



TO:

All parties in interest

Via: E-Mail Transmission

DATE

03/18/2025

RE:

**Notice of Joint Red Book Safety
Committee Meeting for March
2025**

E-MAIL: JWEAVER@WESTERNLINENECA.ORG

The next 2025 Quarterly Red-Book Safety Meeting Date and Location is as follows:

- **Tuesday, March 25, 2025, at 1:00pm** at Cal-Nevada JATC Training Center in Riverside, CA

FYI, the **Minutes** from our last meeting held on **December 3, 2024**, will be posted for review/download on the [Chapter's Website](#) on or before **Monday, March 24, 2025**.

Thanks, and stay safe!

Jules W. Weaver
Chapter Manager

MEETING MINUTES
IBEW 47-1245 / WLCC-NECA JOINT SAFETY COMMITTEE
December 3, 2024
Cal-Nevada JATC – Woodland Training Center

Present:

Mgmt:

AJ Zartman- Chairman
James Stapp
Raul Guardado
Chris Burt
Scott Williams
Lito Wilkins
Shannon Marchbanks
Sonny Mendez
Chris Campbell
Ian Neff
Kenny Bruce
Tim Flanagan
John Huntsman
Marissa Gulla
Andrew Smoot
Zach Sasser
Chris Hess
Nick Salvucci
Chris Payner
Jason Falske
Ryan Ritchie
Loren Viurra
Casey Kelly
Scott Hudelson
Ed Antillon
Clayton Loback
Walter Posey
Ron Tilley
Jamie Henderson
Jason Alipio
Isaias Penaloza
Nathan Straub
Justin Greene
Aaron Johnson
David Manderson
Matt Morrison
Jules Weaver – Secretary

IBEW:

Ralph Armstrong
Ethan Stonecipher
Jesse Green
Casey Lavin
Cory Pederson
Charlie Randall

Cal-NEV
JATC/Guest:

Jimmy Skinner, Cal-Nevada JATC

Meeting called to order by Chairman Zartman at 1:00pm.

Chairman Zartman welcomed the group and had everyone introduce themselves. Mr. Zartman then introduced the Chapter's new Assistant Chapter Manager, Mr. Matthew "Matt" Morrison to the group.

Previous Minutes:

M/S/C to approve the Meeting Minutes of the Joint Safety Committee Meeting held on September 17, 2024.

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: Pinnacle Power and Teichert Line Services.

JATC Reports: Executive Director Skinner announced that the new apprentice tracking and management QuickBase program that has been developed over the last year is up and running and discussed the benefits of this new system with the group. Mr. Skinner then discussed various accidents/incidents involving apprentices since our last meeting, how behaviors are picked up by our apprentices and a general discussion followed. Mr. Skinner then went through our current apprentice statistics covering information such as how many apprentices we have indentured this year, laid off apprentices and climbing classes to be scheduled and the availability of online training on the apprentice's home page. In addition, he noted that the JATC is now putting on the OSHA 20-hour course and it is available for the Contractors and their employees to utilize. A general discussion followed, and it was noted again how important the Journeyman Lineman's role and responsibility is in training the apprentices and to the overall success of our JATC program.

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

Local 1245 - Northern California: Reported by Mr. Ethan Stonecipher and he discussed a fatality and how we can change behaviors and noted they had no additional accidents/incidents to report beyond those that were reported today.

Exhibits attached hereto:

Exhibit B – Contractor Safety Talks from SDG&E

Observations: It was noted that we had a couple of issues with transformers not matching the specs labeled on the transformers and that this emphasizes the importance of testing every time. In addition, we are still seeing way too many vehicle incidents reported and unnecessary accidents and incidents that are easily preventable. A discussion followed regarding the installation and use of Safety Dashboard Cameras. In addition, it was noted that every employee is responsible if you see something say something!

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 thanked the Red Book Subcommittee and Professional Safety for their work on the rewrite of the Red Safety Book and noted that ADP (industry publisher) is going to update the graphics and formatting of the Red Safety Book thanks to a grant from WLCC. Mr. Zartman noted that the revised Red Safety Book with the goal for the Red Book to be ready in PDF format by our next Meeting on March 25, 2025.
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 and the kickoff of the development of 2 more Safety Wallet - Helicopter Training programs focusing on Rigging of Loads and HEC. Mr. Weaver noted EICA is still working on the new Safety Wallet APP and hopefully it will be available for our next meeting. 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. WLCC President Stapp announced that he had accepted the resignation of Secretary Weaver as the Secretary of this Red Book Joint Safety Committee and he and the group thanked Mr. Weaver for his near 25 years of service as the Red Book Secretary. In addition, President Stapp announced Mr. Weaver has also resigned from his position on the IBEW/NECA Safety Committee and Mr. Weaver was thanked for his service on that Committee. President Stapp then announced that Mr. Matthew Morrison - Assistant Chapter Manager of WLCC will be replacing Mr. Weaver as the Secretary of the Red Book Committee and as a member of the IBEW/NECA Safety Committee, the group then welcomed Mr. Morrison into those positions.
2. It was noted that the **Red Book Subcommittee** is 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

3. It was also noted 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
Colin Lavin

Management Representatives

Jim Stapp
AJ Zartman
Walter Posey
Matthew Morrison

Next Meeting Date and Location:

Tuesday – March 25, 2025, at 1:00pm at the Cal-Nevada JATC Training Center located in Riverside, CA.

Meeting adjourned at 3:50pm

IBEW 47 - 1245 / WLCC - NECA 1st Quarter 2025 Accident/Incident Reports

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
Contractor Significant Accidents				
1/6/2025	Outside Crew	Injury	Lack of Awareness	Injury - January 6, 2025 , A crew had successfully topped the old, deteriorated pole down to ground level, then jackhammered around the old pole so they could install a setting chain to attempt removal of the old pole. An employee stepped into the area with his left foot where the jackhammer had been working to attempt to readjust the setting chain, when his left foot slipped on a rock, and his right leg remained in place. This put his right leg in an awkward position causing it to bend inward towards his left leg. The Foreman assisted the employee who was able to contact the mobile medical provider for treatment information.
12/23/2024	Outside Crew	Injury	Slip, Trip, & Falls	Injury - December 23, 2024 , An underground tech slipped and fell from a ladder during a vault inspection. There was a concern that oil was present on the surface of the water that was not visible from outside the structure. The underground tech was instructed to take a few steps down the ladder to verify there was no oil present on the surface of the water. While the tech was climbing down the ladder, they slipped and fell landing on the floor of the vault. The underground tech was able to get up and stated he was not injured but was a little sore.
12/23/2024	Outside Crew	Injury	Falling Object	Injury - December 23, 2024 , A crew was tasked with reconductoring 3 spans. Journeyman lineman (JL) 1 was on the ground operating in the hand line. JL 2 was working off the pole. The crew was working on a slope and JL1 chose the best spot to operate the hand line. JL1 sent up a traveler to JL2 working off the pole. JL2 removed the traveler from the hand line, when the traveler slipped out of his hand and fell to the ground. JL2 shouted "headache", but JL1 could not move out of the way due to the slope he was working on. The traveler landed across JL1s back causing some discomfort. The injured crew member was transported to the clinic where he was released shortly after.
9/16/2024	Outside Crew	Injury	Finger Injury	Injury - September 16, 2024 , During the replacement of an SCE power pole, E1 was tasked to install ground rods using a manual ground rod driver. E1 started to install the rod with the ground rod driving tool at about shoulder height. When at about mid-stomach level, the metal slide insert slipped off the ground rod. E1 was already in a downward motion and could not stop the momentum, causing a finger to get caught between the tool and rod.
9/16/2024	Civil Crew	Injury	Hip Injury	Injury - September 16, 2024 , Crew member (C1) was digging inside a 56" trench when suddenly some excess dirt and a piece of asphalt fell into the trench and struck crew member (C2) below on their right hip.
9/9/2024	Outside Crew	Injury	Ankle Injury	Injury - September 9, 2024 , While responding to a car hit pole, and after conducting a tailboard and completing the grounding, crews set up the trucks at the worksite and devised a plan to remove conductors and communication from the car hit pole. They discussed tensions and pinch points as one of the hazards in the tailboard. They offloaded 2 of the primary 336 ACSR phases that were still attached to the pole without incident. Then they focused on offloading the communication line. They hooked up the sand line from a digger derrick line truck to take the side strain out of the communication line to assist with the detaching from the pole. A Groundman removed debris from where the pole was on the ground and walked back to assist the Foreman as he removed the communication bracket from the pole. The Groundman noticed the rigging on the communication line and believed he was not putting himself in the bite. As he approached the Foreman, the communication bracket was loosened, and the communication line jumped up about 1 to 2 feet, striking the Groundman on the inside of his right ankle. He immediately walked away from the area and told the Foreman what occurred. The Groundman sat down, removed his boot, and ice was applied to his right ankle. After a few minutes, the decision was made to take him to a local hospital ER for evaluation. The hospital ER recommended that he see an orthopedic doctor for further evaluation.
8/5/2024	Outside Crew	Injury	Laceration of Eyebrow	Injury - August 5, 2024 , A fitter was attempting to replace a 2" flexible discharge hose on the fire suppression system. The discharge hose slipped off threads and struck him on the eyebrow, causing a laceration on right eyebrow (fitter was wearing appropriate safety glasses). Work was stopped immediately. Incident report was filled out and he met with on site services.
8/5/2024	Outside Crew	Injury	Hand Strike	Injury - August 5, 2024 , A three-man crew was loading a reel of 1" innerduct onto a cable dolly. An employee lifted the safety bar of the dolly into the upright position to unload/load a reel of cable. While loosening the bolt of the bar that holds the reel to the trailer, the safety bar swung down and struck him on his head. He was not wearing a hard hat.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
7/30/2024	Outside Crew	Significant Injury	Fractured Ribs & Elbow	Significant Injury - July 30, 2024 , This debrief is from an incident that occurred in April of 2024 where a contracted crew was working in an area where there had been rain the week prior, which did cause some erosion to the access roads on the project. At one point, the crew did need to install plates along one of the steep access roads to improve safety for vehicles and heavy equipment needing travel on that access road. There was also another access road that was flatter but narrower and had a pond on the left side and an "8'10" sharp decline on the right side as you exited the jobsite. When the crew was concluding work, the operator of Reach Lift Forklift (RLF) was driving to the designated parking area. The operator and Foreman decided the narrow access road was the safest route to take as the other access road was steeper and there did not appear to be any issues with this particular narrow access road. The operator began his descent towards the narrow access road with the assistance of two spotters, one in front and one in back of the RLF. The operator realized that he was coming in at somewhat of an angle, so he slowed down to straighten out the RLF and then proceeded. As he was crossing the narrow access road, the operator began to feel the terrain beneath the front right area of the RLF give way, so he attempted to put out the right outrigger to try to level out. At that time, the right side of the road gave way and the RLF rolled over to the right with the operator seat belted in the cab with ROPS (roll over protection system). The spotter and two other witnesses rushed over to help the operator out of the cab and the operator was taken to the hospital. As a result of this incident, the operator sustained two fractured ribs and a fractured elbow.
7/22/2024	Outside Crew	Injury	Finger Cut	Injury - July 22, 2024 , A digging crew was tasked to pothole around a structure. When one crew member used an eight-foot sharpshooter to break up the soil, his right pinky finger struck and was cut by a pipe protruding from an adjacent chain link fence. The crew immediately stopped work, administered first-aid, and notified their safety representative. After observing the dirty condition of the pipe, the injured worker had the cut cleaned at a local urgent care, where he also received six stitches. Other appropriate notifications were made.
7/15/2024	SCE Crew	Injury	Left Knee	Injury - July 15, 2024 , When an employee was plumbing a pole (using a plumb to ensure it was perfectly vertical), he stepped backward into a gopher hole, and his left knee twisted. The employee felt minor pain and completed his shift. He still felt pain the next morning and when he was in the yard (work base), he told supervision about the incident and requested to be evaluated by an SCE approved medical provider.
7/8/2024	Outside Crew	Injury	Cut on Foreman	Injury - July 8, 2024 , An employee was working from a bucket to skin secondaries and make connections. When he lifted his left arm to move the secondary tie wire, the tie wire cut his forearm (between his long sleeve and gloves). The employee was unaware he had been cut and was bleeding, but the foreman noticed and called an all-stop. The crew administered first-aid to stop the bleeding and the foreman notified supervision. The field supervisor arrived on-site and took the injured employee to an emergency room, and the operations supervisor met them there. The injured employee received four stitches. Appropriate notifications were made.
7/1/2024	Outside Crew	Injury	Light Headed	Injury - July 1, 2024 , A worker felt dizzy while working out in the field. He stopped work, rested in the shade, and drank some water. When he started to walk to the pole after a few minutes, he still felt a little lightheaded. The worker called his supervisor and was taken to a local clinic.
6/24/2024	Outside Crew	Injury	Left Hand Cut	Injury - June 24, 2024 , A worker was holding #4 solid copper wire in his left hand and when he used a knife to skin the wire, the knife slipped off the wire and punctured his left hand through his leather gloves. Crew members administered first-aid on-site and it was determined the injured worker needed to be evaluated by a medical professional. The general foreman drove him to an urgent care, where he received stitches and was released with work restrictions.
6/24/2024	Outside Crew	Significant Injury	Fracture Left Leg	Significant Injury - June 24, 2024 , A crew was tasked to use a reel lifter device connected to the winch line of a Digger Derrick 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, the crew flipped the toggle bar on the reel lifter device assuming it was now in its locked and seated horizontal position. 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.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
6/19/2024	Outside Crew	Significant Injury	Flash Burns Hands & Knees	Significant Injury - June 19, 2024 , In a substation, three contract planners and a contract lineman and groundman were conducting a vault inventory to identify equipment, cables, and duct for an upcoming project. A substation checker was on-site to support. Tailboards were held with all personnel to discuss work scope hazards and mitigations. Prior to entering the vault, air testing, forced ventilation, and heat scans were conducted. Once complete, the lineman entered the vault to begin his work. Shortly after entering the vault, the energized 4 kV lead conductor failed, and a flash occurred. After the flash, the lineman was able to exit the structure on his own, and burn gel was applied to the injured lineman's hands and knees. 911 was called and the injured lineman was transported to a local hospital by ambulance, then transferred to a regional medical facility. Appropriate notifications were made. It appeared the injured contract lineman was wearing the appropriate personal protective equipment (PPE) to work in the vault, but he still sustained flash burns to his hands and legs. SCE district crews were called to switch and restore power.
6/17/2024	Outside Crew	Injury	Heat Illness	Injury - June 17, 2024 , When a subcontractor worker performed construction activities associated with setting forms for concrete gutters, he felt ill, nauseated, and experienced cramping in his hands. The foreman directed the worker to go to the air-conditioned on-site office, sit down, rehydrate, and cool off. The foreman reported the worker's condition to the site safety officer (SSO) and requested the SSO observe the worker's recovery and rehydration. Other appropriate notifications were made. The worker recovered during the shift and left the site for scheduled days off. The SSO followed up during the worker's travel from the site to verify his condition improved.
6/10/2024	Outside Crew	Significant Injury	Fall Injury	Injury - June 10, 2024 , In a residential area, a five-man overhead (OH) crew was tasked to replace property line aluminum wire secondaries with aluminum triplex conductor, install a midspan wizard, and energize a new meter and service. From the ground, the foreman observed the lineman and apprentice who worked from the pole. The new aluminum triplex conductor secondaries got hung up in a tree near the foreman. The foreman climbed the tree (approximately nine feet up) and dislodged the secondaries. The lineman and apprentice lost visibility of the foreman because the tree obstructed their view. When the foreman descended the tree, he fell to the ground (for reason(s) unknown at this time). The lineman and apprentice on the pole heard the foreman fall and climbed down. The foreman was laying on the ground. He felt the wind knocked out of him, stated that he was okay, and went to his truck. He felt lower back pain, which increased, so he notified his field supervisor (FS) of the incident. The FS suggested the foreman contact the Injury Assistance Program (IAP) and offered to call an ambulance, but the foreman requested that his lineman drive him to an emergency room. The FS, Operations Supervisor (OS), and a safety advisor met the foreman and his wife and family at the hospital. Later that evening, the foreman was transferred to a medical center, where he underwent surgery. The regional manager (RM) and OS were at the medical center to support the family.
6/3/2024	Tree Crew	Injury	Finger Cut	Injury - June 3, 2024 , A two-man tree crew used the climb method to perform a routine tree trim in the rear of a residence. At one point during the job, the climber went to manually cut tree limbs with his handsaw. He held the tree limbs with his left hand and the saw was in his right hand. When the worker pulled back on his saw to initiate a cut, the blade cut his left pinky finger. The climber stopped work immediately and came down from the tree. He and his crew member administered first-aid and were able to stop the bleeding, and they contacted their general foreman. Other appropriate notifications were made.
6/3/2024	Outside Crew	Injury	Leg Injury	Injury - June 3, 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 3, 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 3, 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.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
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.
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	<p>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.</p>

