

Notice of Joint Safety Committee Meeting September 17, 2024

To: All parties in interest

Via: E-Mail Transmission

Date: 9/17/2024

E-Mail: jweaver@westernlineneca.org

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

Tuesday, September 17, 2024

1:00 PM

Cal-Nevada JATC Training Center

9846 Limonite Ave.

Riverside, CA 92509

The Minutes for [June 25, 2024](#), are posted on the [WLCC Chapter Website](#).

Thanks, and stay safe!

Jules W. Weaver
Chapter Manager



MEETING MINUTES
IBEW 47-1245 / WLCC-NECA JOINT SAFETY COMMITTEE
June 25, 2024
Cal-Nevada JATC – Woodland Training Center

Present:

Mgmt:

AJ Zartman- Chairman
Raul Guardado
Chris Burt
Jeremy Atchison
Ian Neff
Scott Hudleson
Scott Williams
Ed Antillon
Tiffany Friend
Andy Smoot
Marissa Gulla
Brandon Gonzales
Zach Sasser
Ryan Ritchie
Aaron Johnson
Lito Wilkins
Walt Posey
Dan Amour
Ron Minudri
Jose Dial
Nathan Strand
Jason Alipio
Ross Cramer
Shannon Marchbanks
Ian Neff
Isaac Lawrence
Anne Durbin
Matt Hilton
Jules Weaver – Secretary

IBEW:

Ralph Armstrong
Colin Lavin
Casey Lavin
Ralph Kenyon
Ethan Stonecipher
Cory Pederson
Ben Contreras
Fred Aboud
Jesse Green
Charles Randall

Cal-NEV
JATC/Guest:

Jimmy Skinner, Cal-Nevada JATC
Will Monzingo, Cal-Nevada JATC

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

Chairman Zartman welcomed the group and had everyone introduce themselves.

Previous Minutes:

*M/S/C to approve the **Meeting Minutes** of the Joint Safety Committee Meeting held on **March 19, 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: City Light & Power; Diversified Utility Services and Teichert Line Services.

JATC Reports: Executive Director Skinner noted that we have had approximately 50 incidents involving apprentices since our last meeting and a general discussion followed. Director Skinner then went through our current apprentice statistics covering information such as how many apprentices we have indentured this year, laid off apprentices (we have currently have 60 apprentices out of work), etc. and climbing classes to be scheduled and the availability of online training on the apprentice's home page. Mr. Skinner also reminded everyone of the requirement to timely report accidents/incidents involving apprentices and how those incidents are shared and discussed in class with all the apprentices. Mr. Skinner noted that the OSHA 20-hour course has been implemented and that they are conducting Safety Standdowns with the apprentices, a general discussion followed.

Local 47 - Southern California: Reported by Mr. Colin Lavin and Mr. Lavin noted they had no additional accidents/incidents to report beyond those discussed today. Mr. Lavin then discussed mental health and suicide prevention training that Local 47 and WLCC is involved with. A general discussion followed.

Local 1245 - Northern California: Reported by Mr. Ralph Kenyon and Mr. Kenyon noted they just had a groundman get struck by a pole that knocked him into the hole and a general discussion followed. Mr. Kenyon noted there were no additional accidents/incidents to report beyond those reported today.

Exhibits attached hereto:

Exhibit B – Contractor Safety Talks from SDG&E

Observations: It was noted that we are still seeing way to many vehicle incidents reported and fires and fire suppression were also major discussion topics.

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 noted that the Red Book Subcommittee are finalizing changes to the Red Safety Book, and they should have a proposal for the full Safety Committee to review and approve by our next meeting in September.
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 that with any luck the new Safety Wallet APP should be available by 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. 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

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

Labor Representatives

Ralph Armstrong
Ralph Kenyon
Casey Lavin
Arnold Trevino

Management Representatives

Jim Stapp
AJ Zartman
Walter Posey
Jules Weaver

Next Meeting Date and Location:

Tuesday – September 17, 2024, at 1:00pm at the Cal-Nevada JATC Training Center located in Riverside, CA.

