pole with his right hand, the grounded conductor was contacting his left hip and upper left ribcage area when he received a life-threatening shock. JJ1 was standing still, the FM noticed smoke coming from JJ1 and noticed that JJ1 was hanging up on the caisson and conductor, jumped to the ground from the DD seat, and immediately made verbal commands to affect the rescue. The FM used an insulated live line tool "shot gun" to force JJ1's left hand from the caisson, other crew members gathered the AED, while JJ2 & 3 started CPR, they got the AED to him, lifted his pullover FR shirt to expose his bare chest, applied the pads, and the AED took over and administered one shock, the AED then instructed the men to resume CPR, which JJ2 & 3 did until JJ1 regained consciousness and told them to stop compressions on him. Simultaneously 911 was called, and the Fire Department arrived on foot, humping approximately a ¼ mile due to their fire truck being too heavy for the sandy road. The first responders assessed the situation asked for the center conductor to be raised out of the way, cut off the pullover FR shirt, stabilized JJ1, called for air rescue and got JJ1 ready for transport to Arrowhead Regional Medical Center in Colton, CA, approximately 64 air miles south of the induction site. JJ1 has survived due solely to the quick action of his FM and crewmembers who utilized the AED, their training, and personal perseverance to render aid and rescue their co-worker, this was recognized and relayed from the onsite paramedics to the life flight team and to PWLC

EXHIBIT D

Leadership who met JL1 at the Medical center in Colton. JL1's girlfriend, and sister who live locally, were contacted and arrived at the hospital, the mother and father of JL1 are driving south from Idaho to be with their son, and accommodations have been arranged.



EXHIBIT D



EXHIBIT D



EXHIBIT D



EXHIBIT D



EXHIBIT D