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
Contractor Circuit Interruption Incidents				
1/27/2025	Civil Crew	CCII	Hand Digging	CCII - JANUARY 27, 2025, A contract crew consisting of two groundmen were tasked with digging and installing an anchor plate for a structure. The crew completed their job briefing and began their assigned task of hand-digging the anchor plate hole. The hole had previously been excavated to a depth of 5 feet by a different crew. The crew resumed digging by hand using a jackhammer to reach the required depth. At approximately 7 feet, they unintentionally contacted a 12 kV underground line, causing a circuit interruption. The crew immediately stopped work and notified management. Southern California Edison (SCE) was dispatched to assess the situation. No injuries or additional damage were reported. The incident was the result of an oversight by the crew in failing to positively locate underground service alert (USA) markings. After onsite review, USA markings were noted approximately 15 feet away on the opposite side of a fence. Dense vegetation and the separation from the roadway may have further contributed to the markings being overlooked.
1/6/2025	Outside Crew	CCII	Pruning	CCII - JANUARY 6, 2025, A Foreman was trimming branches away from open wire secondary lines to prevent the wind from causing the vegetation to contact the lines. Instead of repositioning himself to get a better view of where the final cut would be or piecing apart the branch and removing smaller branches to give the engaged observer a better view, the Foreman attempted to remove the whole branch from the main leader with limited visibility. This resulted in the Foreman hooking the service wire with the pole pruner. There were no injuries reported.
1/6/2025	Outside Crew	CCII	Lack of Awareness	CCII - JANUARY 6, 2025, A contract electrical crew was preparing to install insulators in a 66kV substation switchrack. Crew members informed the SCE checker they were going up in the manlift and identified hot lines and positions. When the crew raised the manlift, a section of the boom made contact with an energized conductor causing an electrical flash, resulting in a circuit interruption and no injuries.
12/23/2024	Outside Crew	CCII	Lack of Awareness	CCII - December 23, 2024, The crew was tasked with repositioning a reach forklift to remove the mast rigging for a cable spool. As the operator pulled forward, he also turned the lift and the end of the forklift clipped a nearby light pole. The light pole fell over with the secondary wiring still intact. The Contractor Site Representative (CSR) was notified, and SCE Test came out to de-energize the light circuit. No one was injured and no other damage done.
11/11/2024	Outside Crew	CCII	Operator Error	CCII - November 11, 2024, A crew hand dug to approximately 30" before using the Digger Derrick to finish digging the anchor hole when they came into contact with primary voltage. Crew caused outage.
10/29/2024	Civil Crew	Primary Cut	Improper USA	CCII - October 29, 2024, A civil crew was assigned to a job that involved setting a transformer (TX) pad, removing and replacing a secondary box, and proofing a 4-inch conduit that would be intercepted and rerouted to the new TX pad. Before proceeding, a Qualified Electric Worker (QEW), a Line Equipment Man (LEM), and the Foreman began the process of proofing the conduit. The 4-inch conduit had already been windowed and confirmed to be vacant by a previous crew. The crew installed wooden wedges to create a gap between the vacant conduit and the adjacent power cables, which were suspected to be primary lines. At that point, the LEM and the crew noted they could see around the conduit and removed three inches of dirt from underneath it. The LEM then started cutting the conduit using a Milwaukee Sawzall equipped with a 6-inch blade; however, he mentioned the blade was not long enough for the task, so they switched to a 12-inch blade and continued cutting. Shortly after, the blade made contact with and damaged an unexposed primary line located beneath the 4-inch conduit. This caused an arc and a flash, resulting in a fire. The crew immediately used their fire extinguishers to put out the fire while the Foreman made emergency calls to 911, PG&E, and 811. After receiving approval from PG&E, the line crews were dispatched to handle repairs. Following an investigation and further excavation of the area, two exposed concentric primary cables were discovered. It was determined that the wooden wedges had inadvertently pinned one of the concentric wires against the 4-inch conduit, and what they were attempting to protect was the secondary cables but the primary's were never exposed. Repairs were completed, and power was restored at midnight.
10/27/2024	Outside Crew	CCII	Abandoned Cable	CCII - October 27, 2024, An outside crew was called on an emergency tag to finish a task PG&E had started. The scope of work was to remove a switch install straight splices and abandon a run cable. On the other side of the street, the civil crew intercepted the existing conduit and installed a 3x5 primary box. They rerouted one run of primary, feeding a radial Pad-mount. The civil crew intercepted existing conduits and installed new splice boxes. The crew then installed two 4" conduits from the new #5 box that will have a new 3way-3way 200amp switch. The crew cut out existing straight splices and installed two new sets of straight splices to a new three-way switch. After completing all splicing, the crew removed the grounds and reported off. The crew then put connections on T-3118 and proceeded to C-3119 and set up to put cables back on connection, then went beyond C-3119 to de-energize C-3119 and put cables back on connection. Upon completion, the crew re-energized the shutdown area, and that's when the fault occurred. After energizing, the crew heard a loud pop, recognizing the sound as a blown fuse. The crew then started to troubleshoot. During the troubleshooting, the crew found the trouble at C-3118- 3118 where an abandoned cable was placed on a feed-through bushing causing to fault at C-3117, where the cable was previously cut off flush with the wall inside the enclosure. After finding the trouble area, the crew de-energized and removed said abandoned cable from the feed-through bushing and reinstalled the candled elbow.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
10/21/2024	Outside Crew	CCII	Operator Error	CCII - October 21, 2024, A crew was assigned to replace an anchor on a structure. The crew hand-dug down five feet to ensure they were clear of any utilities before operating the auger. During the augering process, the old anchor plate struck, causing the existing down guy to tighten. As a result, the secondary pole broke at the communication cable level, and a splice near an adjacent pole failed, leading to a power outage for two homes. The foreman promptly called an "all stop," and all necessary notifications were made. It was determined that the crew could make the area safe, and troublemen were dispatched to create a repair order. No injuries were reported.
10/14/2024	Outside Crew	CCII	Operator Error	CCII - October 14, 2024, Crew1 began potholing at a location for a proposed pull box. They met with Crew 2, scheduled to take possession of the area the next day. As a result of their shared findings, Crew 2 felt confident there were no conflicts within the proposed area and proceeded to continue the excavation. They took possession of the area and utilized hand tools, along with backhoe assistance, to continue removing soil from the proposed pull box location. They were pushing the loose dirt into the previously excavated hole with shovels allowing the backhoe to remove the loose soil accordingly. When the loose soil was completely removed, the operator slowly proceeded with excavating the remainder of the location and inadvertently struck and damaged a CIC line. The line did not flash however did emit a small number of sparks which prompted the spotter to immediately stop the operator's movements. The crew immediately stopped work, secured the area, and prompt contact was made with the SCE Inspector, AER, FCC Superintendent, dig alert, and the FCC Safety Team. The SCE troubleman arrived on site and additional SCE crew support arrived to evaluate and stabilize the situation. Upon receiving verification from the electrical crew that the lines in the excavation were de-energized, the crew began to prepare the excavation for the E-Crew and the necessary repairs to the damaged facility. All repairs were completed, and the customer's power was restored.
10/14/2024	Outside Crew	CCII	Operator Error	CCII - October 14, 2024, A crew was tasked with replacing old cable in conduit (CIC) with new cable. Recognizing a splice per SCE circuit map on a stuck run of cable, the foreman decided to dig in that location. Before digging, the crew installed a temporary shoo-fly in the street/gutter area from transformer to transformer to minimize the outage time. After the temporary shoo-fly was energized, the crew uncovered the old splice with a mini excavator, then removed it. The spoil pile created from the mini excavator was put onto a dirt blanket laid on top of the temporary shoo-fly in the street/gutter area. After repairs were made to the CIC and new cable was pulled in, two crew members went to the south transformer and two crew members went to the north transformer to terminate and safe end the new cable pulled in. Two crew members went to the dig location and started to backfill the pothole where the old splice was uncovered. The operator of the mini excavator was focused on the newly installed CIC and not on the energized temporary shoo-fly. The spotter and operator stopped backfilling the hole and discussed how they were going to secure the job site and come back the following day to finish backfilling and to de-energize the temp shoo-fly and energize the newly installed CIC. After the discussion, the spotter started walking away from the site to his truck and the operator made the decision to put another scoop of dirt in the hole. It was during this time that the operator forgot about the energized shoo-fly and the spotter was not present to stop him leading to the bucket of the excavator striking the energized run of cable and causing the Branch Line Fuses to open. No Flash occurred and no one was in the vicinity of the fault, the crew members became aware of what had happened from hearing the branch fusing opening.
10/7/2024	SCE Crew	CCII	Improper Switching	CCII - October 7, 2024, While switching at a substation to place the 3 bank 115/12Kv on the transfer bus for testing, half of the station's load was inadvertently dropped. The switching procedure was incorrect because it did not account for rolling the bus tie 12 kV CB to the outer bus. The procedure was followed as written.
7/22/2024	Outside Crew	CCII	Switching Errors	CCII - July 22, 2024, A crew was tasked to land new cable onto position 3 at two different underground gas switches, on two 12 kV lines. Four SCE troublemen (TM) were on-site to perform switching. There were No-test orders on both lines, with a clearance point at open and grounded position 3 on both switches. The crew landed the new cable at the gas switches and prepared for the circuits to be energized. When workers went to phase across positions 3 and 4 at one of the gas switches, they matched the colors on the cable instead of identifying and matching the phase letters (e.g., A, B, C). When phasing was complete, a TM rigged the switch and when he performed the switching, both circuits locked out. The crew immediately called an all-stop, the foreman confirmed all workers were okay, and appropriate notifications were made.
7/1/2024	Outside Crew	CCII	Switching Error	CCII - July 1, 2024, A line crew foreman released his clearance on a 16 kV line and declared a remote sectionalizing recloser (RSR) not ready for service. Two SCE troubleman supporting the switching completed their portion of the switching program to return the circuit to normal. However, the step to close a bypass switch at that RSR was skipped. When the next step in the switching program was performed (open position 2 on a RAG remote control switch), the unplanned outage occurred.
6/24/2024	Tree Crew	CCII	Operator Error	CCII - June 24, 2024, A tree trimmer working from a bucket finished trimming a 25-foot tree. When he maneuvered the boom to stow the bucket, the bottom of the bucket rubbed the top phase of the vertically stacked secondary lines underneath, and one of the phases (damaged from weather) came apart. The dedicated work spotter stated he attempted to stop the boom operator but did not stop him in time to avoid contacting the line. The crew foreman called his general foreman. Other appropriate notifications were made and a troubleman was dispatched to the incident location.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
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.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
Contractor Other Incidents				
2/3/2025	Civil Crew	Property Damage	Forklift	Property Damage - February 3, 2025 , Due to incoming bad weather and limited time left in the day to finish work, the Civil Foreman started a rough terrain forklift to be able to move concrete pull boxes into their location. Before the other workers arrived at the work area to act as the spotter, the Civil Foreman began to reverse the forklift without seeing the 6-foot-tall light post situated behind the unit. He struck the light post knocking it over to the ground. This caused the light post to be knocked to the ground and damaged the flexible conduit that fed a junction box at the bottom of the post. Work was stopped and the event was reported to the SCE Site Rep, as well as the contractor management team.
2/3/2025	Civil Crew	Customer Complaint	Aggressive Interaction	Customer Complaint - February 3, 2025 , During an inspection, a team encountered a locked gate and couldn't reach the homeowner. They proceeded with the drone inspection as the pole was visible. The homeowner then approached, questioning the inspection's authorization. The pilot confirmed it and explained the notification process. The homeowner, who said they hadn't received any notice, hypothetically asked about liability for shooting down the drone. The pilot stated it would be illegal. The homeowner declined to review the authorization documents, took photos of the pilot's truck, and expressed concerns about his daughter being outside. The pilot assured him only the pole was photographed. The homeowner then returned inside their property without further incident.
2/3/2025	Civil Crew	Customer Complaint	Aggressive Interaction	Customer Complaint - February 3, 2025 , Two field techs were collecting data for pole loading and walked across the street to take span photos. They stood on the sidewalk at the south corner of the adjacent home to the south when a customer verbally threatened both field techs with aggressive and profane language. As soon as the customer started to yell, both planners left the area without saying anything and made it safely back to their vehicles that were parked on the adjacent street.
2/3/2025	Civil Crew	Property Damage	Gas Line	Property Damage - February 3, 2025 , A two-person pole hole digging crew was hand digging in preparation for pole replacement when a worker struck a privately owned PVC gas line with a shovel as part of the hand digging process.
2/3/2025	Civil Crew	Close Call	Proper set-up	Close Call - February 3, 2025 , A contract crane operator was moving counterweights. While doing so, the Operator was unaware that the Oiler had slightly lifted the front outrigger that is positioned under the cab of the machine. All other outriggers (4) were in place and level. As the Operator was lifting the weight out to load it onto the trailer, he felt the front end of the machine drop slightly and he immediately lowered the weight to the ground on the side of the trailer. After further review, the operator and oiler missed a step in the disassembly process.
2/3/2025	Tree Crew	Vehicle Accident	Wet Road Condition	Vehicle Accident - February 3, 2025 , A tree crew was driving a 2020 Freightliner aerial lift truck in wet road conditions from the rain. While in motion, the vehicle lost control and veered toward the right, crossing over a divider bump that separates the freeway entrance. As a result, the vehicle overturned onto its side. The two occupants were secured by their seat belts and remained inside the vehicle. Both individuals exited safely with no reported injuries. No other vehicles were involved in the incident. Emergency responders, including CHP and medical assistance, arrived on the scene. Management and SCE were notified.
1/27/2025	Civil Crew	Property Damage	Excavation	Property Damage- January 27, 2025 , While trenching with a backhoe, APC crew damaged (2) exposed 4" frontier empty conduits at a depth of 60".
1/27/2025	Civil Crew	Property Damage	Excavation	Property Damage- January 27, 2025 , A crew was trenching to establish a connection between the existing sewer main line and the property when the excavator struck and damaged the main sewer line. Immediate actions were taken to halt work, assess the situation, and notify the appropriate authorities to facilitate repairs. The incident is under review to determine the root cause and implement measures to prevent future occurrences.
1/27/2025	Civil Crew	Property Damage	Excavation	Property Damage- January 27, 2025 , Upon excavation of a vault, existing underground conduit was damaged by an excavator bucket. The utility line was marked by ground penetrating radar (GPR) at the existing camera pole foundation. But it was not off set marked when rock spread was removed to begin excavation. The damaged existing line was not on current prints and was not verified or checked on older revision prints. The contents inside the line were not damaged.
1/27/2025	Outside Crew	Close Call	Workplace Violence	Close Call - January 27, 2025 , After completing several inspections without incident, a two-person inspection crew spotted a sign attached to the pole they were tasked with inspecting. Upon review of the images, they identified that the message written on the pole was a direct threat to SCE employees regarding recent Public Safety Power Shutoffs (PSPS). Upon reading the message from the sign, the crew immediately left the area and followed the chain of command to contact their supervisor, and the SCE Edison Security Operations Center (ESOC).
1/27/2025	Outside Crew	Vehicle Accident	Icy Road	Vehicle Accident - January 27, 2025 , A worker was tasked with visiting various job locations in the area to provide snow cables to crews in need when he stated that he lost control of his vehicle due to icy road conditions. He was traveling approximately 20 mph on a downhill slope. He turned into a snow embankment which caused the vehicle to roll over. He was helped by a motorist following behind him. California Highway Patrol (CHP) arrived at the scene and worker declined treatment by emergency medical services (EMS).