Meeting adjourned at 3:00pm

IBEW 47 - 1245 / WLCC - NECA

3rd Quarter 2024 Accident/Incident Reports

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

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

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

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
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.
4/1/2024	Civil Crew	Injury	Multiple Bruises	Injury - April 1, 2024 , In the afternoon, a contract streetlight crew was preparing streetlight foundations to install new concrete streetlights in a residential neighborhood. A skid-steer loader was used on the site to pick up dirt, and some dirt was pushed over the curb onto a piece of plywood (four-by-four-foot) covering a foundation hole (four-foot-deep). A contract worker stood on the grass and lifted the piece of plywood so the dirt would fall back into the street and be swept up. When he lifted the plywood, his foot slipped on the wet grass, and he fell into the hole. Other crew members helped pull the worker out of the hole and immediately made appropriate notifications. The superintendent called 911 for emergency services to perform an assessment of the worker, and the paramedic recommended transporting the injured worker to urgent care for further assessment. The superintendent drove the worker to a nearby facility, where he was released on modified duty. A formal re-tailboard at the job site was not conducted, but the remaining crew members were advised of the incident and to be aware of their surroundings, and they continued working.
3/25/2024	Outside Crew	Significant Injury	Fractured Tibia & Fibula	Significant Injury - March 25, 2024 , A five-man contract line crew responded to a car-hit-switch pole (emergent work). The job site was located on a narrow two-lane, rural highway with a narrow shoulder. Given the limited working space, the traffic control crew set up flagmen and closed the eastbound lane to provide the crew with as much working space as possible, and the bucket and line trucks were parked facing the same direction (within three feet of each other). The crew took a clearance, completed a tailboard, applied grounds, and removed a 35-foot section of the old pole (broken at the base) without incident. Also due to the limited workspace, the pole section was moved out of the work area and laid on the ground against outriggers, between the trucks. The switch rod and hog eyes (hardware) were still attached to the pole. The new pole was staged on the field side of the bucket truck to be framed before being set. When a contract lineman walked near the old pole, the pole shifted, and the switch rod struck his left leg, just above the ankle. The foreman called an all-stop, 911 was called, and the crew administered first-aid until emergency services arrived. The injured worker was transported to a medical center, where he was treated for a fractured tibia and fibula, and then released two days later.
3/11/2024	Tree Crew	Injury	Left Leg Laceration	Injury - March 11, 2024 , A tree crew foreman was re-routed from a canceled job to another job - his first tree climb of the day. The tree had loose bark, so he wore his climbing gaffs to avoid slipping as he ascended the tree. As he climbed, his left gaff was stuck in the tree wood and his right gaff came out and cut the inside of his left leg, below the knee. A crew member saw the foreman's leg was bleeding and called an all-stop. First-aid was administered, and a crew member immediately called emergency services. The injured foreman was transported to a local medical center, where he received stitches and was released the same day without restrictions. Appropriate notifications were made.
2/26/2024	Outside Crew	Injury	Finger Break	Injury - February 26, 2024 , A worker was crimping ground wire to the barbed wire of a fence around a telecom compound. Another worker was assisting him and as the crimpers were going to compress, his finger slipped into the way of the crimpers. The crimpers broke the tip of the worker's right ring finger. First-aid was administered, and they immediately took the injured worker for medical evaluation.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
2/19/2024	Outside Crew	Injury	Wrist	Injury - February 19, 2024 , A crew member was measuring and flagging fan palms for removal. The terrain was natural, with saturated soils due to rain and leaf litter covering the ground. There was no sense of urgency and the loss of friction due to the terrain and slight slope was noted by the employee. While walking around the stem of a palm, with their left arm free and right hand holding a DBH tape, he stepped out with his left foot which slipped on the leaf litter. He initially began falling backward as if to land on his rear but twisted towards his right and braced his fall with his right hand with wrist oriented so the fingers were pointed behind him. The full weight of his body was put on his wrist and arm and at this point, he felt a "pop" in his wrist. He slowly gathered himself and walked back to his truck. From there, he drove to a nearby parking lot where he then notified his Lead Consulting Utility Forester (CUF) to inform them of the incident.
2/19/2024	Outside Crew	Injury	Pinched Finger	Injury - February 19, 2024 , A five-man contract electrical crew responded to a car-hit-padmout incident while a three-man contract environmental clean-up crew was also dispatched to clean the oil release. A journeyman lineman was on their knees assessing the cable for repair when an environmental clean-up employee set down a 55-gallon drum for repositioning on the dolly. The drum landed on the right pinky finger of the journeyman lineman, pinching it between the drum and the concrete pad.
2/16/2024	Gas Crew	Injury	Finger Amputation	Injury - February 16, 2024 , A Contracted crew member was using a 90lb jackhammer to break up concrete in front of a brick wall with a window ledge to install a new gas service. As he was jackhammering, the concrete gave way under the tool's force which caused the jackhammer to shift abruptly. During this sudden shift, the crew member's pinky finger got caught in between the jackhammer and the brick wall that was adjacent to him. All work was stopped and the crew member was taken to a medical facility for medical evaluation. The crew member was evaluated by medical professionals and was determined to have a partial amputation of his finger, which resulted in the crew member needing surgery.
1/31/2024	Outside Crew	Injury	Toe Injury	Injury - January 31, 2024 , A contracted crew was tasked with assisting a crane company in relocating their crane to prepare for a morning lift. After the crane was in position, the next step was to put the crane outrigger pads down on the ground to level out the outriggers once they were placed. One of the crew members started to grab the outrigger pads from the cradle on the crane, which was about 5 feet off of the ground. There were two pads stacked on top of each other and as the crew member grabbed the top pad, the pad underneath it started to drag along with the top pad. The bottom pad ended up falling and hitting the crew member on his right foot, injuring his toe. This contracted crew member was transported to the Emergency Room where he was evaluated and received stitches.
1/29/2024	Outside Crew	Injury	Right Shin Injury	Injury - January 29, 2024 , A line crew foreman used a skid steer with a forklift attachment to unload steel from a delivery truck, under the observation of a spotter. At some point, the delivery driver stepped into the skid steer drive path and although the spotter called an all-stop and the foreman stopped the operation, the steel struck the delivery driver on his right shin. The foreman tended to the truck driver and first-aid was administered. The Edison site representative was on-scene and made appropriate notifications. The delivery driver left the job site and after lunch, the crew held a safety meeting and discussed the incident.
1/12/2024	Outside Crew	Injury	Flash Burns	Injury - January 12, 2024 , Shortly after 6:00 AM, a troubleman trainer and a lineman responded to a trouble call from the Distribution Operations Center for a damaged structure lid/exposed wire. When they arrived on-site, they found city barricades around both the SCE primary voltage splice box and a recent car-hit-streetlight pole. They used the circuit map and identified the 12 kV line and source substation. The two-man crew could not see any damaged cable or components in the structure when they looked through the hole in the damaged lid. They took pictures and made contact with the reporting party, they were told the police and city had been out there at midnight after the accident. No power issues were reported. They determined a repair order was needed for a crew to install a replacement lid, and before leaving the area, the TM trainer and upgrade lineman would temporarily secure the structure. He took his folding ruler to measure the splice box lid for the RO, so a proper lid could be brought out. As he measured the intact half of the lid, part of the broken lid fell into the energized structure, which caused a flash. The TM trainer instructed the upgrade to get away from the structure because he knew the circuit would test and reclose because the recloser was not blocked. Then, the TM trainer checked on the upgrade, who said he was okay and not injured, but the TM trainer saw some singed hair on the upgrade's face. They contacted both the DOC and switching center to let them know of the incident and the location on the circuit. The circuit tested well, and they received No-Test Orders on the circuit. The employees notified their supervisor and a second TM to help clear the cause of the flash. Supervision arrived on the scene to assess the situation and the health of the upgrade TM trainee. They asked for the upgrade if he required emergency services. The TM supervisor decided to take him for evaluation since he had some singed facial hair and evidence of the intense heat on his face. Burn gel was applied to the upgrade, and the supervisor called the operations supervisor and the district manager drove the employee to the yard for paperwork, then took him to the Grossman Burn Center. The TM supervisor conducted a tailboard with the second TM and the TM trainer knew what needed to be done. The new team safely cleared the pothead taps feeding the splice box before re-energizing. Upon inspection, they found the broken lid piece had punctured the primary cable. They wrote up the splice box and cable for repairs. The employee was released back to full duty that day, without injury.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
Contractor Circuit Interruption Incidents				
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.
6/3/2024	Outside Crew	CCII	Cable Control	CCII - June 6, 2024, Due to an engineering change to a vibration monitoring system, a foreman and worker were tasked to pull in a new circuit for a probe. As they pulled the cable above the HPU, the unmanaged cable end came loose and hit the HOA switch. The switch moved to the "OFF" position, which shut down the HPU and triggered shutdown of the generation unit at the powerhouse. The crew immediately stopped work and notified the SCE operator on-site. The operator and site representative immediately mitigated the shutdown. They took appropriate actions to get the unit up and running and minimize any potential down time. Other appropriate notifications were made.
4/8/2024	Tree Crew	CCII	Operator Error	CCII - April 8, 2024, Thick vegetation had grown around a service drop (secondary line). A worker on a compliance tree trimming crew using a pole pruner from the ground went to remove a vine from a pole among the thick vegetation. The trimmer had limited visibility when trimming and, without full view of the service drop when working, the pruner made contact with the secondary line. The foreman made appropriate notifications. Power was restored within an hour.
4/1/2024	Outside Crew	CCII	Wire Control	CCII - April 1, 2023, The A-line crew was tasked to replace the bird guard, arm insulator pins, and jumper on a 16 kV circuit. No test orders were received, and the crew was clear to begin work. Both working from bucket trucks, wearing rubber gloves and sleeves, worker 1 (W1) was positioned on the north side of the pole and worker 2 (W2) was positioned on the south side of the pole. The cover was securely installed, and then the crew changed out the existing bird guard and insulator pins, without incident. Next, the workers started to replace the existing jumper on the field-side phase. W1 held one end of the new jumper (approximately two coils of wire in the tail). W2 held the opposite end of the jumper on the other side of the cross arm. As W1 fed the slack of the jumper to W2 over the top of the cross arm, W2 noticed the jumper was caught on a synthetic sling inside the bucket. While still holding his end of the jumper tail, W2 twisted the jumper, trying to dislodge it from the sling. The tail got in between the installed cover and contacted the energized insulator shoe. W2 stopped twisting the jumper, and when the wire returned to its natural lay, the middle (belly) of the wire made contact with the grounded steel pole. This resulted in a phase-to-ground arc and caused a circuit interruption. The crew immediately stopped work, made sure all crew members were in the clear and repositioned their buckets out of the work zone. The crew foreman notified supervision and other appropriate notifications were made. The general foreman received a phone call from the substation regarding the circuit interruption. Once everyone was in the clear, the line was placed back in service. The section of the jumper wire sustained minor damage.
2/19/2024	Outside Crew	CCII	Operator Error	CCII - February 19, 2023, As a crew was performing deteriorated pole replacement work, a crew member noticed that a recently installed new fiberglass pole was leaning significantly and recognized that one of the down guy anchors supporting this pole was coming out of the ground. The crew member notified management of this potential public safety hazard. Management made proper notifications to SCE and later received authorization to replace a failing 6-foot, HELIX style, screw-in anchor. The next day, a dig crew conducted an onsite job briefing and documented the tailboard. They knew that the soil in this area was very hard to dig and they were aware of all underground (UG) utilities that were in the immediate work area. After tailboard, the crew began potholing to identify the UG utilities in the area. It took them approximately two hours to locate marked UG utilities at a depth of about 4 feet. The crew hand dug until exposing the UG CIC cable. While the crew continued to hand excavate the foreman recognized that one of the cut-out fuse doors opened on the pole which told him that the groundman may have made contact with UG primary CIC cable. No flash occurred in the hole and no