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
1/27/2025	Outside Crew	Unexpected Hazard	Vehicle Backing	Unexpected Hazard - January 27, 2025 , After a morning safety meeting, field personnel left the staging area in their vehicles. During set-up, one of the workers was backing their support truck, they checked for clearance and stopped. A biology monitor then drove their vehicle behind the truck, which backed up again, causing a minor collision. There was a small scratch and dent on the biology monitor's vehicle. There were no injuries caused by the accident.
1/20/2025	Civil Crew	Property Damage	Trenching	Property Damage - January 20, 2025 , A crew was tasked with excavating to install new conduit. After walking the jobsite for identifying underground service alert (USA) marks, the crew began to excavate. The spotter saw water intruding the excavation and noticed they had struck an unmarked water service and called for an all stop.
1/20/2025	Civil Crew	Property Damage	Trenching	Property Damage - January 20, 2025 , A crew was excavating a hole for the installation of a new anchor. While excavating with their hand tools, they damaged an unmarked/unknown communication cable. Work was stopped and the area was secured. Proper notifications were promptly made to the Superintendent and SCE Representative.
1/20/2025	Civil Crew	Property Damage	Trenching	Property Damage - January 20, 2025 , An unidentified PVC water line was damaged by a crew while excavating a trench. The conduit was at about 24" below grade and the trench was at 28" below grade. The water line was damaged by the force of the excavator. Work was stopped immediately, water was turned off, and repairs were made within an hour.
1/20/2025	Civil Crew	Property Damage	Trenching	Property Damage - January 20, 2025 , A crew was removing asphalt with a backhoe when a mismarked utility was damaged approximately 13" below grade. It was a mismarked underground facility. The Foreman immediately stopped work and contacted their Superintendent, Safety Team, an SCE Inspector, and notified DigAlert 811.
1/20/2025	Civil Crew	Property Damage	Trenching	Property Damage - January 20, 2025 , While excavating with a backhoe to install 3" duct for a damaged streetlight cable, an unmarked 1 1/2" Orange subduct containing fiber optic cable was damaged at a depth of 33".
1/20/2025	Civil Crew	Property Damage	Trenching	Property Damage - January 20, 2025 , While conducting trenching operations with a backhoe, the equipment operator inadvertently struck and damaged marked cable TV lines in 2" conduit. The operator failed to realize that there was a previously exposed and verified utility present due to the markings being covered by soil from digging into the dump truck.
1/20/2025	Civil Crew	Property Damage	Trenching	Property Damage - January 20, 2025 , While excavating with a backhoe, the operator placed the outrigger on a sheet of plywood laying on the grass to protect the area from being damaged. After setting the outrigger on the plywood, the operator continued with trench excavation and suddenly encountered a pocket of dense material pulling the backhoe forward. When the backhoe shifted forward it slid the plywood into an adjacent gas meter box causing damage to the structure, and a fitting on the top of the gas meter.
1/13/2025	Outside Crew	Injury	Hand Injury	Injury - January 13, 2025 , A lineman was in the process of conducting a reframe from a bucket. Having secured the pole with the digger claws, the lineman used his bucket jib to relieve tension. After loosening the top bolt, he was loosening the bottom bolt when the arm came off and pinched the tip of his left thumb in between the bolt and the arm. The pole being worked on had extensive fire damage. It is unclear why the arm came off but was likely due to movement of the pole or bucket.
1/13/2025	Tree Crew	Injury	Hand Injury	Injury - January 13, 2025 , An employee was trimming a 8" diameter breast height (DBH) multi-stem with his groundman, when the employee reached to cut a branch with a hand saw in his right hand. He lost balance, nicked his left thumb and descended from the tree. The employee was wearing cut resistant gloves at the time. 1st aid was administered at the jobsite and the employee worked the remainder of the day.
1/13/2025	Civil Crew	Close Call	Workplace Violence	Close Call - January 13, 2025 , A biologist and a construction crew arrived at a property to perform water monitoring. When they first arrived, homeowner 1 came out and let the biologist and the construction crew know that they could not work on his property as he had not been alerted of any upcoming work. A nearby neighbor also came out who was unhappy that they were there. The biologist and construction crew realized that they were at the wrong address. The correct homeowner (homeowner 2) approached the biologist who was still in their car and put his hands on the biologist's car window, which was down, and they began to curse and yell at the biologist, at times pushing his head into the car window while cursing and yelling. The biologist tried to tell the homeowner to stop yelling and was trying to de-escalate the situation. The homeowner eventually walked away. Both the construction crew and homeowner 1 witnessed the incident but did not intervene. After homeowner 2 walked away, the crew foreman told the biologist to disregard homeowner 2 in a way which led the biologist to assume that the crew had encountered a similar incident with homeowner 2 previously. With the crew onsite, and after consulting with the biologist firm safety representative, and notifying their employer, the biologist felt safe staying onsite and completing the work
1/13/2025	Tree Crew	Property Damage	Vegetation	Property Damage - January 13, 2025 , While performing a routine removal operation, a climber/cutter was hand-tossing limbs and debris into an established drop zone. One of the limbs that was cut, slipped out of the grip of the climber, causing the limb to fall onto a shed roof that was beneath the climber, causing damage. A work stoppage was called, and the crew notified their General Foreman.
12/30/2024	Outside Crew	Property Damage	Trenching	Property Damage - December 30, 2024 , An electrical contractor was trenching to install a conduit when they damaged a critical waterline. The first line was struck with the weight of the backhoe bucket. The tracer tape was within 5 inches of the water line that was compromised (normal depth of tracer tape should be a min of 12 inches). The second line was compromised with a shovel during the pot holing process. The work was immediately stopped to ensure the safety of the crew and to prevent further damage.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
12/30/2024	Outside Crew	Close Call	Close Call	Close Call - December 30, 2024, Two contractor employees visited a property to perform work when they were confronted by the property owner, who had a holstered firearm at their hip, and yelled at the employees to leave the property. As the employees got into their truck and were leaving the property, another individual confronted the truck and attempted to assault one of the employees through the passenger window. The employees were not injured and were able to safely evacuate the property. The incident was reported to law enforcement, and the property (and an adjacent property) have been flagged and added to the red list to prevent anyone from returning to this location in the future.
12/23/2024	Outside Crew	Close Call	Close Call	Close Call - December 23, 2025, After a car collided with a pole, two troubleman responded to the scene. Upon arrival, they found an energized wire on the ground. They proceeded to de-energize the circuit to the end of the line (EOL). The troubleman documented the incident and had the planner, who was pole loading, stand by until a crew arrived due to other pending calls. Later that morning, the planner noticed some buzzing and slight arcing and called the troubleman back to the site. The troubleman arrived and observed the same issues, so he opened the branch line fusing, which stopped the buzzing. The troubleman then proceeded to another call. When the contract crew arrived, they tested the line and found it was still energized. They called the troubleman back out, and a different troubleman responded. After conducting all necessary checks, the troubleman discovered that the line was being back-fed from a box loop. Position B was mapped as a normal open but was found closed in the field. The troubleman isolated the box loop, and the job was completed without incident. Investigation to follow
11/11/2024	Outside Crew	Property Damage	Driver Error	Property Damage - November 11, 2024, A driver pulled into gravel area near 13.8kV switch rack and performed inspection. Upon finishing inspection, he backed up and did not see the yellow bollard/crash post in his blind spot. The crash post was below the tailgate level and driver did not see it when looking over his shoulder. He scratched the driver's rear door of vehicle
11/11/2024	Outside	Property	Driver Error	Property Damage - November 11, 2024, A technician was parking his vehicle at the work site and failed to see the guy wire. While backing
10/28/2024	Civil Crew	Property Damage	Operator Error	Property Damage - October 28, 2024, A crew was excavating with hand tools when a natural gas service line was damaged.
10/28/2024	Civil Crew	Property Damage	Operator Error	Property Damage - October 28, 2024, During excavation, a crew hit and damaged a marked line they had missed, located 6-8 feet from the trench. The error was due to lack of thoroughness in preparation and excavation.
10/14/2024	Outside Crew	Equipment Failure	Close Call	Equipment Failure - October 14, 2024, A crew was using a 3/4" diameter rope run up through a pulley and connected to a conductor grip by use of a bowline knot, that would grab the existing 1590 conductor that was to be removed. The other end of the rope was attached to a telehandler with a bowline knot used to apply tension to the rope and conductor to remove the conductor from its termination to the A frame. As the rope was fed through the pulley system, it was visually inspected each time it was used for signs of defect. Once the conductor was freed from its termination to the A frame, the conductor was then be lowered to the ground. This was done on 8 of 9 conductors with no issues. On the 9th conductor removal, as tension was being applied to the rope to remove tension from the conductor, the rope snapped at the bowline knot at the telehandler location. The conductor was still attached to its termination point on the A frame so the conductor did not fall to the ground at this time. There was no damage or injury caused by this near miss. Workers were instructed to stay out of the drop zone so even if this failed during the removal of the conductor, workers on the ground were not in the line of fire nor would the workers at heights in the line of fire.
10/14/2024	Outside Crew	Property Damage	Driver Error	Property Damage - October 14, 2024, A crew member was talking to their point of contact while stopped on the track of a gate. The gate begin to close, hitting the crew member's vehicle. The crew member did not pay attention to the gate closing. There is no damage to Edison property.
10/14/2024	Outside Crew	Property Damage	Driver Error	Property Damage - October 14, 2024, A 3-man crew was driving back to their staging yard, at the end of their workday, on a winding, narrow, and steep road. While navigating a sharp bend, their vehicle lost control and tipped over, landing safely on the side of the road. The vehicle was traveling at approximately 24 MPH , below the posted 35 MPH speed limit. The crew exited safely and did not require medical attention. No other vehicles or individuals were involved.
10/14/2024	Civil Crew	Injury	Right Leg Injury	Injury - October 14, 2024, A crew was in the process of installing shoring when a section of the trench collapsed causing a piece of asphalt to strike one of the crew member's right leg. The trench was 40 inches deep. Supervision decided crew member should be taken to clinic for precautionary measures
10/7/2024	Outside Crew	Property Damage	Driver Error	Property Damage - October 7, 2024, A crew was transporting equipment to a tower using a Polaris Ranger UTV. The crew had loaded all four pieces of the B1 temporary bracing steel kit onto the vehicle, creating a top-heavy condition. As they navigated the uneven terrain, the driver pulled up on a slight slope, which further compromised the vehicle's stability, causing the UTV to tip over on its side.
10/7/2024	SCE Crew	Property Damage	Driver Error	Property Damage - October 7, 2024, While trying to position UDI vehicle, an employee made contact with customer mailbox structure on the backside of curb.
10/7/2024	SCE Crew	Property Damage	Driver Error	Property Damage - October 7, 2024, A switching station worker (SW) was pulling over on the road for another vehicle to pass. In doing so he struck a barbed wire fence. The top wire of the fence came undone from the post and scratched the truck. He and the crew repaired the fence.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
10/7/2024	Outside Crew	Property Damage	Driver Error	Property Damage - October 7, 2024, driver was enroute to the job site, when he fell asleep. The driver crossed the oncoming lane at approximately 30 mph and drove off the paved road surface. Once the vehicle came to a stop, he was able to exit the vehicle and walk to a safe place. The driver was the only occupant in the vehicle, and he was not injured
10/7/2024	Outside Crew	Customer Complaint	3rd Party Issue	Customer Complaint - October 7, 2024, A crew arrived for a scheduled inspection and met with an agitated property owner. After explaining the necessary work around each pole, the owner questioned the crew's authority and refused to allow tree cutting. The crew assured him they would submit his request for further documentation. They owner then made a remark about "needing good workman's compensation insurance when you return"
10/7/2024	Outside Crew	Customer Complaint	3rd Party Issue	Customer Complaint - October 7, 2024, A crew was excavating when a hostile homeowner sped up to the work area with combative behavior. The homeowner hit cones that were used for traffic control in the work area, and also got out of his vehicle swearing at the crew.
10/1/2024	Outside Crew	Property Damage	Driver Error	Property Damage - October 1, 2024, A LEM was involved in a vehicle rollover while driving TH-126, a Kenworth 880 Slinger Truck, on Highway 70 near Belden, CA. At the time of the incident, EE was traveling in the southbound lane, hauling approximately five yards of base rock back to Rodgers Flat. According to the EE's account, he engaged the truck's compression release brake ("Jake brake") to reduce speed before approaching a corner. Shortly thereafter, he encountered a bump in the road, which caused the steering wheel to pull slightly to the right. This caused the front right tire to veer off the asphalt and onto the dirt shoulder. In an attempt to correct course, he steered left, but this caused the right rear dual tires to slip off the pavement onto the dirt shoulder. As the right rear tires contacted the edge of the pavement, which had a 3.5-inch drop-off, the vehicle began to slide. When the rear tires regained full contact with the roadway, the truck tipped over onto its right side. The vehicle slid approximately 70 feet, coming to a stop near the Feather River west side embankment, blocking the northbound lane. EE exited the vehicle through the driver's side and appeared uninjured. Basin TC immediately established an emergency T-13 closure, and Cal-Trans took control of the scene shortly thereafter. The General Foreman contacted 911, dispatching CHP officers to the site. Quincy Towing Services later recovered and removed the truck from the roadway. The on-site Safety Representative was informed and promptly conducted an internal investigation after checking on the driver. On-site Safety and Health was dispatched to Rodgers Flat Yard to evaluate the employee. MGE employees also managed cleanup efforts, addressing the spilled base rock and a minor spill of hydraulic fluid
9/30/2024	Tree Crew	Property Damage	Rotted Trees	Property Damage - September 30, 2024, A two-person lift crew, a three-person climb crew, and a two-person grapple crew were working together to remove a dead 137-foot fir tree 30 inches in diameter. The lead foreman determined that the tree was too dead to climb, so he used a 60/70-foot bucket truck to remove the top, about 40 feet long and 25 inches in diameter. After moving 50 feet away from the tree, the foreman instructed the employees on the rope tied to the tree to pull. When the tree hit the ground, it broke into pieces, and one of the pieces came down on old, rotted logs, causing the butt end to spring back towards the headache rack and bend it. No one was injured, and the lines were clear on the opposite side of the fall. The crew then contacted their general foreman, who in turn contacted the senior specialist.
9/30/2024	Tree Crew	Property Damage	Improper Rigging	Property Damage - September 30, 2024, Two, 2-man tree crews were engaged in tree removal using the climbing method to section a pine tree approximately 80 feet in height and 40 inches in diameter at breast height (DBH). The operation utilized an ISC 5/8-inch medium rigging block, a Rope Logic 3/4-inch sling, a 1-inch bull rope, a Porta-Wrap, and a 5/8-inch rope as a tagline. A section of the tree measuring 35 inches in diameter and 3-4 feet in length, with an approximate weight of 1,401 lbs., was rigged using a negative rigging technique. During the process, the section was dropped a short distance, which generated a shock load. This sudden application of force exceeded the anticipated dynamic loads, approaching the Maximum Breaking Strength (MBS) of the sling, which was significantly higher than the 2,000 lbs working load limit (WLL) based on a typical safety factor of 5. The actual shock load of approximately 4,203 lbs resulted from this action, causing the 3/4-inch sling to fail under the tension. Consequently, the section fell to the base of the tree and impacted the corner of a nearby carport garage, causing structural damage.
9/30/2024	Civil Crew	Property Damage	Operator Error	Property Damage - September 30, 2024, A crew walked all previously potholed marked lines in a planned excavation area and exposed them by hand in preparation for machine excavation. The spotter walked the excavation area. The operator proceeded to clean up the trench, putting the bucket too close to the line and snagging it. The operator remained 7-8' away in the cab, waiting for clearance before exiting the machine. There was no visible arc when the lines were caught. The operator and spotter notified the foreman and secured the area.
9/30/2024	Civil Crew	Property Damage	Operator Error	Property Damage - September 30, 2024, A crew previously potholed and exposed marked lines, however a phone line was not visible to the operator and spotter during excavation. The crew failed to expose the line fully before excavation
9/30/2024	Civil Crew	Property Damage	Operator Error	Property Damage - September 30, 2024, As the operator was excavating a trench for the 33kV duct bank run, a GPR marked line was not verified resulting in damage.. The line was marked 2.5 feet below grade but was exposed approximately 1.5 feet down. Low Voltage cables inside conduit were not damaged.[not following protocol
9/30/2024	Civil Crew	Property Damage	Operator Error	Property Damage - September 30, 2024, While excavating with a backhoe, a crew damaged a marked 1 1/4" conduit and wires at a depth of 1' 11".

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
9/30/2024	Civil Crew	Property Damage	Operator Error	Property Damage - September 30, 2024 , After tailboarding for the installation of a plate anchor and 1.25 in. anchor rod, the crew planned to dig a hole approximately 25 ft. away from the existing pole. The crew observed that there was red paint (locate marks) on the ground at the proposed work area. They decided to hand dig the hole due to the existence of underground utilities as indicated by the locate marks. The crew then began hand digging with a shovel and sharpshooter tool. When they reached a depth of about 4.5 ft. they encountered hard digging. The crew paused work, discussed digging, and decided to try the pneumatic 30lb jackhammer as they were already 4.5 ft. down and approximately 24 in. away from the marked utility. The 30 lb. jackhammer wasn't making any headway, so they switched to the 60lb hammer. After using the 60lb jackhammer for a few minutes, the crew heard a fuse blow across the street and immediately stopped work. The crew then began making phone calls to notify management. No injuries reported. No visible damage to the conduit, digging tools, or other damage to report.
9/30/2024	Outside Crew	Property Damage	Driver Error	Property Damage - September 30, 2024 , A crew member was using a skid steer to pour class two base in circuit breaker (CB) foundations to compact. As the other crew members were dialed in on compaction and setting forms, the skid steer operator inadvertently reversed into the light pole. Upon impact, the pole tilted, and the glass cover fell to the ground causing it to shatter. No crew members or personnel were injured.
9/30/2024	Outside Crew	Property Damage	Driver Error	Property Damage - September 30, 2024 , A crew member was backing the work truck in when the driver's side front-end clipped the driver-side taillight on a vehicle. The crew member was parking normally in the everyday spot.
9/26/2024	Traffic Control Crew	Stolen Vehicle	3rd Party Stole Vehicle	Stolen Vehicle - September 26, 2024 , Setting up traffic control. While setting up traffic control, a crew member stopped the truck and got on the back of the work truck to retrieve signs for proper setup on the roadway. An unknown person suddenly entered the truck and began driving away, causing the crew member to fall off of the truck and was injured in the process. The truck was later found and the police were notified of the incident. At this time, based on the details provided, the employee sustained only First Aid injuries, fortunately.
9/23/2024	Civil Crew	Property Damage	Operator Error	Property Damage - September 23, 2024 , While excavating with hand tools an employee damaged a marked, direct buried, 50-100 pair telephone cable at a depth of approximately 40" below grade.
9/23/2024	Civil Crew	Property Damage	Operator Error	Property Damage - September 23, 2024 , A heavy equipment operator was operating a 3 cubic yard front loader cleaning up their laydown area near the southeast side of the site. During the backdrugging operation of some rock to level off the area the loader bucket came in contact with the 1" PVC conduit that contained a low voltage communication and electrical line which powers the gate card reader and pulled the conduit and internal wiring out approx. 3-5 feet. These conduits were buried shallow, approx. 12" below top of finish grade with no slurry encasement surrounding them in this area.
9/23/2024	Civil Crew	Property Damage	Operator Error	Property Damage - September 23, 2024 , While potholing with hand tools, a crew damaged a marked 1/2" plastic gas service line at a depth of 34."
9/23/2024	Outside Crew	Property Damage	Driver Error	Property Damage - September 23, 2024 , A truck driver was leaving the substation and turning left onto the road. Another employee was spotting from the passenger side to ensure traffic was clear as he proceeded into the roadway. However, as the driver turned left, the rear of the trailer he was towing contacted a telephone pole. The trailer's rear tires rubbed against a PVC pipe on the pole that houses control cables. The pressure of the tire broke the PVC exposing the cable inside. No damage was caused to the internal wiring within the conduit.
9/23/2024	SCE Crew	Injury	Eye Injury	Injury - September 23, 2024 , An employee was cutting a piece of metal, when some metal shards ricocheted off and hit the employee in the eye under their safety glasses.
9/23/2024	Outside Crew	Property Damage	Equipment Failure	Property Damage - September 23, 2024 , An incident occurred in the battery yard next to the substation project site. While the worker was performing excavation work with a mini excavator, the operator accidentally damaged the PVC conduit buried 4 feet deep, cracking the coupler/union but not puncturing the conduit itself. Fortunately, the 1Kv sun cable inside the conduit remained intact. The total damaged section of the PVC conduit was less than 5 feet and required repair. There were no injuries and no immediate threat to the system's integrity.
9/16/2024	Civil Crew	Property Damage	Operator Error	Property Damage - September 16, 2024 , The crew was tasked with excavating to expose the existing duct bank that was to be intercepted. The crew had arrived on site and performed their daily tailboard reviewing the scope of work, hazards, and mitigation measures. The crew members had previously potholed the duct bank and verified its depth to the top of the encasement. While excavating, they encountered and damaged a marked conduit with secondary cables. Immediately following the incident, the crew stopped all work, secured the area for the safety of the public, employees, and assessed the damaged conduit. Proper notifications were then made. EE1 was dispatched to the location to assess the damage and able to confirm that the secondary cables fed a handhole servicing streetlights to the north. EE1 proceeded with safely ending the cables and submitting a request for an E-Crew to make the necessary repairs to be completed at a later date. It is important to note that both the operator and the spotter confirmed that no arc, flash, or release of energy occurred when the line was damaged. Additionally, both employees in the crew were positioned approximately 8' to 10' away from the damaged location and were wearing the appropriate PPE for the task they were performing.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
9/16/2024	Civil Crew	Property Damage	Operator Error	Property Damage - September 16, 2024 , Prior to the day of the incident, an electrical line had been potholed and located. However due to time restraints and the location of excavation limiting access and egress to the homeowner, the decision was made to backfill the excavation. The following day, the foreman had instructed the crew to re-excavate where the electrical line had previously been potholed. The operator and spotter were under the impression they could dig down 3' with the backhoe prior to potholing. During excavation activities, the electrical line was struck by the backhoe and damaged. There were no injuries reported and SDG&E Emergency Services were dispatched to repair the damaged line.
9/9/2024	Civil Crew	Property Damage	Operator Error	Property Damage - September 9, 2024 , After returning from a lunch break, a backhoe operator resumed where they were digging but failed to recognize he had not passed an exposed gas service. He started the machine and inadvertently set the bucket on the service line causing damage to the utility subsequently creating a leak. The spotter attempted to stop the operator's movement with hand signals however it was a split second too late. As soon as the spotter recognized the damage to the gas line, he immediately stopped the operator and notified the Foreman. The crew stopped work, evaluated the situation, secured the area, and immediate contact was made with Dig Alert, So Cal Gas, the SCE Representative, Superintendent and the contractor safety team. The area was secured and protected until So Cal Gas arrived at which time they conducted the necessary repairs and restored service.
9/9/2024	Outside Crew	Property Damage	Driver Error/Fatigue	Property Damage - September 9, 2024 , A driver clocked out at 17:30 and clocked in the next day at 05:00. Around 07:05, while driving westbound, the driver became fatigued and dozed off briefly. The truck's passenger-side front tire contacted the rumble strips alerting the driver. In response, the driver abruptly turned the steering wheel to the left, causing the truck to tip onto its driver side. The phone detected the incident and contacted emergency services automatically. CHP responded and there were no injuries.
8/12/2024	Outside Crew	Property Damage	Operator Error	Property Damage - August 12, 2024 , Prior to the day of the incident, an electrical line had been potholed and located. However due to time restraints and the location of excavation limiting access and egress to the homeowner, the decision was made to backfill the excavation. The following day, the foreman had instructed the crew to re-excavate where the electrical line had previously been potholed. The operator and spotter were under the impression they could dig down 3' with the backhoe prior to potholing. During excavation activities, the electrical line was struck by the backhoe and damaged. There were no injuries reported and SDG&E Emergency Services were dispatched to repair the damaged line.
8/5/2024	Outside Crew	Property Damage	Operator Error	Property Damage - August 5, 2024 , During backfill operations, a skid steer operator came in contact with the pool fence causing damage to the fence. The operator was only using one spotter to help sand the conduit. The area of which the operator was working was very narrow and required a second spotter.
8/5/2024	Outside Crew	Property Damage	Driver Error	Property Damage - August 5, 2024 , After completing chipping operation and clean up of debris, the crew prepared to leave the property and relocate an aerial lift with a chipper in tow. Upon exiting, the engaged spotter and driver failed to notice a low-hanging communication line had become stuck to the aerial lift boom elbow. The communication line was pulled with the lift causing the fascia board to fail and dislodge from the structure. The crew immediately called an ALL STOP and secured the area. After verifying there were no additional hazards present, the crew notified their General Foreman. The Safety Supervisor arrived at the scene shortly after the incident and assisted the crew with customer contact and documentation of the incident. Repairs to the damage are pending.
7/22/2024	Outside Crew	Property Damage	Driver Error	Property Damage - July 22, 2024 , A contractor was driving a truck with trailer from a project landing zone on a dirt access road. The dirt road was softer than expected, which caused the trailer to lose traction and swing left. The trailer punctured a hole in the truck tailgate and bent the tongue of the trailer. The contractor stopped immediately, contacted leadership and SCE, and assessed the situation.
7/22/2024	Outside Crew	Property Damage	Operator Error	Property Damage - July 22, 2024 , A contractor crew consisting of a foreman (FM) and an operator (OP) was tasked with assisting an SCE transmission crew. The contractor's truck, intended for loading the wrecked-out pole, was parked on the street with the pole to be dismantled at the corner of the street. The SCE transmission crew floated the communication line, which was strung across the street. The OP loaded the butt of the pole into the bucket of his backhoe. With the FM acting as a spotter, the OP maneuvered the backhoe. During this process, the boom of the backhoe made contact with the communication line, causing damage. The boom was at a standard height when traveling, keeping the bucket inches above the ground. The FM stated they were not aware the line was floated, and it was difficult to see in the dark. There were no visual indicators of the floated communication line. SCE made the appropriate notifications to Charter Communications.
7/22/2024	Outside Crew	Property Damage	Driver Error	Property Damage - July 22, 2024 , A distribution crew finished work and began their 13-mile return to the yard. Before descending a steep hill, the driver shifted to low gear. About five miles in, the line truck lost control. The apprentice lineman driving veered off the road, causing the truck to overturn and ignite a fire. The apprentice escaped and received help from a local resident who called 911 and was taken to a local hospital, before being transferred to Bakersfield Memorial Hospital's Grossman Burn Center.
7/15/2024	Outside Crew	Property Damage	Operator Error	Property Damage - July 15, 2024 , When a worker dug in hard soil with hand tools to expose a half-inch gas service line, he nicked and damaged the line. Work was stopped, the location was secured, and appropriate notifications were made, including the gas company.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
7/8/2024	Outside Crew	Property Damage	Driver Error	Property Damage - July 8, 2024 , A worker was driving a company vehicle on a mountain road to a jobsite when a vehicle in the opposite lane crossed the yellow line. The employee was on a left-hand curve and when they adjusted their turn, they overcorrected, lost control of the vehicle, and struck a tree. Emergency roadside assistance was called, and appropriate notifications were made. The worker declined medical attention and went home for the rest of the day.
7/8/2024	Outside Crew	Property Damage	Driver Error	Property Damage - July 8, 2024 , A worker on patrol driving in an SCE facility parking lot in a company vehicle fell asleep at the wheel. The vehicle went over a curb and crashed into a fire hydrant. The worker drove about 20 feet away then stopped and saw large amounts of water spraying from the damaged fire hydrant. Appropriate notifications were made, including the Edison Security Operations Center (ESOC). Another worker driving by saw the water spraying and stopped at the scene. The water source to the hydrant was shut-off.
7/8/2024	Outside Crew	Property Damage	Driver Error	Property Damage - July 8, 2024 , A worker was driving a utility terrain vehicle (UTV) on a flume path in a remote area towards the jobsite but needed to turn back for equipment. In an area he assessed as a wider portion of the flume pathway, he started a multi-point turn. When he went to complete the turn, he shifted from reverse into forward (4H position), but the vehicle did not immediately engage when he accelerated. Due to the angle of the turn and the slight incline the vehicle was on, the vehicle slid backward. The worker engaged the brakes but was unable to stop the vehicle and it started to go off the edge of the road. He quickly unbuckled his seatbelt, jumped off the UTV (approximately four feet off the edge of the road), and was able to get back on the road. The vehicle slid down the hill, hit some logs (felled burned trees), rolled into a tree, and stopped about 30 feet below. The worker was uninjured and used the Starlink connection to notify supervision. The contractor's project and safety managers arrived on-site. Other contractors/site contacts in the area checked on the worker and offered aid, if needed. Other appropriate notifications were made.
7/8/2024	Outside Crew	Property Damage	Operator Error	Property Damage - July 8, 2024 , A civil crew was tasked to trench a main line. The mini-excavator operator stripped the asphalt cover in the trench line to trench depth, using a spotter. The excavation work was done without fully exposing the pre-dug pothole*, and on the second pass with the bucket, the bucket struck and broke the unexposed conduit. The foreman secured the site and made appropriate notifications. The operator was removed from the project.
7/1/2024	Outside Crew	Property Damage	Operator Error	Property Damage - July 1, 2024 , A demolition crew was removing organic material (roots) and old sprinkler lines from soil on an SCE property to prepare for excavation and new work. In the same location, they were hand-digging around the backflow of a building and irrigation backflow. A worker assisting with sprinkler line removal cut an active line without verifying with the foreman or supervisor before he made the cut. When demolition crew members rushed and shut-off the water at the backflow, the valve handle broke, which caused another leak. A few moments later, the site superintendent shut off the water at the meter valve with help from another worker on-site. After water was shut-off and the damage was assessed, the crew hand-dug all remaining areas to expose all lines and verified the line to be repaired. Appropriate notifications were made, repairs were made, and water was restored approximately two hours later.
7/1/2024	Outside Crew	Property Damage	Operator Error	Property Damage - July 1, 2024 , A civil crew was tasked to pothole the running line and existing marked utilities. When potholing with a round shovel, the marked plastic half-inch gas service line they were attempting to locate was damaged. The crew immediately stopped work, secured the area, and assessed the situation. Appropriate notifications were made, including the gas company to make repairs.
6/28/2024	Outside Crew	Property Damage	Equipment Failure	Property Damage - June 28, 2024 , A Lineman and apprentice were working aloft in a two-person aerial lift when the bucket separated from the end of the boom at the mounting arm/pin. The bucket dropped and was hanging from the hydraulic hoses leaving the two line workers suspended in their personal fall arrest systems. The two workers were rescued by another lineman in a service bucket and lowered to the ground one at a time. The cause of failure is still being investigated. The involved equipment was a bucket truck with an Altec 72' two-person aerial lift (A72) put in service in 2021. We have taken the initial action to remove A72 bucket trucks from service until they can be thoroughly inspected and are also inspecting all A55s that have similarly designed buckets. Upon inspection, a second A72 was found to have crack(s) in the weld at a similar location. Re: Still Under Investigation
6/24/2024	Outside Crew	Property Damage	Operator Error	Property Damage - June 24, 2024 , At a jobsite with multiple service excavation and install locations, the mini-excavator operator stripped the asphalt cover (A/C) off the first trench line. The spotter remained at the first service location, and the operator moved to the second location (approximately 40 feet away). The operator removed the A/C then started excavation at that location, without approval. On the second pass with the bucket, when he pushed the spoils up, the bucket caught and broke the underground electrical line. The foreman secured the site and made appropriate notifications. Approximately ten mobile homes were completely or partially out of power. Repairs were made and power was restored.
6/24/2024	Outside Crew	Property Damage	Operator Error	Property Damage - June 24, 2024 , A crew was trenching with a backhoe when the steel sleeve of a marked one-inch gas service line was damaged. The crew stopped work and secured the area. The foreman notified supervision and other appropriate notifications were made. No release of natural gas and the gas company determined no repairs were needed.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
6/17/2024	Outside Crew	Property Damage	Operator Error	Property Damage - June 17, 2024 , A subcontractor needed to remove cables from affixed solar panels. When a journeyman worker used his band saw to cut through conduit containing energized conductors being fed from a solar array, a flash and fire occurred. The subcontractor project manager on-site disassociated the conduit from conductors and requested a fire extinguisher. A contractor site representative grabbed the rooftop fire hose and extinguished the fire. The site was secured, and appropriate notifications were made.
6/17/2024	Outside Crew	Property Damage	Operator Error	Property Damage - June 17, 2024 , In the morning, a subcontracted heavy equipment operator drove a backhoe from the contractor's yard to an SCE facility area under construction to move excavated spoils that would be used to compact and fill the excavated area to curb-grade. The spoils were located near a known, visually marked, and delineated high-pressure gas utility line and valve, protected by a concrete utility encasement. Before excavation, the original area housed a landscaping planter box and a utility box not rated for traffic. The operator approached the location and loaded a bucket of soil. As the soil was lifted, the backhoe slid when it hit a soft spot of soil adjacent to the concrete utility encasement. The backhoe operator spotter was on-site and heard a hissing noise at the valve location. The backhoe's front right tire had made contact with the encasement and valve, and the valve broke and released gas into the immediate area. Work was immediately stopped, and the area was evacuated of all personnel on campus (six buildings). Appropriate notifications were made, including the gas company to make repairs.
6/3/2024	Drone Crew	Property Damage	Customer Shooting Drones	Property Damage - June 3, 2024 , Two inspectors and a remote pilot in command (RPIC) were conducting aerial (drone) inspections of assets in a residential area. At one pole, the RPIC inspected three quadrants of the asset, then the drone camera moved drastically. He already had the drone in position and had not moved it again, so he knew something was wrong. He returned the drone to home and safely landed it but could not find anything wrong upon initial inspection. He walked to the area of one of the inspectors/visual observers to discuss the incident and found him talking to a group of people. The people claimed their neighbor shot the drone. The individual that shot the drone walked over to them and apologized - he did not know it was for inspections. After further inspection of the drone, the RPIC found there was a hole in the camera and a metal ball bearing (BB) inside it.
6/3/2024	Tree Crew	Flash	Operator Error	Flash - June 3, 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.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
4/29/2024	Outside Crew	Vehicle Accident	Driver Error	<p>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.</p>
4/15/2024	Tree Crew	Close Call	Operator Error	<p>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.</p>
4/15/2024	Aerial Inspection Crew	Close Call	Operator Error	<p>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</p>
4/1/2024	Civil Crew	Close Call	Operator Error	<p>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</p>