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
1/29/2024	Outside Crew	CCII	Improper Connection	<p>CCII - January 29, 2024, A line crew was tasked to reframe an existing pole for a Rule 20B job. The primary section of line was de-energized and grounded, and the crew relocated a transformer to another pole, replaced a single tangent crossarm with double dead-end crossarms, dead-ended the existing wire, connected over-the-arm jumpers, installed an overhead switch, and installed a new cable riser, all without incident. The crew then relocated to where the line had been isolated and grounded, removed their grounds, and successfully re-energized the first phase of the line using an approved tool and hot sticks. When they went to re-energize the second (middle) phase, a flash occurred. The crew called an all-stop and immediately after the flash, the switching center called the foreman to let him know the circuit locked-out and asked if the crew was okay. Appropriate notifications were made. The crew walked to the pole they just reframed and found they had connected the new 4/0 copper primary ground and #4 copper lightning arrestor ground to a phase, not the neutral.</p>
1/22/2024	Outside Crew	CCII	Wire Control	<p>CCII - January 22, 2024, An overhead line crew opened three 33 kV dead-end poly isolators to de-energize a section of a 4 kV line and replaced a deteriorated pole, all without incident. Then, they moved their equipment back into position and two workers (working from the same bucket) would re-energize the section of line at the open isolators. The foreman was the qualified observer on the ground. At the north phase, the workers slid the protective cover back, installed a load pick-up tool, made up the isolator jumper to energize the phase, removed the load pick-up tool, and re-positioned the protective cover. Then, they moved to the center phase and followed the same steps. After the center phase was re-energized, one worker took control of the #2 strand copper jumper that was secured and held back. He began shaping, bending, and forming the copper jumpers that would reach and connect to the other side of the isolator. As he shaped it, both workers noticed the isolator was rolling, and the conductor started to birdcage (fray). When the worker holding the jumper tried to twist the conductor back to normal, the isolator unexpectedly rolled the jumper, and the worker lost control of the jumper's tail. An arc and buzzing occurred. The foreman called an all-stop, and the workers made the jumper safe and boomed down. The workers advised no arc flash occurred, and they were uninjured. No burn marks were found on any personal protective equipment (PPE). Appropriate notifications were made. The crew learned from the Distribution Operations Center (DOC) that the 4kV circuit relayed. It is believed the jumper tail had either encroached close enough to or made brief contact with the north phase through a small gap in the temporary line cover. The crew obtained permission to complete the job, then re-tailboarded and re-energized the section of the 4kV circuit without further incident.</p>
1/22/2024	Outside Crew	CCII	Improper Switching	<p>CCII - January 22, 2024, Unplanned Outage, Unsafe Act, Switching. (C) Four crews were tasked to replace poles and install covered conductor on a 12 kV line. One foreman ran the switching program. As a result of a communication error, the crew got ahead of the switching program and opened a mainline pothead jumper before a parallel was made. An all-stop was called immediately. Load to 15 transformers was dropped for about 10 minutes. Then, load was picked-up again, and they moved forward with the switching program without further incident. Appropriate notifications were made.</p>
1/12/2024	Outside Crew	CCII	Improper Grounding	<p>CCII - January 12, 2024, A line crew was tasked to replace a deteriorated pole and replace the span guys backing-up distribution lines on an adjacent smith corner transmission pole just across the street. The corner pole had multiple circuits (66 kV at the top, two circuits of 16 kV under-build, and two circuits of 4 kV under-build), all out of the same substation. All circuits would be de-energized except for one 16 kV circuit, which would remain energized throughout the job. The crew would apply primary cover to the 4 kV circuits just below the 16 kV that would remain energized. After they received notice from the SCE troubleman that the appropriate circuits were de-energized, the foreman took his clearance, and the crew began testing and grounding the lines. At the deteriorated pole location, two workers in an insulated bucket tested the 4 kV circuits de-energized (dead) and applied grounds using hotsticks, all without incident. At the adjacent smith corner pole, the same two workers tested the 4 kV circuits de-energized and applied grounds on the dead side of 4 kV disconnects. One worker applied cover on the hot side of the 4 kV before moving into position to test and apply grounds. Using a voltage tester, the crew tested the line dead and when they went to apply the ground, a flash occurred. It was discovered the crew attached the ground to the energized 16kV line in error. Workers boomed down, the foreman assessed they were uninjured, and an all-stop was called. The switching center contacted the crew to confirm everyone was all right. Other appropriate notifications were made, and the contractor's safety specialist soon arrived on-site.</p>

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

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 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.
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.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
6/17/2024	Outside Crew	Property Damage	Operator Error	<p>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.</p>
6/3/2024	Drone Crew	Property Damage	Customer Shooting Drones	<p>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.</p>
6/3/2024	Tree Crew	Flash	Operator Error	<p>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.</p>
4/29/2024	Outside Crew	Property Damage	Equipment Failure	<p>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.</p>