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
Customer Accidents/Incidents				
2/3/2025	SCE Crew	Injury	Slip, Trip, & Falls	Injury - February 3, 2025 , An employee was walking along a parcel investigating a meter panel for a burned house inspection. The employee took a misstep, causing them to twist their knee, which resulted in severe swelling.
2/3/2025	SCE Crew	Injury	Slip, Trip, & Falls	Injury - February 3, 2025 , An employee was looking through crates of material in a gravel yard and there was a small hole in front of a crate that the employee stepped in, which caused them to roll their ankle.
2/3/2025	SCE Crew	Injury	Slip, Trip, & Falls	Injury - February 3, 2025 , An employee was stepping down the wooden stairs at a customer's property when they slipped and fell, landing on their back.
2/3/2025	SCE Crew	Vehicle Accident	Hitting Fixed Object	Vehicle Accident - February 3, 2025 , An employee driving on a mountain road encountered black ice after being startled by a deer. The vehicle spun out, hitting a guard rail and damaging the bumper and fender. The employee was driving about 10 mph below the speed limit due to road conditions. The employee was instructed by their supervisor to call 911. After the EMTs aided the employee at the scene, he was fine to work without any restrictions.
2/3/2025	SCE Crew	Vehicle Accident	Hitting Fixed Object	Vehicle Accident - February 3, 2025 , An employee's vehicle made accidental impact with a guard shack when driving through.
2/3/2025	SCE Crew	Vehicle Accident	Hitting Fixed Object	Vehicle Accident - February 3, 2025 , An employee drove into a parking structure tunnel with plenty of clearance. He followed parking instructions and turned into the aisle where the meters were located. Clearance sign was lower for this section but still higher than the vehicle. Halfway down the aisle he struck a vent pipe and knocked his beacon and spotlight off the truck.
2/3/2025	SCE Crew	Vehicle Accident	Hitting Fixed Object	Vehicle Accident - February 3, 2025 , On a rainy day, an employee was pulling into a gated area but made the turn too wide, and their rear vehicle bumper struck the gate post. The gate post is bent, and there is some minor damage on the boom truck bumper. Both the gate and vehicle remain operational. No other parties were involved, and no injuries were reported.
2/3/2025	SCE Crew	Injury	Physical Limitation	Injury - February 3, 2025 , An employee was reaching to grab a box of meters and felt a strain in their groin area.
1/27/2025	SCE Crew	Injury	Pinch Points	Injury - January 27, 2025 , An employee was making up down guy wires when the rigging slipped and pinched the employee's middle left finger between the rigging and preform. The crew stopped work and administered first aid. The supervisor and employee called the Injury Assistance Program (IAP). The employee applied ice and a band aid to the injured finger. No further medical treatment beyond first aid was needed.
1/27/2025	SCE Crew	Injury	Pinch Points	Injury - January 27, 2025 , An employee was working at the rear of a service body shop, preparing for a job. He removed and lifted the removable aluminum closer gate at the rear of the truck, a routine task. He stood the gate vertically on the rear bumper and against the right rear bin pack, immediately to the right of the yellow handhold or grab handle. When the gate fell, it fell toward the right and away from the vehicle. The underside or lower part of the gate caused a pinching motion as the top of the gate swung right and the bottom of the gate swung underneath the yellow grab handle. The employee's thumb was pinched or crushed between the gate and the grab handle when he tried catching it with his right hand, resulting in a fracture to the right thumb. The bottom of the gate ended up lodged in a horizontal position under the grab handle.
1/27/2025	SCE Crew	Injury	Laceration	Injury - January 27, 2025 , While a crew was in the process of replacing a live front transformer, an employee received a small laceration on their left hand.
1/27/2025	SCE Crew	Aircraft Management	Lack of Awareness	Aircraft Management - January 27, 2025 , During a third-party inspection, an inspector found a small screwdriver on the aft engine deck of a helicopter and handed it to Air Ops staff. A tailboard was conducted to emphasize the importance of removing and accounting for all tools after maintenance is performed.
1/27/2025	SCE Crew	Aircraft Management	Lack of Awareness	Aircraft Management - January 27, 2025 , While moving the helicopter into the hangar the pilot noticed that a part on the human external cargo (HEC) cargo hook was damaged. There was no other aircraft damage found, just the cargo hook. It is presumed that the Helitowcart that is used to move the aircraft in and out of the hangar contacted the cargo hook and damaged one of the cannon plugs on the cargo hook itself. It is not known when the damage occurred during the week. The damage happened on the ground, not in flight. This does not affect the airworthiness of the aircraft, and there were no injuries reported.
1/27/2025	SCE Crew	Close Call	Vehicle Inspection	Close Call - January 27, 2025 , A driver of a truck noticed that the left rear wheels were wobbling while driving. They stopped the truck and discovered loose and missing lug nuts. The driver pulled to side of road and contacted Transportation Services. Technicians arrived on scene and found the left rear wheels were about to separate from the vehicle. The technicians secured the wheels, called a tow truck to have it transported to a garage and removed the vehicle from service.
1/27/2025	SCE Crew	Unexpected Hazard	Vehicle Backing	Unexpected Hazard - January 27, 2025 , After completing a repair of a vehicle, an employee performed a circle of safety, then pressed the button to open the bay door. He entered the vehicle, checked his mirrors, then proceeded to back out of the bay. The roll-up door had not completely retracted when the vehicle struck the bottom of the door. The driver drove forward, and the door retracted the rest of the way up.
1/20/2025	SCE Crew	Injury	lip Injury	Injury - January 20, 2025 , While tightening a nut, the EEs wrench slipped hitting him on the mouth and injuring his lip.
1/20/2025	SCE Crew	Injury	leg Puncture	Injury - January 20, 2025 , An employee was getting material out of flatbed digger, the EE slipped off a ladder and got a small puncture on leg. A Foreman brought the employee to the Field Supervisor and the employee was transported to a nearby hospital for treatment.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
1/20/2025	SCE Crew	Injury	Leg Injury	Injury - January 20, 2025 , An employee sustained an injury to left knee after being struck by a pole jack while removing a pole. Employee was about 10 feet away from the jack.
1/20/2025	SCE Crew	Vehicle Accident	Driver Error	Vehicle Accident - January 20, 2025 , Driver was pulling his semi-truck into position to park. While making the turn, the counterweights caught the back of the stationary dolly, damaging the rear fender of the dolly and the side rail of trailer. No injuries.
1/20/2025	SCE Crew	Circuit Interruption	Lack of Awareness	Circuit Interruption- January 20, 2025 , The crew was tasked with changing out a 4KV line and buck, and had de-energized the line. While putting it back together, they missed a tap resulting in the load being left off after they cleared the line. They ran a callout to restore the customer's power and notified the distribution operations center (DOC).
1/20/2025	SCE Crew	Close Call	Switching	Close Call - January 20, 2025 , An employee was setting meters and as he attempted to install the meter, they drew a spark. The employee stopped the work and notified their Supervisor, as well as the jobsite Superintendent to inform them of the mis-wired connection. No injuries were reported.
1/20/2025	SCE Crew	Close Call	Forklift	Close Call - January 20, 2025 , A driver attempted to reposition the forks under a circuit breaker and needed to back up. During this maneuver, the right rear tire of the forklift went over the trench cover, which subsequently broke, causing the tire to drop halfway into the trench. The incident resulted in damage to the trench cover, with no other damage reported at this time. There were no injuries reported.
1/20/2025	SCE Crew	Close Call	Forklift	Close Call - January 20, 2025 , A Material Handler was loading a crate of 8ft guards alongside a 55ft composite pole on the trailer deck. When he had to reposition the crate, the Handler raised the mast of the forklift lifting the crate moving it forward. As he began to lower the crate, the mast of the forklift struck the end of the pole, which the spotter nor handler realized, causing the pole to fall from the trailer deck. There were no injuries or damage reported.
1/13/2025	SCE Crew	Injury	Hand Injury	Injury - January 13, 2025 , An employee was moving a 6 foot piece of pole to clear the workspace. While slightly lifting and sliding the piece of pole along the ground, his left index finger caught a sharp end of a guy wire that was still attached to an anchor rod. The anchor rod was buried, and he was unable to see it. He was wearing cut resistant gloves when it happened. He was taken to the emergency room (ER) where he received 5 stitches and a splint. All proper notifications have been made.
1/13/2025	SCE Crew	Unexpected Hazard	SO2 Detection	Unexpected Hazard - January 13, 2025 , A substation maintenance crew was tasked with the removal of sulfur-hexafluoride (SF6) from a gas insulated 66kV circuit breaker (CB). When connecting the gas line to the CB, both employees smelled rotten eggs. The gas was tested, and sulfur dioxide (SO2) was detected. The crew then called their supervisor to provide notification of the gas findings and for direction of next steps. Further work on the CB was stopped.
1/13/2025	SCE Crew	Injury	In The Bite	Injury - January 13, 2025 , Two employees were tasked with live field observations (LFO) during a wind event. The crew decided to travel to another location on the right of way (ROW) when they encountered a boulder on the road and decided amongst themselves to remove the boulder. The boulder rolled down hill and over the employee's toe. The supervisor was notified, and the injury assistance program (IAP) was offered, and the employee was treated at a nearby hospital.
1/13/2025	SCE Crew	Unexpected Hazard	Close Call	Unexpected Hazard - January 13, 2025 , During a temporary bank cutover at a substation, a communication cable came loose from a wooden pole outside the sub and fell onto the energized temporary transformer. The cable also landed across an SCE truck and a contractor Conex. The comm cable fell in-between the high and low side bushings but never came energized. Operations was immediately notified, the mobile unit was deenergized, and the comm cable was cut in the clear and removed from the affected area.
1/13/2025	SCE Crew	Injury	Removing Vault Lid	Injury - January 13, 2025 , An employee experienced soreness in their back after removing a vault lid. The employee was using a pan hook to open a new style vault lid when the pan hook slipped off the rigging point, and the employee felt discomfort in his back. The injury assistance program (IAP) was offered and accepted.
1/13/2025	SCE Crew	Injury	Moving Pole Pieces	Injury - January 13, 2025 , An employee was assisting a groundman move pole pieces during a job and injured his back. He felt slight pain the day of and called in the next morning to report the injury. The injury assistance program (IAP) was offered and accepted.
1/13/2025	SCE Crew	Property Damage	Vehicle Accident	Property Damage - January 13, 2025 , An employee backed up a bucket truck into another bucket truck. The bucket was damaged on the first truck when it struck the knuckle of the second truck.
1/6/2025	SCE Crew	Unexpected Hazard	Close Call	Close Call - January 6, 2025 , SCE employees had notified customers prior to the use of flying drones overhead for inspection purposes. While an employee was operating a drone around a height of 40 feet facing east, the drone captured a picture of a customer aiming a rifle at the drone. The employee moved the drone and landed it safely, then called his Supervisor immediately. The Supervisor asked him to leave the area and to call local law enforcement, and the Edison Security Operations Center (ESOC). There were no injuries reported.
1/6/2025	SCE Crew	Injury	Loose/ Uneven Surface	Injury - January 6, 2025 , An employee rolled their ankle while walking on rocky terrain.
1/6/2025	SCE Crew	Injury	Lack of Awareness	Injury - January 6, 2025 , An employee sustained a head laceration while obtaining cable counts from a reel on an SCE vehicle. The employee's head struck the metal frame. Despite the injury, the employee remained conscious, reported the incident, and received first aid. Emergency services were contacted, and the employee was transported by ambulance to a local hospital for further treatment.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
1/6/2025	SCE Crew	Injury	Working with Cables	Injury - January 6, 2025 , An employee was removing 1500 cable when they jammed their pinky finger on a wall of duct. The employee was transported to a medical facility for treatment.
1/6/2025	SCE Crew	Injury	Pulling/ Pushing	Injury - January 6, 2025 , An employee was experiencing soreness on their arm. They went home, stretched, and applied ice, but the next morning while performing their morning stretching, they felt their elbow pop. Their elbow felt stiff and hurts when extending it.
12/30/2024	SCE Crew	Injury	Back Strain	Injury - December 30, 2024 , An employee was performing work in a backyard when they bent down and strained their back. The employee contacted their supervisor to report the injury.
12/30/2024	SCE Crew	Slip, Trips, & Falls	Wet Surface	Slip, Trips, & Falls - December 30, 2024 , An employee was washing a trailer and had moved it to dry. After moving the trailer, the employee slipped on an angled concrete area and fell on his back. The employee was not seriously injured and declined medical attention.
12/30/2024	SCE Crew	Vehicle Accident	Lack of Awareness	Vehicle Accident - December 30, 2024 , An employee was entering a vehicle to leave a substation after completing work when he backed into a pillar/post. He did not perform the circle of safety before getting into the vehicle, and was a single employee who did not have a spotter available. The employee was not injured.
12/30/2024	SCE Crew	Vehicle Accident	Lack of Awareness	Vehicle Accident - December 30, 2024 , An employee was passing through the gate when the gate arm came down and hit the van. There was no damage to the van, but the gate arm was bent. The employee was not injured.
12/30/2024	SCE Crew	Vehicle Accident	Lack of Awareness	Vehicle Accident - December 30, 2024 , An employee was leaving a job site when the SCE truck struck a bollard, causing damage to the truck. The employee was not injured.
12/23/2024	SCE Crew	Injury	Finger Laceration	Injury - December 23, 2024 , An employee was finishing the scoring on a cable-in-conduit (CIC) when the cable shifted, causing the knife being used to cut them on the outside of their left hand. The employee was transported to a nearby hospital and received stitches.
12/23/2024	SCE Crew	Injury	Hydraulic Hose	Injury - December 23, 2024 , An employee was operating a hydraulic press to test a repaired compression head. The hose failed, spraying hydraulic fluid within the work area. Upon further review, the hose that failed had a pounds per square inch (PSI) burst rating of 9,000 PSI and a working pressure of 2,250 PSI. The hose burst while operating at 3,000 PSI. The employee was sprayed by hydraulic fluid and reported neck pain and a headache the following day.
12/23/2024	SCE Crew	Circuit Interruption	Lack of Awareness	Circuit Interruption- December 23, 2024 , Upon energizing a new 3 phase panel, an employee possibly mis-wired the panel. There were no injuries reported, and there was no damage to the customer's equipment. Investigation to follow.
12/23/2024	SCE Crew	Property Damage	Phase to Ground	Property Damage- December 23, 2024 , A field service representative (FSR) was working on a meter replacement order. In the process of installing the new meter, the employee did not properly align the meter stabs with the meter clips resulting in a phase to ground contact damaging load side tab on new meter. No injuries were reported.
12/23/2024	SCE Crew	Vehicle Accident	Lack of Awareness	Vehicle Accident - December 23, 2024 , When entering a parking structure, an employee driving an SCE vehicle struck a low overhang and damaged the spotlight.
12/23/2024	SCE Crew	Equipment Failure	Lack of Awareness	An employee pulled off a steel plate unevenly to uncover a cable trench inside of a substation. This caused the plate to fall into the trench and landed on top of the control cables. The cable jacket exhibited damage however, no alarms were triggered, and no unintended switching took place.
12/23/2024	SCE Crew	Injury	Slip, Trip, & Falls	Injury - December 23, 2024 , While installing visibility strips on a pole, an employee tripped on barbed wire that was covered by brush around the pole. The employee fell on their left side causing pain to their left shoulder.
11/11/2024	SCE Crew	Injury	Finger Laceration	Property Damage - November 11, 2024 , A crew had just removed aluminum hydraulic shoring jacks after excavating a trench and install a conduit. Upon removing one of the shoring jacks, a crew member noticed that the handle on the shoring jack was bent so he decided to attempt to straighten it out with a small sledgehammer. The employee was holding the jack handle with his left hand and began to strike the handle with a small sledgehammer. As he struck it the fourth time, the hammer slipped past the handle and struck his left-hand pinky finger causing a laceration at the fingertip.
11/11/2024	SCE Crew	Property Damage	Driver Error	Property Damage - November 11, 2024 , While exiting a driveway onto the street, the back of a bucket truck swung wide and hit the passenger side mirror of a parked van and broke the mirror.
11/11/2024	SCE Crew	Property Damage	Driver Error	Property Damage - November 11, 2024 , An employee was leaving work for the day and was paying attention to the contractors who were maneuvering their trucks throughout the station in front of him. He lost track of the small drivable cable trenches and ran over non-drivable cable trenches.
11/11/2024	SCE Crew	Property Damage	Driver Error	Property Damage - November 11, 2024 , An employee was pulling out of a driveway and snagged the fence post with bolt that was sticking out of Bucket truck.
11/4/2024	SCE Crew	Injury	Strike above eye	Injury - November 4, 2024 , An employee was working on an 8 foot-ladder, using a wrench above their head to tighten a nut. The wrench slipped and struck the employee above the right eye.
11/4/2024	SCE Crew	Injury	Hyper-Extended Left Middle Finger	Injury - November 4, 2024 , An employee was transferring tools from one vehicle to another when they tripped over the curb. The fall caused the employee to hyper-extend the left-hand middle-finger. IAP was offered and accepted.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
11/4/2024	SCE Crew	Property Damage	Driver Error	Property Damage - November 4, 2024, A foreman parked at a job site. When he got back to his vehicle, he failed to do the circle of safety and backed into the ballard. The ballard was connected to a water valve box and the impact caused a water leak.
11/4/2024	SCE Crew	Property Damage	Driver Error	Property Damage - November 4, 2024, An employee was driving a foreman's pick-up truck into the barn after replacing rubber goods. The employee didn't see that the coffin bin on the tub truck was left open. As he pulled in, next to the tub truck, the light rack on the foreman's truck struck the coffin bin door causing damage to the bin door. There was no damage to the foreman's truck.
11/4/2024	SCE Crew	Property Damage	Driver Error	Property Damage - November 4, 2024, A material transportation driver was delivering materials for a PSPS event. The driver was positioning pallets as close to the building as possible, believing they had enough clearance. Unaware that the Moffett forks were extending out, further than anticipated, the driver felt pressure against the fence while maneuvering the pallets. Upon inspection, they noticed that the forks bent the building's fence. The driver froze the scene, took multiple pictures of the incident, and informed the site contact about the damages.
11/4/2024	SCE Crew	Property Damage	Driver Error	Property Damage - November 4, 2024, While positioning a bucket truck, a rock punctured the fuel tank on the driver's side of the vehicle.
11/4/2024	SCE Crew	Injury	Leg Cut	Injury - November 4, 2024, An employee was cutting tape with his knife. The knife slipped and cut the employee's leg.
11/4/2024	SCE Crew	Injury	Left Foot Strike	Injury - November 4, 2024, While pulling in 4/0 secondary cable for a charge-ready job, a crew setup rigging using a carabiner attached to the roller on the top of the pole. While pulling in the first run, the carabiner broke and the roller dislodged falling 10 feet and striking an employee on his left foot at the phone level.
10/21/2024	SCE Crew	Injury	Right Finger Laceration	Injury - October 21, 2024, While working from the bucket, an employee had his hand resting on the rim. During maneuvering, the tip of his right ring finger was pinched between the bucket and a three-spool rack, causing a laceration
10/21/2024	SCE Crew	Injury	Right Finger Laceration	Injury - October 21, 2024, When pulling out an old 220kV sub-conductor during a reconductor project, a roller seized up, causing heat and friction that led to the wire pulling rope failing. No injuries or property damage.
10/28/2024	SCE Crew	Equipment Failure	Operator Error	Equipment Failure - October 28, 2024, When pulling out an old 220kV sub-conductor during a reconductor project, a roller seized up, causing heat and friction that led to the wire pulling rope failing. No injuries or property damage.
10/28/2024	SCE Crew	Injury	Left Knee	Injury - October 28, 2024, An employee was walking towards a pole when their right foot stepped into a hole causing their left leg/knee to absorb the shock. They felt pain in the knee and informed the foreman. IAP was offered and accepted.
10/28/2024	SCE Crew	Injury	Twisted Ankle	Injury - October 28, 2024, An employee was putting a ladder away when he stopped and went to help someone on the crew. When walking back he tripped on the ladder and twisted his ankle.
10/28/2024	SCE Crew	Property Damage	Driver Error	Property Damage - October 28, 2024, A material transportation driver was fueling the Diesel Exhaust Fluid (DEF) tank on a 10-ton truck with Moffett mounted on the truck. After fueling the truck, the driver was going to back up to get separated from the garage building, but the garage foreman pulled in and parked his car behind the driver's truck. The driver decided to pull forward, turning to his right, which caused the Moffett to swing toward the southwest corner of the garage building and clip the air hose reel hanging near the top of the building. The hose reel is bent but can be repaired per the garage. The top of the Moffett roll bar was scraped slightly, with no damage to the bar. There were no injuries and no other damage to the equipment or the building.
10/28/2024	SCE Crew	Property Damage	Driver Error	Property Damage - October 28, 2024, A material transportation driver was departing a distribution center when they drove by a water drain, causing their landing gear to get caught where the asphalt dips. The driver heard the scrape, parked their tractor, exited the cab, and raised the landing gear. The driver did not freeze and, before raising the landing gear, returned to the cab and started to head out. A driver supervisor and dispatcher witnessed the incident during their morning walk, took pictures of the incident, and approached the driver. The driver supervisor inspected the landing gear and did not notice any damage to the trailer.
10/28/2024	SCE Crew	Property Damage	Driver Error	Property Damage - October 28, 2024, A belly dump truck and trailer were positioned to place cold mix along the road edge for a berm. While getting into position the rear trailer came too close to the edge and the tires on one side of the trailer slid off the roadway.
10/29/2024	SDG&E Contracted Crew	Injury	Fatality	Fatality - October 29, 2024, Contracted crew was tasked with the removal of the steel gas distribution pipe. During a night job, the backhoe operator had just completed some preventative maintenance activities on the backhoe. Shortly after, the operator began backing down the street towards the work location. While backing, the backhoe operator realized they struck a crew member. The operator stopped the backhoe next to the center median and exited the cab to assess the scene. Other crew members who were in the area took note of the incident and immediately called 911 so Emergency Medical Services (EMS) could be dispatched. Once EMS arrived, the crew member was transported to the hospital by ambulance. The crew member passed away due to his injuries.
10/14/2024	SCE Crew	CCII	Improper Hookup	CCII - October 14, 2024, A crew reconfigured 600 amp cable for a 12kV on wrong position causing the circuit to lockout.
10/7/2024	SCE Crew	CCII	Improper Wire Cut	CCII - October 7, 2024, While trying to identify a failed cable run, an employee cut into cable in conduit (CIC), resulting in a blown fuse at BURD Switch. No injuries. Investigation to follow.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
9/30/2024	SCE Crew	Injury	Lip/Tooth	Injury - September 30, 2024 , An employee was in the vault and a groundman handed him a 4' shotgun stick on a handline secured by a half hitch. The employee received the shotgun stick in his hands. While unraveling the half hitch, the handline/vault hook spun around, came off the snap, and hit him on the lip, chipping a tooth.
9/30/2024	SCE Crew	Injury	Left Forearm	Injury - September 30, 2024 , An employee was in the process of loading a damaged mini pad onto a digger truck. The open door bumped the boom truck causing the door to close on the groundman's left forearm. The groundman was offered IAP and declined. He worked the remainder of his shift with no incident.
9/30/2024	SCE Crew	CCII	MisLabeled Cable	CCII - September 30, 2024 , As part of an underground project, new 4 kV and 16 kV cables were routed into a new vault. The 4 kV was intended to pass through, while the 16 kV was meant to connect to a new RAG Gas Switch. When the 16 kV was energized, it accidentally fed into the 4 kV circuit. Both circuits had hammer-to-hammer connections. It was later discovered that the cable entering the vault was mislabeled, resulting in a crossover at the hammer connections, which caused both circuits to lock out.
9/30/2024	SCE Crew	CCII	Improper PME	CCII - September 30, 2024 , While switching for a planned outage, the crew inadvertently switched the wrong PME. Crew arrived at what they thought was the correct PME, where they opened compartment 2 and verified tags going to Manhole. The crew received an OK from substation to open position 2 de-energizing line for planned outage. They took a clearance and grounded position 2 at the PME, when the crew went to test and ground the overhead line, they discovered it was still energized. After investigating, they realized they were at the wrong PME. The crew held a tailboard and communicated with switching center.
9/23/2024	SCE Crew	Property Damage	Driver Error	Property Damage - September 23, 2024 , Driving in mountainous terrain, an employee driving a truck slid into boulder making a minor dent.
9/23/2024	SCE Crew	Property Damage	Driver Error	Property Damage - September 23, 2024 , An employee was backing up his truck into a parking space. While turning into the space, the front bumper made contact with truck in front of the truck being parked
9/23/2024	SCE Crew	Property Damage	Driver Error	Property Damage - September 23, 2024 , An employee was reversing a line truck when it came in contact with bollard outside of truck bay.
9/23/2024	SCE Crew	Property Damage	Driver Error	Property Damage - September 23, 2024 , While driving an SCE vehicle, an employee was blinded by direct sunlight which caused him to hit concrete bollards in the SCE yard.
9/23/2024	SCE Crew	CCII	Switching	CCII - September 23, 2024 , Test Crew began work before all necessary switching was performed at all terminals resulting in a 115KV line tripping. No load was dropped. Investigation to follow.
9/23/2024	SCE Crew	CCII	Testing	CCII - September 23, 2024 , An E-Crew was tasked with a WO to replace a single-phase transformer with a 3-phase 120/208V bank for a new 3-phase customer. The existing single-phase customers were to be fed by an existing single-phase bank, one pole away, that was upgraded to handle the additional load. After the 120/208V bank was installed, the crew missed the under-arm fiber neutral connection to tie the existing neutral feeding the existing single-phase customers to the secondaries of the single-phase bank one structure away, causing voltage issues to potentially 12 existing single-phase customers.
9/23/2024	SCE Crew	CCII	Operator Error	CCII - September 23, 2024 , A section of a 66kV line relayed upon re-energization due to station ground disconnects being left closed after scheduled work.
9/16/2024	SCE Crew	CCII	Switching Error	CCII - September 16, 2024 , Wrong breaker opened resulting in load dropped
9/16/2024	SCE Crew	CCII	Switching Error	CCII - September 16, 2024 , EE 1 and EE 2 were completing field switching procedures for substations. EE 1 set up at the pole switch but did not completely verify the location and opened it, dropping the load. They closed it, then set it up at another pole switch and again without completely verifying the location and opened it dropping the load again. All 3 pole switches had 2 common numbers.
9/16/2024	SCE Crew	Injury	Knee/Ankle & Shoulder	Injury - September 16, 2024 , EE was carrying equipment to their SCE vehicle and stepped on a round object that caused them to roll their left knee. EE fell to the ground and landed on the right side of the body. EE hyperextended the left ankle and right side of my body (right knee and right shoulder in pain too). The left ankle is also in pain after the event.
9/9/2024	SCE Crew	Injury	Fall/Strike Injuries	Injury - September 9, 2024 , During a demonstration on how to self-repel from a bucket, the equipment malfunctioned, causing the employee to fall to the ground. The employee was then transported to the hospital by emergency services.
8/5/2024	SCE Crew	CCII	Wire Control	CCII - August 5, 2024 , Field Supervisors (FS) received a call from an underground inspector stating that a baffle fell into the 6.9KV radial BURD structure, knocking the dead break elbow off the primary bushing. FS arrived at the job site and advised the troubleman (TM) to assist. Upon arrival, the FS checked with the crew to ensure their safety and that there were no injuries. The TM arrived and proceeded to clear the hazard and isolate the transformer so repairs could be made. The Underground Detail Inspection (UDI) lineman assisted TM in clearing, isolating, and restoring power for part load-up. TM created a Repair Order (RO) and was asked to stand by to help switch after repairs were made. After repairs were made a lineman pulled a safe end elbow off the energized transformer. When attempting to land the isolated cable onto the load side of the BURD transformer a flash occurred, and the fuse operated. FS were called and proceeded back out to the job site to ensure crew safety. Crew performed an all-stop and determined pin and elbow needed to be replaced. TMs were informed that the crew caused an outage, opened the switch, and replaced the fuse. Crew made repairs and informed the TMs they were ready to re-energize.
8/5/2024	SCE Crew	Injury	Hand	Injury - August 5, 2024 , While unloading a truck at the end of the day, an employee was struck in the head by a fiberglass guy rod.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
8/5/2024	SCE Crew	Injury	Back	Injury - August 5, 2024 , While working from pole at approximately 12 feet off the ground, an employee was struck in the upper back by a small communication grip weighing approximately three pounds. The grip was snagged while uncoiling a handline and fell approximately 10 feet from a bucket truck working above.
8/5/2024	SCE Crew	Injury	Posion Oak	Injury - August 5, 2024 , An employee was working in a remote area and was exposed to poison oak. He addressed the poison oak himself without notifying supervision. Three weeks later the poison oak reappeared. The employee was sent to the clinic.
8/5/2024	SCE Crew	Property Damage	Improper Wheel Attachment	Property Damage - August 5, 2024 , A wheel and tire inadvertently came off the rear intermediate driver-side dual of a bucket truck while the vehicle was being driven on the on-ramp of a freeway. The driver of the truck pulled over on the on-ramp with the remaining wheels. The wheel came to a rest on the side of the on-ramp.. No injuries or vehicle damage occurred.
8/5/2024	SCE Crew	Injury	Various Unknow	Injury - August 5, 2024 , While descending a hill, a water truck driver came off the road causing the truck to roll. The driver was transported by ambulance to an airfield and then flown to a hospital.
8/5/2024	SCE Crew	Injury	Various Unknow	Injury - August 5, 2024 , While working on a pole replacement along a property line, a pole broke above ground level and fell to the ground, injuring three employees (two apprentices, one lineman). Two apprentices were on the pole when it broke. A lineman working on the ground was struck by the pole as it fell. The employees were transported to the hospital with varying degrees of injuries. The employees' injuries are reported to be non-life threatening, and all three are currently in stable condition.
7/29/2024	SCE Crew	Injury	Wrist & Elbow	Injury - July 29, 2024 , A material handler was walking to a dumpster to dispose of trash. As he got closer, he stopped to throw the item, and lost his balance, slipped and fell backwards. He braced himself for the fall with his right hand and injured his right wrist when he landed on the gravel and scraped his right elbow against a bundle of composite poles that were behind him. The employee froze the scene. The supervisor was on-site, along with other material handlers. They immediately stopped the work and went to his aid. The employee was clinching his wrist in pain and the team provided first-aid. Management was notified and showed up to the scene as and provided a Worker's comp packet to employee. They accompanied the employee to the IAP authorized Urgent Care.
7/29/2024	SCE Crew	Injury	Rolled Left Ankle	Injury - July 29, 2024 , An employee was exiting the belly of a bucket truck and stepped on debris rolling left ankle. IAP was contacted.
7/29/2024	SCE Crew	CCII	Switching Error	CCII - July 29, 2024 , While switching a program to in-service, a 12kv circuit breaker at a substation, the program was incorrect causing load to be dropped and a flash occurred. The employee hit their knee on rock dust while scrambling to the ground to avoid the flash.
7/29/2024	SCE Crew	Injury	Minor Injuries	Injury - July 29, 2024 , Two employees on the warehouse cart inspected a truck carrying reels of wire. A flatbed truck blocked one of the two lanes at the service center. While the cart was making a U-turn, a FedEx truck approached, causing the cart to move aside. The cart collided with a forklift that was making a left turn. Both vehicles stopped, and the employees reported minor injuries. The cart was damaged. Supervisors investigated and noted a blind spot caused by a waste bin.
7/29/2024	SCE Crew	CCII	Operator Error	CCII - July 29, 2024 , A five-man crew consisting of a foreman, two linemen, one hot apprentice, and a 2nd step apprentice were tasked to replace top cross arm of vertical main line that also had end of arm tap line construction. Two bucket trucks were staged back-to-back on either side of the pole. After replacing the crossarm and in the process of dead ending the tapline phase, conductors made phase to phase contact roughly 15' away from the pole causing a flash. Lineman and apprentice were evaluated by physician and released to return to work after one day off with no restrictions.
7/22/2024	SCE Crew	CCII	Wire Control	CCII - July 22, 2024 , A four-man crew was tasked to prepare a line section for pole replacements and covered conductor installation on an energized 4 kV line. Fast curve settings were enabled, and the crew had No-test orders. When the neutral conductor was transferred to an arm extension, the neutral made contact with the inside phase and a phase-to-ground incident occurred. No injuries, no damage to property or equipment. Appropriate notifications were made.
7/22/2024	SCE Crew	CCII	Switching Error	CCII - July 22, 2024 , While switching a program to in-service, a 12kv circuit breaker at a substation, the program was incorrect causing load to be dropped and a flash to occur. The employee hit their knee on rock dust while scrambling to the ground to avoid the flash
7/15/2024	Outside Crew	CCII	Switching Error	CCII - July 15, 2024 , An underground (UG) crew completed a planned job to cut-in new cable to a generator. The crew had three RAG switches in the grounded position and to return the circuit back to normal, they would place all three switches in the open position. The crew rigged on the first switch and successfully switched the RAG switch to the open position. On the second RAG switch, the crew rigged to go from the grounded position to the open position. When they switched, the handle went from the grounded position, to open, then continued to the closed position. As a result, the RAG switch closed into its energized bus and closed into the third and last grounded switch.
7/8/2024	SCE Crew	Load Drop From Helicopter	Improper Rigging	Load Drop From Helicopter - July 8, 2024 , An SCE line crew working in a national forest, rigged five strings of glass insulators to an SCE helicopter to bring back to the landing zone (LZ). During the flight back to the LZ the pilot checked and noticed the load was gone. The crew debriefed and concluded that during the flight, the eye of the insulators must have severed the rigging (sling). The glass insulators could not be found. Appropriate notifications were made.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
7/8/2024	SCE Crew	Load Drop From Helicopter	Improper Rigging	Load Drop From Helicopter - July 8, 2024 , A contract helicopter was to support an SCE crew on an emergency pole replacement at a remote, mountainous site. The new pole was staged at an access road adjacent to the pole site and other materials such as gravel, tools, and other support materials were staged at the landing zone (LZ) at the local airport. The day of the job, the pilot conducted a tailboard at the LZ with the SCE crew. The night before, the pilot had discussed the work to be accomplished with the general foreman (GF). The GF was to brief his crews at the remote pole site, where he was the day of the job. That location did not have cell phone service. Materials to be transported by helicopter to the remote pole site included tools, wedges, and copper. The SCE crew had only a tarp to transport the materials. Baskets, sacks or super sacks were not on-site. The SCE crew was instructed by the pilot to secure each item with rope in a daisy chain and then to the tarp itself. When the load was delivered to the remote pole site, it was discovered the tools were hanging out of the tarp and the wood wedges and copper were missing. It was assumed that these materials were lost in flight. During transit, the pilot did not notice any objects depart or free-fall. The remainder of the pole set was completed without incident.
7/8/2024	SCE Crew	CCII	Switching Error	CCII - July 8, 2024 , An SCE line crew working in a national forest, rigged five strings of glass insulators to an SCE helicopter to bring back to the landing zone (LZ). During the flight back to the LZ the pilot checked and noticed the load was gone. The crew debriefed and concluded that during the flight, the eye of the insulators must have severed the rigging (sling). The glass insulators could not be found. Appropriate notifications were made.
7/8/2024	SCE Crew	CCII	Switching Error	CCII - July 8, 2024 , A contract helicopter was to support an SCE crew on an emergency pole replacement at a remote, mountainous site. The new pole was staged at an access road adjacent to the pole site and other materials such as gravel, tools, and other support materials were staged at the landing zone (LZ) at the local airport. The day of the job, the pilot conducted a tailboard at the LZ with the SCE crew. The night before, the pilot had discussed the work to be accomplished with the general foreman (GF). The GF was to brief his crews at the remote pole site, where he was the day of the job. That location did not have cell phone service. Materials to be transported by helicopter to the remote pole site included tools, wedges, and copper. The SCE crew had only a tarp to transport the materials. Baskets, sacks or super sacks were not on-site. The SCE crew was instructed by the pilot to secure each item with rope in a daisy chain and then to the tarp itself. When the load was delivered to the remote pole site, it was discovered the tools were hanging out of the tarp and the wood wedges and copper were missing. It was assumed that these materials were lost in flight. During transit, the pilot did not notice any objects depart or free-fall. The remainder of the pole set was completed without incident.
7/1/2024	SCE Crew	Injury	Neck injury	Injury - July 1, 2024 , Employee 1 was working from a bucket and Employee 2 was working below the bucket, from the pole. Employee 2 was struck in the neck by a flying piece of wooden ground molding that fell from the work being performed above. The upgrade foreman called an all-stop, and he and Employee 1 assisted Employee 2 off the pole. The upgrade foreman called 911 and made other appropriate notifications. The injured employee was transported to a local hospital, where he was evaluated and discharged the same day. The operations supervisor and district manager met the injured employee at the hospital.
7/1/2024	SCE Crew	CCII	Switching Error	Injury - July 1, 2024 , The scope of the switching was to take a capacitor bank offline, open a pole disconnect, and open branch line fuses (BLF). Three troublemen arrived at the jobsite and once the contract crew was set-up and the foreman was on-site, the TM started the switching program for the scheduled planned outage. One TM took the capacitor bank off-line, the second TM opened the pole disconnect, and the third TM opened the BLF. After the switching procedure was complete, the contract crew foreman let one of the TM know a customer was out of power (without prior notification). The TM quickly learned they had switched before they verified if the contract crew bypassed the tap line going north at the pole disconnect, which was to be jumpered to the other side of the disconnects. Although there was a note on the cover sheet of the switching program, that note is usually at the actual switching step to be executed during the switching to ensure proper checks are completed. The troublemen notified district supervision and had the contract crew pick-up the tapline using a load pick-up tool. SCE supervision responded to the job site and collected information from the TM about what occurred. The outage was approximately 20 minutes and involved six transformers.
6/24/2024	SCE Crew	Close Call	Grass Fire	Close Call - June 24, 2024 , A crew was working on a Priority 3 compliance order in a residential neighborhood. When they moved a service to mid-span to mitigate the clearance issue, the connectors made contact, hot metal shavings fell to the ground, and a three-by-three-foot section of dry grass at the base of the pole ignited. The foreman immediately grabbed the fire extinguisher and put out the fire, then notified supervision.
6/24/2024	SCE Crew	Injury	Back	Injury - June 24, 2024 , A crew dug down to the base on one side of a direct-buried streetlight pole to access and repair cable. The opposite side of the pole had been dug up a day prior. As a crew member dug, the street light pole fell over and pinned him to the ground. Two crew members lifted the streetlight, which allowed the pinned employee to get free. The employee reported no injury, but his arm and leg were sore. The Injury Assistance Program (IAP) and Workers' Compensation packet were offered to the employee. Two days later the employee visited a Workers' Compensation facility and was put on light duty.
6/24/2024	SCE Crew	Injury	Shoulder	Injury - June 24, 2024 , An employee waved off flies as he walked up stairs to the office. He did not hold the handrail, and he tripped and broke his fall. The employee notified his supervisor in the morning after the incident. Then, later in the day, the employee's shoulder hurt from the fall.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
6/17/2024	SCE Crew	CCII	Operator Error	CCII - June 17, 2024 , An underground line crew was tasked to remove a run of idle lead cable on a 16 kV line out of a substation. The crew used remote cutters and cut the first run of cable without incident. Then, the crew rigged onto the next run of cable and when they cut the cable with remote cutters, a flash occurred. The crew called an all-stop and notified the general foreman, and appropriate notifications were made. No injury or load dropped. An SCE troubleman assisted with switching to isolate the energized cables.
6/3/2024	SCE Crew	Property Damage	Driver Error	Property Damage - June 3, 2024 , An employee exited a company vehicle but did not fully engage the gear shift into park. The vehicle rolled forward and hit the truck hitch of the company vehicle parked in front of it. The employee verified all crew members were okay and notified their supervisor. Other appropriate notifications were made.
6/3/2024	SCE Crew	CCII	Wire Control	CCII - June 3, 2024 , Working over energized 4 kV underbuild, a combined Transmission/Distribution crew was paying out 16 kV conductor into a boom. The 16 kV line was de-energized and grounded on the west side, and the crew held no-test orders. When the bottom phase of the 16 kV line on the east side sagged down and made contact with a 4 kV "tail" sticking out of the shoe two spans away, the 16 kV circuit locked-out and the 4 kV circuit relayed and reclosed. The foreman called an all-stop, notified the Distribution Operations Center (DOC) that everyone was safe, identified the cause, and re-tailboarded. The crew spliced the damaged conductor and got all load up within the hour, and without further incident.
6/3/2024	SCE Crew	Injury	Mouth Injury	Injury - June 3, 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 3, 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 3, 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).