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
4/29/2024	Outside Crew	Vehicle Accident	Driver Error	Vehicle Accident - April 29, 2024 , Two workers were tasked with pole brushing at an H-frame structure in a remote area. They drove separate vehicles and accessed the area from a dead-end spur dirt road. Although the road was unmaintained, it showed signs of vehicle travel, and they were able to drive to the designated structure. They completed their work and would drive out on the same spur road they traveled on to the jobsite. Worker 1 stood near his vehicle and prepared for travel, while worker 2 pulled forward to turn around. Due to the slope and soil conditions, the truck slid and lost traction. The worker attempted several corrective measures, but the truck entered a steep ravine (approximately 100' from the structure), overturned, and landed right-side-up on its wheels. Worker 1 checked on worker 2, learned he was okay, and then notified supervision and called emergency services. Other appropriate notifications were made, and the contractor's field safety coordinator and project superintendent went to the site. Emergency medical services responded to the incident and evaluated worker 2, who was then taken to the contractor's yard and evaluated by their third-party mobile medic. No injuries were reported or observed, and the worker was cleared to return to unrestricted duty. The truck was driven from the incident location to a nearby, more accessible dirt road for flatbed recovery. It was learned that before entering his vehicle, worker 2 did not inspect the area where he intended to turn around, and that he misjudged the severity of the slope and terrain.
4/15/2024	Tree Crew	Close Call	Operator Error	Close Call - April 15, 2024 , The foreman of a compliance trimming crew was performing a crown reduction on a tree. He was working from the tree and had made a few cuts. When he repositioned himself to a different tree branch, the pruner got stuck between a palm frond and a tree branch. When the foreman pulled the pruner free, the pruner head caught the triplex service drop and the exposed blade cut into one of the phases. The ground trimmer confirmed the foreman was okay, and the foreman descended from the tree. The homeowner came out and stated she only had partial power. The foreman called his general foreman (GF), and other appropriate notifications were made.
4/15/2024	Aerial Inspection Crew	Close Call	Operator Error	Close Call - April 15, 2024 , A two-member aerial inspection crew was conducting a transmission inspection using a small Unmanned Aerial System (UAS). When they arrived at their inspection location for the day, they were unable to gain direct access to the structures that were on-property of a locked, unmanned SCE substation. They gained line-of-sight to the structures from an adjacent property. After capturing initial images of two structures, the remote pilot in command (RPIC) moved the aircraft closer to perform quadrant shots. Then, the controller screen lost picture. Following the incident, the crew relocated to an area with better cell reception and contacted their supervisor. Other appropriate notifications were made. With an SCE escort, the team accessed the substation property and located the aircraft (entangled in a tree just outside the substation fence line). Initial flight log and image analysis suggested the aircraft likely collided with transmission wires near one of the other structures. The aircraft sustained significant damage
4/1/2024	Civil Crew	Close Call	Operator Error	Close Call - April 1, 2024 , A civil crew was tasked to excavate a pole hole for a new pole. The original scope of work was to excavate a pole hole approximately two feet east of the existing pole. The crew began excavation at the original location but encountered unmarked/unknown communication conduits that would prevent the new pole from being set at that location. After the foreman and production specialist (P-Spec) discussed the issue, the P-Spec changed the location of the new pole to the south side of the existing pole. The crew began excavation approximately fourteen inches south of the existing pole (above the previous excavation). When the new excavation reached approximately 30 inches deep, the crew realized their original excavation began to collapse, and the pole began to shift towards their new excavation. The crew immediately stopped all work and stepped away from the location. The pole shifted until it came to rest at the end of the excavated area. The crew immediately assessed and secured the scene. Appropriate notifications were made, the P-Spec dispatched a line crew to the location, and the crew repositioned and secured the pole in its original location
3/18/2024	Aerial Inspection Crew	Property Damage	Operator Error	Property Damage - March 18, 2024 , A two-person aerial inspection crew was using a small unmanned aircraft (UA) to inspect a series of poles in a residential area. At one pole, the remote pilot in command (RPIC) and inspector were located on a customer's driveway with a clear view of the structure. The RPIC was using the controller camera view to position the aircraft so he could capture a photo of the pole tag, when the inspector yelled, "Line, Line, Line!" The RPIC looked up at the aircraft's position and tried to ascend, but the aircraft already made contact with the communication line and fell from the sky. The crew secured the area where the UA fell and made appropriate notifications.
3/18/2024	Outside Crew	Close Call	3rd Party Vehicle	Close Call - March 18, 2024 , When a line crew was digging a pole hole, a third-party vehicle being chased by local police entered the work area and struck the outrigger of the bucket truck. The bucket truck was not in use at the time. The crew stopped work and made appropriate notifications, then resumed work after the police cleared the scene. The contract company sent a mechanic to assess the condition of the bucket truck, which was determined operationally sound.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
3/18/2024	Outside Crew	Close Call	3rd Party Vehicle	Close Call - March 18, 2024, A line crew was tasked to replace a deteriorated pole on a two-lane road. The work required traffic control with a single lane closure going eastbound. Traffic control flaggers were letting eastbound traffic pass through the worksite, using the westbound lane. When the crew was working late in the evening, a third-party vehicle was stopped by the traffic control flagger and the driver became impatient with the wait, then went to drive through the traffic control. The traffic control flagger attempted to stop the vehicle, but the driver did not respond to the flagger's commands. A California Highway Patrol (CHP) officer on-site assisting the line crew with traffic control observed the actions of the driver and immediately initiated a traffic stop. The crew stopped work, the officer arrested the driver on suspicion of driving under the influence, and traffic control was re-established.
3/11/2024	Civil Crew	Property Damage	Operator Error	Property Damage - March 11, 2024, A civil crew was backfilling a trench with hand tools. When the foreman used a shovel to redirect the spoils across the excavation, an unexposed one-inch plastic gas service was damaged. The foreman stopped work, assessed the damage, secured the scene, and ensured the safety of the crew and public. Appropriate notifications were made, including the gas company to make repairs.
3/11/2024	Aerial Inspection Crew	Close Call	Operator Error	Close Call - March 11, 2024, An aerial inspection crew inspected a pole and landed at 41% battery to swap out the battery for a fresh one. That would allow them to finish inspecting the current pole, then inspect the adjacent pole without additional landings. The crew completed inspection of the first pole without incident, and the remote pilot in command (RPIC) transitioned directly to the adjacent pole. Amidst dense vegetation, he flew the drone below the communications line level and completed inspection of the first quadrant. Then, the RPIC maneuvered the drone to the next quadrant, and for a clearer line-of-sight to avoid vegetation and power lines, he positioned himself closer to the pole/drone. When he positioned the drone for up-tilt pictures, the drone made contact with a communication line but stayed in the air. To distance the drone from power lines, the RPIC ascended the drone above the primary conductors but then encountered limitations controlling the drone up and down. He maintained visual line-of-sight, but ultimately lost control of the aircraft, and the drone landed uncontrolled on private property across the street. The crew promptly left the flight area to recover the drone and found it approximately 10 minutes later. They documented the scene, went to an area with cell reception, and notified their supervisor. The supervisor met them on-site to review the incident.
2/26/2024	SCE Crew	Vehicle Accident	Driver Error	Vehicle Accident - February 26, 2024, The morning a seven-man line crew (including two foremen) would depart for a 220-mile drive to a rural area for a week of work, their management met with the crews and discussed past incidents and Monday morning topics. They also confirmed all material, vehicles, and employees were ready to travel. No pressing issues came up during discussion, so management encouraged the crews to travel safely and watch out for each other. The crew started fresh at 6:00 AM and had the previous weekend off before being out of town for the week. After their meeting with management, crew members performed vehicle pre-trip inspections and prepared vehicles for travel. Then, they departed in a caravan of five vehicles, both led and trailed by a foreman. Several hours into the crew's trip, the general supervisor (GS) received a call that an employee driving a rental digger-derrick line truck pulling a material trailer had been involved in a roll over incident. The employee had driven the vehicle solo at the two-lane highway speed limit for about 35 minutes after a fuel stop when the vehicle drifted into the dirt, then rolled onto the passenger side. A crew member following in a bucket truck saw the incident and was first at the scene. He pulled over, assisted the employee (who had no visible injuries and was able to exit the vehicle on his own), and called 911 and one of the foremen. Paramedics and the California Highway Patrol (CHP) arrived at the scene within approximately 15-20 minutes. The foreman arrived about the same time and notified supervision there was a rollover incident, that the employee was okay and out of the vehicle, and that emergency services were present. Supervision directed the foreman to ensure the employee was given proper medical attention and transported for formal examination to confirm no significant injuries were overlooked. The GS arrived at the incident site and spoke to the employee, who had already been released with no major injuries. It was learned the employee had been tired and dozed off while driving. The employee was medically evaluated and taken off work the rest of the week to recuperate.