Driving Safety and Fatigue

Special Points of Interest:

On June 20, 2024, the Occupational Safety and Health Standards Board approved California Code of Regulations, Title 8, [section 3396](#), “Heat Illness Prevention in Indoor Places of Employment”.

You can click on this link for more information.

[Heat Illness Info](#)



In many industries, especially in construction, there are several hazards that present themselves daily. Driver fatigue can be a hidden hazard for employees, whether they are in the field, site supervisors, or office staff. Driver fatigue is a serious safety concern that can lead to impaired reaction times, reduced concentration, and an increased risk of accidents.

Did you know?

Between 2021 and 2022, work zone fatalities decreased by 7% while overall roadway fatalities declined by 1.7%

There was a decrease in the percentages of fatal work zone crashes involving rear-end collisions, but commercial motor vehicle and fatal work zone crashes that involved speeding increased.

Persons on foot and bicyclists saw a decrease of 16.6% in work zone fatalities in 2022 relative to 2021.

Operating heavy equipment or driving company vehicles while fatigued increases the risk of accidents, injuries, and potential project delays. Fatigue impairs reaction time, concentration, and decision-making, making it just as dangerous as driving under the influence. To mitigate risks, employees in the field or the office should prioritize proper rest, take scheduled breaks, and recognize early signs of fatigue, such as yawning, heavy eyelids, or difficulty focusing. Employees can be proactive by utilizing peer-to-peer check-ins with co-workers and communicating with leadership if they are feeling fatigued. Employers also play a key role in the prevention of driver fatigue by enforcing safe work schedules, encouraging rest breaks, providing fatigue management training, and ensuring compliance with Hours of Service regulations (link: [Hours of Service \(HOS\) | FMCSA](#)).

In addition to fatigue, driving in rainy conditions presents another significant hazard for construction workers traveling to and from job sites. Wet roads reduce traction, increase stopping distances, and heighten the risk of hydroplaning. Reduced visibility from heavy rain further compounds the danger, making it essential for drivers to slow down, turn on headlights, and maintain a safe following distance. Regularly checking tires for proper tread depth and ensuring windshield wipers are in good condition can also help improve safety.

Whether dealing with fatigue or inclement weather, drivers/operators must remain focused and prioritize safety at all times in an effort to avoid an accident.

FAQ

Q: How do I learn more about driver fatigue on the job?

A: Go to CDC “Driver Fatigue on the Job” and/or click [here](#).



OBSERVATIONS FROM THE FIELD

During the past month, SDG&E safety observers performed job site inspections and observed 26,281 construction activities. Of these, there were 133 at-risk conditions documented and corrected in the field. Of the at-risk conditions observed, 87% were low risk, with the majority of them being PPE gaps. There were 17 medium at-risk observations and 0 high-risk observations during the month.

At-Risk Observations (January 2025)	At-Risk Behaviors
Delineated work zones	There has been an increase in observations where the crew doesn't properly delineate the work zone with cones/barricades or is working outside of the delineated work zone.

NOTABLE AT-RISK OBSERVATIONS

Medium-High Risk Observations (January 2025)	Potential Mitigation
The Foreman was observed standing on the lift truck cab while removing cut branches and was not tied in, presenting a fall hazard.	If working at a height, maintain three points of contact for stability and have fall protection in place when required.
While the crew was performing work, one of the crew members decided to park their service truck in a live lane of traffic instead of in the delineated work zone or a nearby area away from traffic.	All work vehicles and crew members should remain within the delineated work zone while working and utilize hard barriers such as vehicles or K-rails for additional protection from oncoming traffic.
The crew member was wearing earphones while working in an energized substation.	Earphones or any other equipment that may impede situational awareness should not be used while working. The Contractor Safety Manual section 8.2.1 can be referenced for more information.
The employee was straddled between two auger bits while trying to attach one of them to the machine, putting himself in the bite if there was any movement of the machine or the auger bits.	Maintain situational awareness when working around heavy equipment and avoid putting yourself in the bite where there is the potential for a crushing hazard.

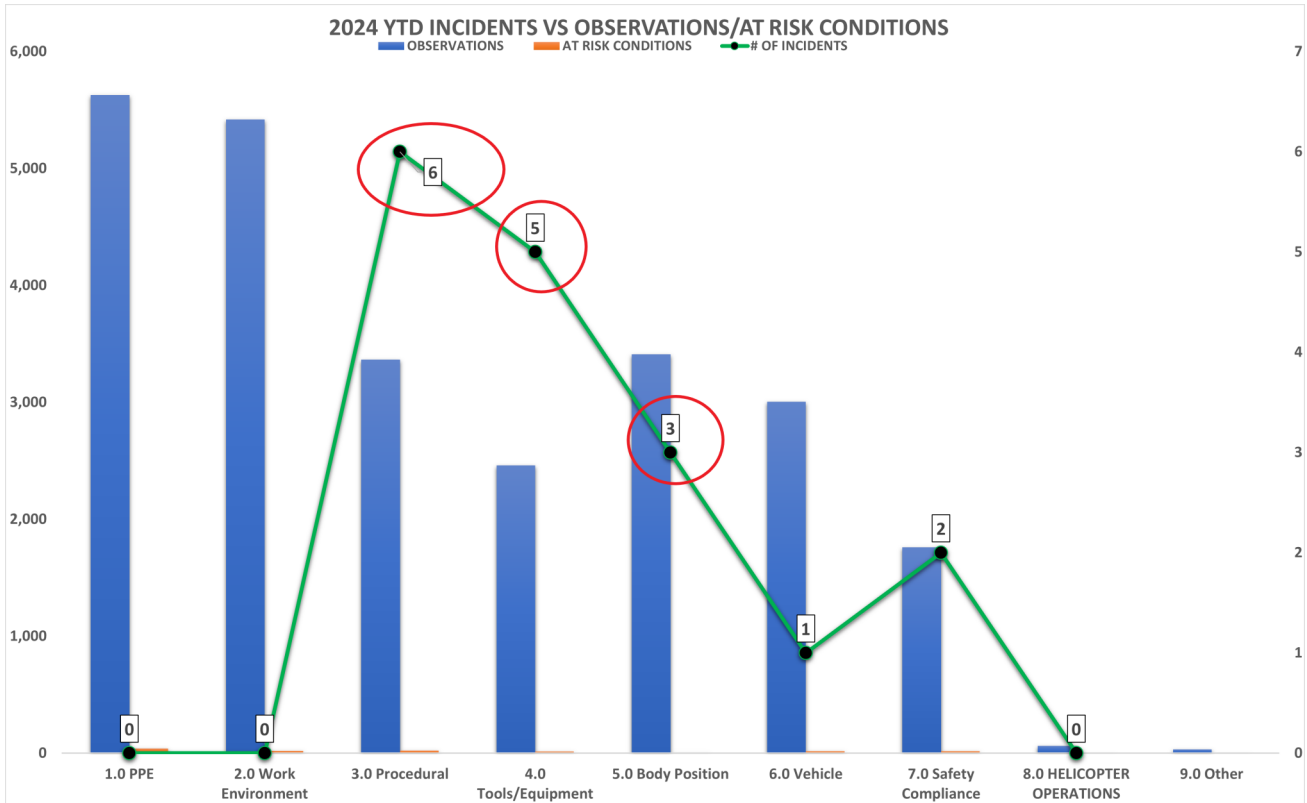
NOTABLE MONTHLY INCIDENTS/NEAR MISSES

Incidents (January 2025)	Potential Mitigation
DART Incident - As a crew member was climbing down the back of a work truck using a step and the built-in truck ladder, his left foot slipped from the ladder, causing his body to twist, and to lose the 3 points of contact he had before. He then fell on his left side, landing on the tongue of the attached portable restroom trailer. He was taken to Urgent Care for evaluation and was determined to have a lumbar strain and a left rib & hip contusion.	When ascending or descending vehicles, equipment, ladders, structures, etc. be sure to maintain three points of contact to ensure your stability and to avoid a trip/fall hazard.
DART Incident - A crew member was carrying a 60lb jackhammer on his shoulder up a hill to assist in the excavation activities. As he was traversing up the slope, his right foot slipped on some loose soil, causing him to fall. As he was falling, he reached out his right hand to break his fall resulting in the jackhammer falling on his right hand and wrist. This resulted in the employee sustaining a contusion and laceration to his right hand.	When carrying larger/heavier equipment, ensure proper lifting techniques are being utilized and consider using a two-man lift for objects that may be too heavy or awkward to carry if doing it alone.
DART Incident - While a crew member was performing a visual inspection of the overhead power lines in the customer's backyard, one of the homeowner's dogs became loose and bit the employee. The employee was evaluated and placed off work for a couple of days to recover.	Before beginning any work, make sure the homeowner has secured any animals they may have to ensure the work can safely be completed.
OSHA Incident - A crew member was walking towards a corridor and noticed a crosswalk gate and grounding wire on the ground. To avoid tripping on the wire, the employee looked down momentarily and as he looked up he made contact with a handle, resulting in a laceration to his chin.	Be aware of your surroundings and consider taking a path with the least amount of obstructions.

INCIDENT SUMMARY (JANUARY 2025)

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

*SIF Potential Event = Serious Injury/Fatality Potential



FUTURE FOCUS AREAS

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

- Procedural
- Tools/Equipment
- 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>.

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

Refocusing into the New Year

Special Points of Interest:

On June 20, 2024, the Occupational Safety and Health Standards Board approved California Code of Regulations, Title 8, [section 3396](#), "Heat Illness Prevention in Indoor Places of Employment".

You can click on this link for more information.

[Heat Illness Info](#)



After all the commotion of the holidays and being on vacation, it may take some time to regain focus on work and the task at hand. Especially in the construction industry, every person needs to be alert to create a safe work environment and remember that safety is a top priority.

As a team, let's reflect on the last year of accomplishments and acknowledge all the hard work to make a successful 2025. The new year offers an opportunity to all to reassess/realign priorities, schedules, and goals. Holiday breaks can sometimes create gaps in communication or slow project progress, so a detailed review of timelines, deliverables, and any adjustments is critical. It's essential to prioritize clear communication and proper planning, so everyone on your team is aware of the expectations for the year and the goals to be achieved.

Take time to review lessons learned from incidents, near misses, or notable observations with your team. This will allow your team to evaluate what is working and what areas have gaps or need improvement. With these lessons learned that are shared, process improvements can be made to prevent reoccurrence of at risk actions and refresher trainings can be developed to ensure your team is performing work to standard.