2/26/2024	Outside Crew	Close Call	Wire Control	Close Call - February 26, 2024, A contract line crew was tasked to replace deteriorated poles located just outside a substation. The crew's general foreman and foreman and his crew conducted a job briefing with two SCE substation employees before the start of any work. The substation employees took clearances on all associated 12 kV and 4 kV circuits and applied personal grounds inside the substation. The line crew completed all required grounding outside the substation, then removed and lowered six grounded conductors from one of the deteriorated poles and draped them over the substation wall and onto the ground in the easement. The substation employees observed the work from inside the substation wall. After the conductors were lowered, a line crew member organized them on the ground outside of the substation and out of the line crew's way. Approximately 30 minutes later, a flash occurred involving one of the lowered conductors and the 12/4 kV rack. The line crew called an all-stop and confirmed no one was injured. The foreman notified his management. Other appropriate notifications were made. The line crew's management and safety representative(s), and an SCE representative responded to the work site. It was determined the bank position in the 12/4 kV rack was still energized. Preliminary information indicates that at some point after the grounded conductors were reorganized by the line crew outside the substation, one conductor sagged and made contact with the energized component. The line crew conducted a post-incident tailboard and received authorization from SCE representatives to finish their job after the bank position was properly de-energized, tested, and grounded. The deteriorated poles were replaced without further incident.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
2/26/2024	Outside Crew	Property Damage	Operator Error	Property Damage - February 26, 2024 , When a line crew dug with a backhoe, they damaged a marked eight-inch residential water main. The foreman stopped work, secured the scene, confirmed the safety of the crew, and viewed the damage. The foreman notified his management, then other appropriate notifications were made, including the water company. Normal service and function of the water main was restored approximately two hours later.
2/19/2024	Outside Crew	Vehicle Accident	Driver Error	Vehicle Accident - February 19, 2024 , A lineman was driving back to the yard from a jobsite. Traveling at approximately 55 mph, towing a single reel wire trailer, he veered off the right shoulder of the road to avoid potholes. The bucket truck was pulled 10 feet onto the dirt shoulder until the driver was able to correct back onto the road. He then traversed across the two-lane road to the opposite shoulder where he had to correct back to the right. When the driver made the steering correction back to the right, the trailer rolled over from the passenger side. The driver then pulled the rolled trailer off the road back onto the right-hand shoulder. There was no oncoming traffic or other vehicles following at this time. No one was injured.
2/19/2024	Outside Crew	Property Damage	Improper Pothole	Property Damage - February 19, 2024 , A crew member damaged a marked, direct buried, 25 pair telecommunications cable with a hand tool at a depth of approximately 40 inches. The Foreman immediately assessed the scene for safety and secured the area. The Foreman then contacted the superintendent and safety, as well as AT&T. The Superintendent notified the SCE Inspector. The crew contacted residents in the surrounding area to access if they had loss of telecommunications, internet or cable service. None of the residents contacted reported any loss of service. The crew coordinated with AT&T to evaluate and repair the damaged service. The determined incident cause was that the crew failed to properly pothole all marked utilities.
2/16/2024	Outside Crew	Property Damage	Civilian Driver	Property Damage - February 16, 2024 , A contractor was driving a backhoe on a county road when a third-party driver attempted to pass from behind by crossing double yellow lines into the oncoming lane of traffic. While passing the backhoe who was beginning to turn left onto a street, the driver struck the front driver's side of the backhoe bucket, causing the driver to lose control of their vehicle and drive into an SDG&E electrical pole on the side of the road. California Highway Patrol (CHP) and the fire department responded to the incident and secured the site. CHP conducted interviews for their traffic incident report and medical aid was not issued to either driver. SDG&E Trouble was contacted to evaluate the damage to the SDG&E electrical pole. The backhoe suffered minimal damage (scrapes) while the third-party vehicle was towed away from the site
2/16/2024	Outside Crew	Switching Error	Crew Open wrong Isolators	Switching Error - February 16, 2024 , A crew was tasked to replace a single circuit transmission pole with two under-build 12 kV circuits – maps call for a new omni switch on the top circuit of 12kv and installation of a new set of double arms on the bottom circuit of 12kv. The crew had approximately 2.5 hours of switching delays at the beginning of the job, due to abnormal readings on the 12kv circuits by the switching center. When the switching program started, the troubleman (TM) took No-test orders on the two 12 kV lines. The TM closed a pole switch, making a parallel between the 12kV lines. At the direction of the TM, the crew opened isolators E/O pole, breaking the parallel between the 12KV lines. At that time, the switching center advised the TM they were again getting abnormal readings and to close the isolators back in. The crew closed the isolators without issue. The switching center advised the TM they were still getting abnormal readings and they would be canceling the program. It was later found that the crew opened isolators on the wrong 12kV line at the same structure but on the top circuit instead of the bottom circuit. No customers were impacted or other incidents caused by this action. It wasn't identified until after the program was cancelled when the crew was about to leave the job site. The TM was aware of the situation.
1/29/2024	Outside Crew	Property Damage	Improper Potholing	Property Damage - January 29, 2024 , A crew was tasked to excavate and install new conduit. The crew potholed and located all marked utilities in the area, including a gas line running in a line that would not conflict with their excavation. They assumed it continued straight, in that same line. During excavation, the backhoe struck a two-inch plastic gas pipe in the trench. The foreman immediately called an all-stop, secured the area, and made appropriate notifications, including the gas company. It was determined that immediately beyond the area the crew potholed, the gas line turned into the trench line and towards where it had been marked. The crew had not potholed the entire width of the trench line to ensure the utility would not conflict with their excavation.
1/29/2024	Outside Crew	Property Damage	Civilian Vehicle	Property Damage - January 29, 2024 , A worker was commuting to a job site in dense, stop-and-go traffic on a freeway. Light rain/drizzle caused wet road conditions. During the commute, the worker accelerated to about 30 mph as traffic moved, then traffic came to an abrupt halt. The worker slammed on the brakes, slid about one car length, and then collided with the vehicle in front of him. The third-party vehicle immediately pulled off to the shoulder, but the smoke was coming from the worker's vehicle, so he shut it off and it would not re-start. The third-party driver helped him push it across a traffic lane to the shoulder, where they exchanged information, and the worker called his supervisor. The worker captured a photo of the other driver's license and learned the other driver did not have car registration information or insurance, so he called 911. The third-party driver claimed to be in a hurry and did not wait for authorities. The third-party vehicle sustained a broken taillight. The worker's company vehicle sustained significant damage to the front end and was towed two hours later. Appropriate notifications were made. The worker completed internal reporting procedures and was taken home.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
1/22/2024	Outside Crew	Property Damage	Driver Error	<p>Property Damage - January 22, 2024, Three overhead line crews were tasked with helicopter-supported structure reframes on a 12 kV line in a remote area. To start the day, crews met at the landing zone, prepared material, and tailboarded with the helicopter crew. Late morning, the crews arrived at the staging area on a trail and hiked to their respective structures. Mid-afternoon, one crew foreman noticed smoke coming from under the bed of another foreman's truck and radioed that crew with his observation. The crew immediately called an all-stop and radioed the other crews. The affected foreman ran to his truck and used hand tools to extinguish the small spot fire (roughly a three-by-three-foot area). Once safe, the truck was moved, and they used backpack pumps to further soak the area. Appropriate notifications were made. The contractor's on-site safety manager brought a water truck and soaked the area even more. The contractor's safety team removed all fuels from the spot and scraped the ground to bare earth to ensure all potential ignition sources were extinguished. A second water truck was brought in to further soak the surrounding area as a precaution. The truck had been parked in that location for approximately three hours before the smoke began. The foreman thought the truck was turned off (keys on the hood). However, the truck's GPS showed the vehicle was idling during that time. It is believed the heat from the exhaust of the vehicle ignited dry vegetation under the truck.</p>
1/12/2024	Pole Brush Crew	Close Call	Good Question	<p>Close Call - January 12, 2024, A contractor was preparing to perform Pole Brushing activities in the Lakeside area and came across something that appeared to be an explosive device that was about 8' outside of the pole brush radius. Notifications were made to SDG&E Security who in turn notified the police who dispatched the Bomb Squad to the scene. The Bomb Squad arrived on the scene, assessed the area, and relocated this device to a safe location. This device was determined to be an unloaded rocket launcher.</p>

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
Customer Accidents/Incidents				
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 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 clearing, isolating, and restoring power for part load up. TM created 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 of the crew caused 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.
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
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

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

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

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
4/29/2024	SCE Crew	Injury	Dog Bite	Injury - April 29, 2024 , An employee was aware of dogs in a customer's house and was escorted by the homeowner to the backyard. In the backyard, there were more dogs, and one small dog came from behind and bit the employee. The employee immediately notified his manager of the incident and that medical attention was not required. Other appropriate notifications were made. The manager provided the employee with a Workers' Compensation packet.
4/22/2024	SCE Crew	CCII	Operator Error	CCII - April 22, 2024 , To open fuses and de-energize a fixed capacitor bank as part of planned switching on a 12 kV circuit, an employee used a load break tool. He opened the field-side fuse, then repositioned the bucket and opened the street-side fuse, all without incident. When the employee took the load break tool off the second fuse, a phase-to-phase flash occurred. The employee immediately turned and dropped into the bucket. When the flash was over, he noticed the center fuse had dropped open. The employee boomed down and made appropriate notifications, including emergency services. The flash caused a small brushfire adjacent to the pole, which was extinguished by bystanders..
4/15/2024	SCE Crew	Injury	Hip & Knee Injury	Injury - April 15, 2024 , When an employee walked on a sloped, gravel surface back to his truck, his right foot slipped. The next morning, he felt discomfort in his right hip and knee and notified supervision. The injured employee completed a Workers' Compensation packet and accepted the Injury Assistance Program (IAP).
4/15/2024	SCE Crew	Injury	Head Strike	Injury - April 15, 2024 , An employee was working from the pole at the communications level. A nose bag fell from the bucket where crew members were working above him, and the bag struck the employee in the head. The employee was not injured but was offered the Injury Assistance Program (IAP).
4/15/2024	SCE Crew	Switching Error	Operator Error	Switching Error - April 15, 2024 , As part of a switching program to return a circuit to normal, an employee gave orders to a field crew to open a position on a gas switch, believing it would break a box loop. When the crew opened the switch, a loss of voltage alarm was received at the switching center. Upon further investigation, it was discovered the system status incorrectly showed an adjacent remote control switch (RCS) in the closed position, when the switch was actually open. The employee closed the RCS to restore load to de-energized customers and the remaining switching was completed without further incident.
4/15/2024	SCE Crew	Vehicle Accident	Driver Error	Vehicle Accident - April 15, 2024 , An employee driving on a rural road saw an out-of-place vehicle. As he continued driving, he looked in the rearview mirror to see if the vehicle was occupied. When he turned his eyes back onto the road, he saw a roadrunner, swerved to avoid it, and drove into a boulder. The vehicle sustained extensive damage.
4/1/2024	SCE Crew	CCII	Improper Transformer Connection	CCII - April 1, 2024 , A crew tailboarded in the yard (work base) about work material and how the work would be completed, then tailboarded on-site with the crane operator. They discussed hot reads, TTR and meggering, means of de-energizing, and the marking of the cable. A transformer with two bushings and binoculars was replaced with a coil, looped, and switched transformer with 4 bushings, all without incident. When the crew energized at the adjacent transformer, branch line fuses blew. Appropriate notifications were made, and supervision asked if there were any injuries and if the crew was ok to proceed or if a relief crew to finish work was needed. The crew was okay to proceed and after investigating why the fuses blew, they discovered a wiring error on the high side of the transformer. A new transformer was sent to the job site and the job was completed without further incident.
4/1/2024	SCE Crew	Vehicle Accident	Driver Error	Vehicle Accident - April 1, 2024 , An employee conducted a Department of Transportation (DOT) inspection on a heavy vehicle that had returned from a third-party engine repair. The inspection identified the rear brakes required adjusting. After the brake adjustment, the employee backed the vehicle to the garage apron to close the three-post hoist covers. After he parked and walked away from the vehicle, the vehicle rolled down a slight slope in the service center approximately 30 feet and struck a parked SCE vehicle.
3/25/2024	SCE Crew	Switching Error	Operator Error	Switching Error - March 25, 2024 , While clearing the West 115kV bus at a substation, the GCY relay selector switch was turned to the West bus position instead of the East bus position. This caused a loss of potential to the GCY relay and an operation of the relay. The relay switch was immediately turned to the correct position.
3/25/2024	SCE Crew	Close Call	Operator Error	Close Call - March 25, 2024 , A line crew was tasked to perform human external cargo (HEC) work in a remote, mountainous area. Work on a tower was complete, and an employee was ready to be picked up by helicopter. When he was being lifted from the tower, his secondary safety belt got caught on the nut of a tower shackle. The pilot immediately felt tension on the line and saw the belt was hung-up. The employee signaled to the pilot to be placed back on the tower, and the pilot lowered him. The employee inspected the secondary safety belt, deemed his harness not okay for flight, and radioed his foreman about what happened. They determined it was safest for the employee to climb down the tower. The employee was then picked up at a safe landing area near the tower and flown back to the landing zone (LZ). Additional crew members were also picked up from adjacent towers and flown back to the LZ for an all-stop, where they debriefed on and discussed the incident. The work was completed without further incident.
3/25/2024	SCE Crew	Injury	Hand Laceration	Injury - March 25, 2024 , An employee was at a location to inspect and set self-contained meters in multiple pedestals. To inspect the pull section on one of the panels, the employee used one hand to loosen the wingnut at the bottom of the cabinet. His other hand was underneath for support. When the bolt was removed, the panel door sprang out and down onto the employee's support hand and cut his finger. The employee was not wearing gloves. He felt a hot, sharp pain and treated the cut, but the bleeding could not be controlled. The injured employee notified his supervisor, who instructed him to contact the Injury Assistance Program (IAP). The injured employee contacted the IAP, then visited a local, SCE-approved urgent care facility where he received medical treatment.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
3/18/2024	SCE Crew	Close Call	Equipment Failure	Close Call - March 18, 2024 , After a pole was replaced, two employees climbed the pole to perform work. Due to soft earth from recent rain, the pole leaned over with the employees still on it but did not fall to the ground. The crew grabbed the pole with a truck boom and rescued the employees using the bucket.
3/18/2024	SCE Crew	Switching Error	Operator Error	Switching Error - March 18, 2024 , When working from a switching program to return a 220 kV line to service, an employee closed the circuit breakers at a substation before he received the switching orders. Appropriate notifications were made, and the circuit was returned to service without further incident.
3/18/2024	SCE Crew	Close Call	Improper Rigging	Close Call - March 18, 2024 , Two Sono tubes were attached to the long-line of a helicopter, separate from other cargo that was being lifted. The tubes weighed approximately 20 pounds each. Directly after the helicopter take-off, the Sono tubes came free from the rigging and fell into a canyon. All personnel were clear of the flight path/drop zone at the point of the dropped load. Appropriate notifications were made, and the Sono tubes were retrieved by crew members on-foot.
3/11/2024	SCE Crew	Good Catch	Improper Switching	Good Catch - March 11, 2024 , At a substation, a contract checker cleared-off a 66 kV line and reported work complete to the switching center. An SCE substation field employee was dispatched to switch the line to normal status early, but his attention to detail and questioning attitude stopped the switching before it began. Further inquiry revealed that SCE technicians still had two days' worth of work pending on the secondaries and relay testing on that line. It was confirmed the technicians would return the line to normal status, as scheduled. The good catch was communicated to all parties involved, and the importance of a thorough group tailboard was reviewed.
3/11/2024	SCE Crew	Vehicle Accident	Driver Error	Vehicle Accident - March 11, 2024 , When an employee drove a bucket truck out of a riverbed, the truck snagged a low-hanging communications line, and the tension broke the customer-owned pole. The employee made appropriate notifications.
3/11/2024	SCE Crew	Injury	Shoulder Injury	Injury - March 11, 2024 , When an employee working in a service center lifted a coil of 4-strand aluminum triplex from a wire rack, he felt pain in his right shoulder. He rested for a few minutes, went to lift the coil onto a truck, and this time felt extreme discomfort and pain in his shoulder. Although the employee attempted to complete his shift, he could not, due to the extreme shoulder pain. The employee accepted and contacted the IAP and was given a Workers' Compensation packet.
3/11/2024	SCE Crew	Injury	Back Injury	Injury - March 11, 2024 , To prepare for a job, an employee in the yard (work base) was pulling cable from a reel. He had the cable over his right shoulder and walked forward to pull the cable out of the reel. Two other employees helped roll the reel out to ease the strain on the employee pulling the cable. At the end of the 100-foot cable pull, the employee felt a sharp pain in his right lower back, stopped work, and notified the yard general foreman. He was able to walk to the main office, was assessed by the field and operations supervisors, and requested to seek medical attention. Supervision gave the employee a Workers' Compensation packet, and the employee chose to drive himself to an urgent care. Other appropriate notifications were made.
2/26/2024	SCE Crew	Injury	Knee Laceration	Injury - February 26, 2024 , A composite pole was being framed on the ground and when an employee stepped over it, the heel of his boot got caught on the pole. As he fell forward, his left knee hit a self-tapping screw head drilled into the pole. The injured employee sustained a laceration above his kneecap.