Also, due to the recent weather we have had with the Santa Ana winds and Elevated/Extreme Fire Potential Index (FPI), please be sure to reference the Fire Risk & Mitigation Matrix in ESP 113.1. This matrix, which can be found on the ISN Bulletin Board, will guide your team in preparing for work and following the requirements based on the FPI. The FPI will determine any work restrictions and if a Designated/Dedicated fire patrol is required. Ensure the required fire tools such as Pulaski, 5-gallon water backpack, shovel, and in some cases a water buffalo are readily available on the jobsite. A Fire Mitigation Form and Hot Work Permit, which can also be found on the ISN Bulletin Board, should also be completed daily when applicable. Another helpful resource to check the daily FPI to determine the fire potential for that day can be found online at [SDG&E Fire Potential Index \(sdgweather.com\)](#) or through the SDG&E Weather App. By planning ahead, training, and team work, let's have a strong start to this year and stay on track for success.

FAQ

Q: How do I learn more about having an Emergency Action Plan?

A: Go to Cal/OSHA "Emergency Action Plan" and/or click [here](#).

Did you know?

In 2024 there were 8,024 wildfires that occurred, burning 1,050,012 acres in California.

In 2025 so far in California, there have been 227 wildland fires and a total of 40,687 acres that have burned. The Palisades has been the largest area affected and is not fully contained.

For more information on wildfires, you can visit the [Cal Fire website](#) for specific details.



OBSERVATIONS FROM THE FIELD

During the past month, SDG&E safety observers performed jobsite inspections and observed 25,811 construction activities. Of these there were 164 at-risk conditions documented and corrected in the field. Of the at-risk conditions observed, 73% were low risk, with the majority of them being PPE gaps. There were 38 medium at-risk observations and 0 high risk observations during the month.

At-Risk Observations (December 2024)	At-Risk Behaviors
Job Hazard Analysis (JHA)	There has been an increase in observations where the crew has not filled out a JHA or reviewed the associated hazards of the job tasks with the crew.

NOTABLE AT-RISK OBSERVATIONS

Medium-High Risk Observations (December 2024)	Potential Mitigation
Crew member had entered a confined space without performing any air monitor testing prior to entry and didn't even have an air monitor onsite.	Ensure proper confined space entry protocols are being followed and that all required equipment/materials needed for the job are available at the job site.
Crew did not complete a JHA prior to starting work, so the tasks and associated hazards were not communicated to the crew. A site safety walk was also not completed to ensure the safety of the crew.	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 performing grinding operations, where hot slag was being generated and coming into contact with the crew member's face/eyes due to not wearing a face shield.	When performing hot work, the appropriate face protection should be worn to protect one's eyes/face. Reference Cal/OSHA 3382 Eye and Face Protection for more information.
Crew member was performing ceiling work while standing on the top of the ladder while his co-worker stood on the rung of the ladder to keep the ladder stable.	Three points of contact should be maintained when using a ladder and one should not stand on the top of a ladder. Cal/OSHA 3276 Portable Ladders can be referenced for more information.

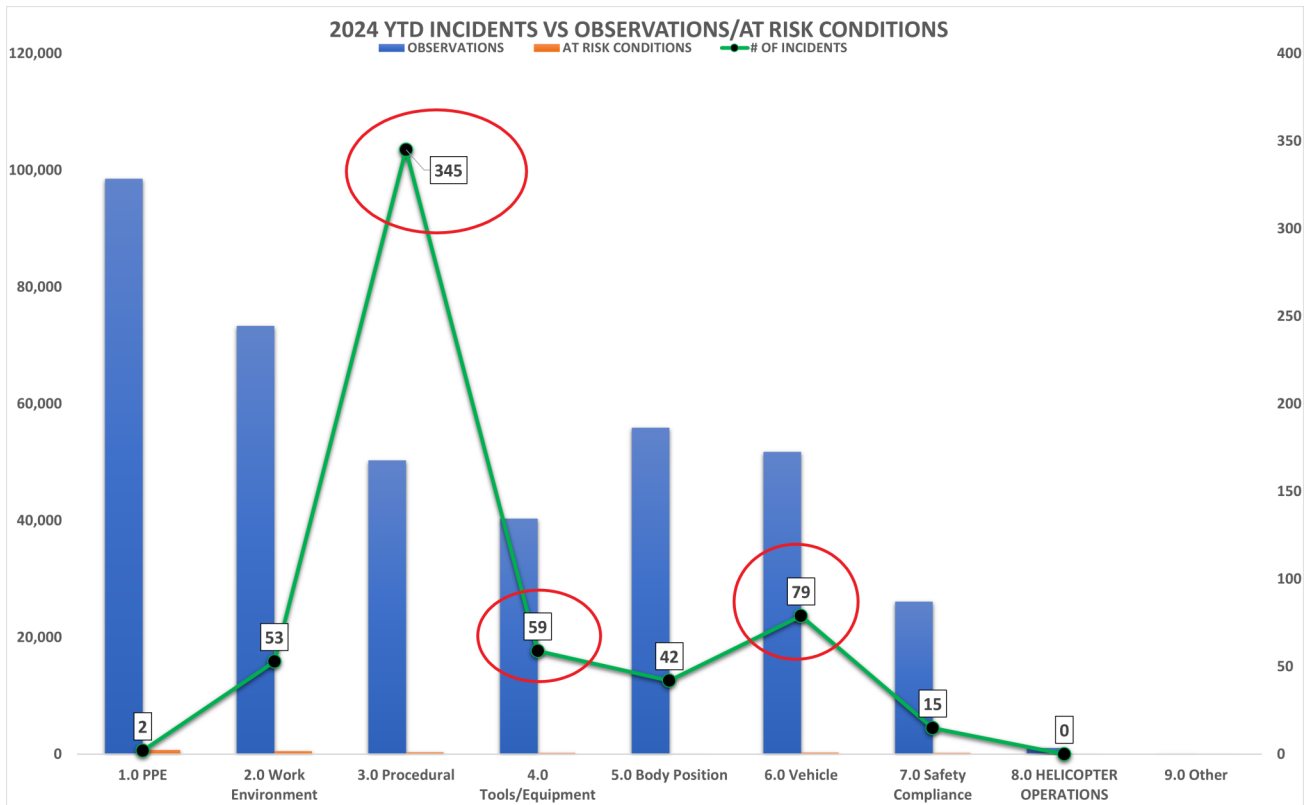
NOTABLE MONTHLY INCIDENTS/NEAR MISSES

Incidents (December 2024)	Potential Mitigation
DART Incident - A crew member was assisting his co-worker in loading a sub-zero refrigerator. While pushing the fridge onto the hand truck, one of the crew members was supporting the fridge by resting it on shoulder while pushing and he felt a discomfort in his right shoulder. Due to large size & weight of fridge, this employees strained his shoulder and was placed on modified duty.	If handling a heavy load, make sure to use proper lifting techniques, utilizing a two-person lift, or a piece of equipment to help lift or handles the load to avoid a muscle tear/strain.
DART Incident - Employee was to lift a 5-gallon water can when he felt a pull on his right bicep. The employee was diagnosed with having a strained muscle on his right arm and had to be placed on modified duty.	Ensure proper body position when lifting, limit the amount of force exerted when lifting, reduce frequency of repetitive motions, and take breaks during to avoid muscle fatigue.
Electric Incident - Crew was assigned to perform maintenance on a pole. After completing the maintenance, they released their hold. An unplanned outage followed due to the crew inadvertently swapping the line side and the load side of the "C" phase during the energization of the circuit.	Ensure all switching plans are thoroughly reviewed and having a peer check on the wiring prior to releasing a hold is a good standard practice to follow.
Electric Incident - Crew was conducting switching on a circuit and while lifting the elbows using live line tools, the crew had inadvertently contacted the eye of the parking stands causing a phase-to-ground circuit interruption. This was due to the crew failing to properly identify the section of cable being de-energized.	Crews should always verify the switching plans and procedures as well as maintain positive control while switching.

INCIDENT SUMMARY (DECEMBER)

Electric - 3 Gas - 0 OSHA - 0 DART - 2 SIF Potential - 0 Serious Safety Incident - 0 Fatality - 0

*SIF Potential Event = Serious Injury/Fatality Potential



FUTURE FOCUS AREAS

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

- Procedural
- Vehicle
- Tools/Equipment

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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 (15 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!

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Contractor Safety Talks

Remaining Focused During the Holidays

Special Points of Interest:

On June 20, 2024, the Occupational Safety and Health Standards Board approved California Code of Regulations, Title 8, [section 3396](#), "Heat Illness Prevention in Indoor Places of Employment".

You can click on this link for more information.

[Heat Illness Info](#)

Did you know?

According to The Conference Board Holiday Spending Survey, the average US consumer intends to spend \$1,063 in nominal terms on holiday-related purchases in 2024, up 7.9% from \$985 in 2023. This amount is also higher than 2022 & 2021.

The survey found that buying gifts online has become extremely common, with only 8% of consumers planning to do all their shopping in stores and 43% of consumers expect to purchase at least half of their gifts online in 2024, less than in 2023 and close to the pre-pandemic level.



The holiday season is a time for celebration, connection, and reflection. However, it can also be a time of distraction, stress, and decreased productivity due to the increase of things going on during this time of year. Here are some strategies to help you stay focused and make the most of the season without losing sight of your priorities.

Planning your schedule in advance is crucial in construction, where timelines are often fast paced and ensuring safe production is paramount. Planning allows you and your team to remain organized and execute the scheduled work efficiently. Be sure to account for weather delays and leave some buffer time for unexpected challenges. A well-structured plan helps balance productivity with seasonal obligations.

Limiting distractions on the jobsite or in the office is also essential, especially when managing multiple tasks or working long hours. With end-of-year deadlines or the stress that can come from the holidays, it's easy to lose track of priorities. Designating specific times to check emails or your phone can help avoid unnecessary notifications during critical tasks to stay on track.

Taking care of your health is critical in this physically demanding industry. Prioritizing balanced meals, hydration, adequate sleep, and physical activity to maintain the stamina needed for the job can contribute to maintaining your focus and avoiding fatigue. Encourage your team to do the same, as a healthy team is a productive team.

Finally, take time to reflect and celebrate your wins, both individually and as a team. Whether it's completing a complex project or maintaining an excellent safety record, recognizing these achievements can boost morale and set the tone for the year ahead.

FAQ

Q: How do I learn more about psychosocial hazards in construction?

A: Go to CDC "Psychosocial Hazards Often Overlooked in Construction Industry" and/or click [here](#).

OBSERVATIONS FROM THE FIELD

During the past month, SDG&E safety observers performed jobsite inspections and observed 27,523 construction activities. Of these there were 111 at-risk conditions documented and corrected in the field. Of the at-risk conditions observed, 95% were low risk, with the majority of them being PPE gaps. There were 5 medium at-risk observations and 0 high risk observations during the month.

At-Risk Observations	At-Risk Behaviors
Housekeeping	There has been an increase in observations where the crew has their tools/equipment scattered about the jobsite, presenting a tripping hazard.

NOTABLE AT-RISK OBSERVATIONS

Medium-High Risk Observations (November 2024)	Potential Mitigation
There was an open hole that was not barricaded/coned off and was located outside of a residents walkway, leading to a potential fall hazard for the resident /public.	Ensure that all open holes are barricaded or covered to prevent a pedestrian or worker from accidentally falling in.
Due to the crew not having completed a JHA prior to beginning work, the crew had not discussed the hazards & mitigations of the work activities for the day.	Prior to beginning work each day, the JHA should be thoroughly filled out and reviewed with crew so they are aware of the tasks & associated hazards. If the work scope changes, that should be added to the JHA and discussed with the crew as well.
The traffic control crew had blocked off the sidewalk with no detours set up in an area that was highly traveled on.	When setting up traffic control or closing off a work area, especially in an area where there is high foot traffic, make sure there is a safe detour route set up for the public.
Lift truck was reversing on to a dirt road without the assistance of a spotter due to it being a low volume road.	A spotter should be in place to assist the operator/driver if there is any backing operations taking place.

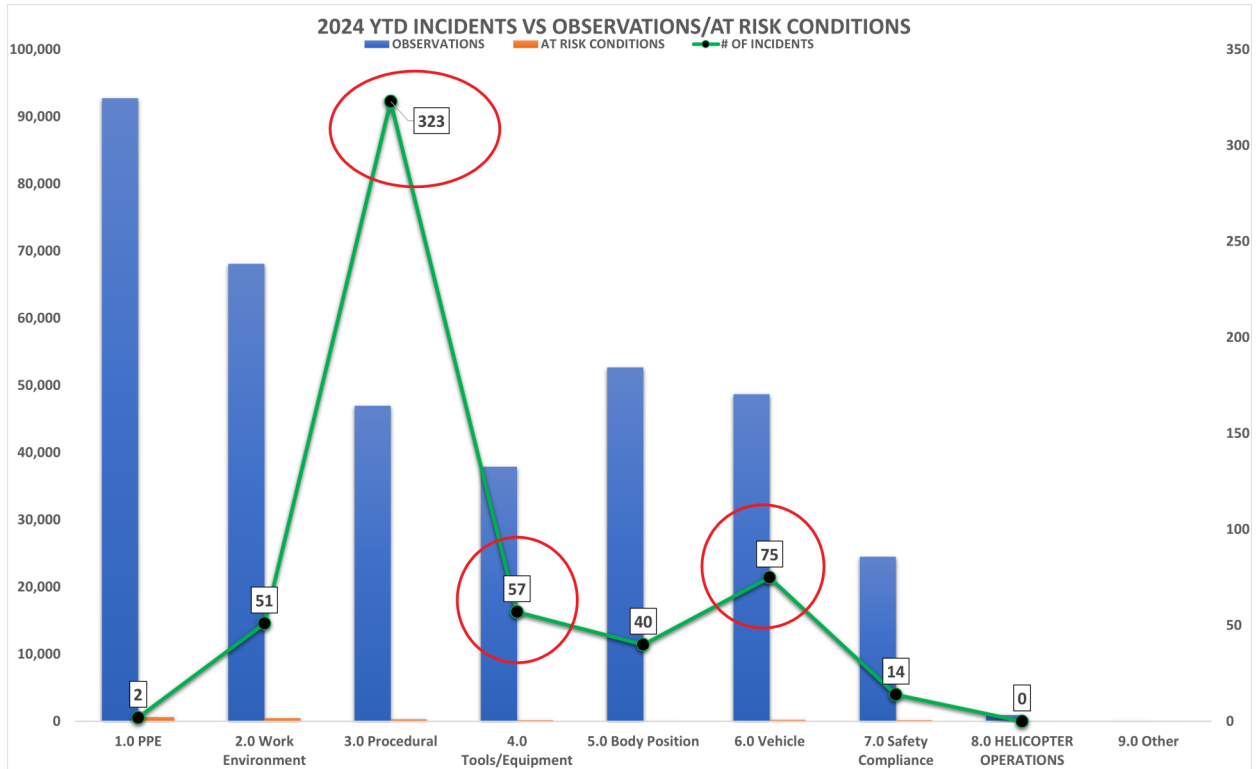
NOTABLE MONTHLY INCIDENTS/NEAR MISSES

Incidents (November 2024)	Potential Mitigation
OSHA Incident - While crew member attempted to strip a cable jacket using #9 pliers, he pulled on a string embedded in the cable which was designed to strip the outer insulated cover. The string broke causing the crew member to be struck on mouth and fractured an upper incisor.	When handling tools and performing a task that requires physical force, the tool should be aimed away from your body when in motion to help prevent an injury in a case where control of the tool is lost.
Vehicle Incident - During an evening project where there was an approved traffic control plan in place, an SUV drove over several cones and made contact with an arrow board located inside the buffer zone. The SUV then fled the scene. There were fortunately no injuries caused by this incident.	In addition to having an approved traffic control plan, the crew can have additional barriers in place such as work vehicles or k-rails where active work is going on in case a 3rd party unsafely enters the work zone.
Property Damage - Crew was conducting cable pulling operations using a Hogg Davis unit. Once the task was completed, the Hogg Davis was relocated approximately 100' from the work area next to a curb. Due to not being properly secured, the Hogg Davis began to roll down a hill and made contact with a work truck. There were fortunately no injuries caused by this incident.	Ensure that all equipment that has the potential to roll backwards/forwards is properly secured by utilizing the appropriate securement system. In this case, places wheel chocks under the Hogg Davis wheels could have prevented this incident.
Non-Serious Near Miss - Upon arriving at the job site, the crew began their setup and started filling out the JSA when an older woman unexpectedly approached, brandishing a knife. She chased and threatened one of the crew members, creating a highly volatile and dangerous situation. Fortunately, no injuries were sustained during the incident. Law enforcement was contacted, and the woman was promptly arrested.	If a 3rd party presents a threat to the crew on the jobsite, the crew should not engage with that person and call 911 for immediate assistance.

INCIDENT SUMMARY (NOVEMBER)

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

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