2/19/2024	SCE Crew	CCII	Operator Error	CCII - February 19, 2024 , While working in a primary high-voltage environment, a crew left a hot stick in the bucket behind them. As they were repositioning the bucket, they inadvertently got two phases together causing a Crew Caused Circuit Interruption (CCCI).
2/19/2024	SCE Crew	CCII	Operator Error	CCII - February 19, 2024 , While a crew was performing work, the boom made contact with the a 4kv under build, causing the circuit to lock out. The Field Safety Advisor was notified.
2/19/2024	SCE Crew	Switching Error	Operator Error	Switching - February 19, 2024 , An employee inadvertently left the pot secondary knife switch in the closed position when clearing a 66kv line for transmission work. A clearance was issued with the pot secondary knife switch still closed. Work was completed and the knife switch was found in the closed position by a different employee during return switching.
2/16/2024	SCE Crew	Injury	Fall - Laceration	Injury - February 16, 2024 , An employee inspecting the oil cooler behind a truck's cab attempted to gain a better vantage point by climbing onto the truck. When he placed one foot on the hydraulic pole jack mounted behind the truck's cab, his foot slipped (due to slippery conditions), and he lost his balance and fell from the truck. As he fell, his right shin hit the pole jack, and he sustained a severe and deep laceration, requiring immediate medical transport. The employee made appropriate notifications and sought care at an emergency room.
2/16/2024	SCE Crew	CCII	Pole Control	CCII - February 16, 2024 , A five-man line crew and transmission operator were tasked to replace a 60-foot pole on a 33 kV circuit. As they set the new pole, the lower end of the pole shifted, and the cross-arm made contact with the middle- and field-side phases of the energized 33 kV line. The circuit locked out and No-test orders were in effect. The foreman called an all-stop, confirmed no one was injured, and made appropriate notifications. Supervision arrived on-site and confirmed the crew was uninjured and okay to complete work.
2/12/2024	SCE Crew	Injury	Shin Laceration	Injury - February 12, 2024 , An employee inspecting the oil cooler behind a truck's cab attempted to gain a better vantage point by climbing onto the truck. When he placed one foot on the hydraulic pole jack mounted behind the truck's cab, his foot slipped (due to slippery conditions), and he lost his balance and fell from the truck. As he fell, his right shin hit the pole jack, and he sustained a severe and deep laceration, requiring immediate medical transport. The employee made appropriate notifications and sought care at an emergency room.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
2/12/2024	SCE Crew	Property Damage	Driver Error	Property Damage - February 12, 2024 , An employee drove to a site to install snow chains on other company vehicles. The employee drove over an icy patch on the road as he approached the site, and his vehicle slid into one of the stopped company vehicles. Employees confirmed no injuries, supervision was notified, and the damaged vehicle was towed back to the yard (work base). The employee installed snow chains on the remaining vehicles
2/12/2024	SCE Crew	Property Damage	Driver Error	Property Damage - February 12, 2024 , When towing a load down a dirt road saturated from rain, the truck and trailer slid down the road due to the downhill weight of the trailer, and the trailer jackknifed into the truck. Supervision was notified and discussed the hazards of towing weighted loads on saturated dirt roads.
2/12/2024	SCE Crew	CCII	Operator Error	CCII - February 12, 2024 , An employee in the field skipped a step on a switching procedure and failed to parallel Operating busses in a Double Bus station. In the first line position, the field employee closed the outer Bus disconnects, which energized only the Bus, and did not make a loop. This dropped line load when inner Bus disconnect were opened, and the Bank relayed on the Bank Differential. The switching center had the field employee stop switching and notified supervision. A supervisor arrived on-site, confirmed the employee was not injured, and assisted with switching to restore load.
2/12/2024	SCE Crew	CCII	Operator Error	CCII - February 12, 2024 , When a crew was isolating primary cable on a repair order, the incorrect fuse dip was opened, which caused an unplanned customer outage.
2/5/2024	SCE Crew	Property Damage	Civilian Vehicle	Property Damage - February 5, 2024 , A line crew was preparing to conduct emergency switching operations in a vault, when a third-party vehicle drove through the traffic control/cones and into the work zone, then crashed into a parked bucket truck. The crew called an all-stop, checked for injuries, and called supervision and the police department.
2/5/2024	SCE Crew	CCII	Improper Conecton	CCII - February 5, 2024 , A crew incorrectly wired a 12 kV single-phase padmount transformer with feed-throughs, which created a phase-to-phase condition. As a result, branch line fuses (BLF) opened when the line was energized. Supervision checked on the crew (both mental and physical well-being) and discussed with them the wiring error and methods to overcome in the future.
2/5/2024	Outside Crew	Injury	Nose Contusion	Injury - February 5, 2024 , A worker on a pole was using a drill with an attachment to strip-covered wire for installation in a dead-end shoe. During the process, he set the drill down, across his positioning belt, unaware thatengaged the trigger. When the worker slouched over it, the tool rotated, and the body of the tool struck the worker in the nose. He stopped and self-checked, and although he was injured, he completed the workday and then sought medical attention. When he returned to work the next day, the worker informed his supervisor about the incident.
2/5/2024	SCE Crew	Injury	Forearm Injury	Injury - February 5, 2024 , An employee was using a drill with stripping attachment to strip new secondary cable. He held the drill close to his body while stripping cable runs. However, when he stripped one run of cable, he let the drill get away from his body, and the drill whipped around (still in his hand). The employee immediately felt discomfort in his forearm, then soreness at the end of the day. As a precaution, he notified supervision of the incident but indicated he did not need any medical attention. He declined the Injury Assistance Program (IAP) and went home.
2/5/2024	SCE Crew	Injury	Arm Burns	Injury - February 5, 2024 , An employee used the lower boom controls (by the turret of the truck) to lower the bucket, when a hydraulic hose failed and sprayed his arm with hot hydraulic fluid. The employee was taken for emergency care where he was treated for a second-degree burn on his arm and released with no restrictions.
2/5/2024	SCE Crew	CCII	Loss of Control	CCII - February 5, 2024 , When crew members removed a test cap on a 200 Amp elbow, the bushing fell from the transformer, and a flash occurred. Supervision was notified.
2/5/2024	SCE Crew	Injury	Hand Laceration	Injury - February 5, 2024 , An employee was wearing cut-resistant gloves to transfer sections of broken-up marbelite from the truck into a trash bin attached to a forklift. The forklift was parked in front of the truck step ladder. The employee removed the truck gate, placed it vertically on the ground, and stood on it as a makeshift step stool (approximately 12 inches high). He reached for a J-hook to help him balance as he off-loaded the material, but the J-hook came loose from the Unistrut, and he lost his balance and fell backward to the ground. He landed on his bottom and broke his fall with his hand, which tore the skin between his thumb and forefinger. The injured employee was taken to an emergency room where he received 11 stitches and was released with no restrictions. Appropriate notifications were made.
2/5/2024	SCE Crew	Injury	Fall Back Injury	Injury - February 5, 2024 , When an employee installed a bucket cover, he lost his balance and fell backwards onto the catwalk (coffin bin). The employee was transferred by ambulance to an emergency room due to back pain.
1/29/2024	SCE Crew	Tripped Breaker	Operator Error	Tripped Breaker - January 29, 2024 , An employee in a substation explained to apprentices the importance of closing circuit breaker (CB) doors gently on a certain type of CB to prevent accidentally tripping that 12 kV breaker. Then, the employee used his shoulder to close the CB door (his hands were full), which tripped the breaker. Load was dropped and the system operator was immediately called. The emergency trip assembly was adjusted to avoid recurrence, the CB was closed by the system operator without further incident, and load was picked back-up.
1/29/2024	SCE Crew	Injury	Cut Thumb	Injury - January 29, 2024 , When an employee skinned triplex wire, his thumb was cut. Supervision was notified, the employee accepted the Injury Assistance Program (IAP), and a Workers' Compensation packet was given to the employee.
1/22/2024	SCE Crew	Property Damage	Operator Error	Property Damage - January 22, 2024 , After a third-party car-hit-pole incident, a crew was tasked with an emergency pole replacement. When they used the auger to dig a new pole hole, the crew struck a water line.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
1/22/2024	SCE Crew	Injury	Sprained Wrist	Injury - January 22, 2024 , After an employee completed a task, he descended the pole. Wearing all his climbing gear, he walked down the hill towards the trucks and slipped. When he fell, he broke his fall with his right hand. He continued to the trucks, removed his gear, and cleaned up the job site with the crew. When the crew returned to their district (work base), the employee informed his foreman that his right wrist hurt and he was taken to an urgent care for evaluation. The injured employee sustained a sprained right wrist and was taken off work for multiple days. The employee was given a Workers' Compensation packet and offered the Injury Assistance Program (IAP).
1/22/2024	SCE Crew	CCII	Improper Switching	Injury - January 22, 2024 , Switching. (EE) Switching orders were issued to an employee in the field, and the employee repeated them back correctly. However, the employee operated the wrong disconnects. No electrical flash, injury, or load drop occurred, so the switching error was not discovered until post-switching reporting. Upon discovery, the Stop, Think, Observe, Perform (STOP) principle was used immediately and a plan was developed to back-out of the incorrect switching and move forward with the correct switching.
1/12/2024	SCE Crew	Injury	Eye Injury	Injury - January 12, 2024 , An employee was replacing old brake pads and went to install the anti-rattle spring onto the brakes. When he exerted the needed pressure to secure the spring, it created tension as he squeezed the clip between the brake pads, and the spring came loose. The spring missed the employee's eye protection and struck the lower left corner of his eye. The injured employee informed his co-worker and foreman about the incident, and it was evident he needed medical attention. The injured employee was taken to a nearby emergency room, where he was evaluated and referred for further treatment.
1/12/2024	SCE Crew	Injury	Lip Contusion	Injury - January 12, 2024 , An employee was pulling a bolt to remove it from a pole and after several attempts, the bolt loosened more than expected and struck the employee on his lip.

Contractor Safety Talks

Heat Illness Awareness

Special Points of Interest:

On 6/20/24, a CA state worker board approved indoor heat standards and is awaiting final approval from the Office of Administrative Law, more information to follow.

The amended rules, which stand to impact about 1.4 million workers and 196,000 establishments, need final approval from the Office of Administrative Law to take effect. And after Thursday's vote, Cal/OSHA board chair Joseph M. Alioto Jr. requested that the office expedite that step.

Did you know:

According to the Bureau of Labor Statistics, exposure to environmental heat resulted in 479 fatalities of US workers from 2011-2022, which is an average of 40 fatalities per year.

There have also been 33,890 estimated work-related illnesses and injuries involving days away from work from 2011-2020, which is an average of 3,389 cases per year.



It's that time of year when the weather temperatures will start to increase, which means that many work environments will have potential exposure to heat hazards. Workers exposed to hot environments or working in high heat areas can be at risk of heat-related illnesses/injuries (HRIs). HRIs can include heat stroke, heat exhaustion, fainting, heat cramps, and heat rash.

There are several controls that can be put into place and measures taken to reduce the risk of HRIs. For employees working outdoors, shade should be made available on the jobsite and is required if the temperature exceeds 80 degrees. And don't forget about the high heat procedures at/above 95 degrees, especially for the lone workers working in areas with unreliable cell phone reception. Note the means of ensuring alertness on the Job Safety Analysis (Supervisor checks or buddy system), who will call when there is an emergency, and shade/rest being provided. Employers should also stress the importance of drinking enough water during the work day to stay hydrated. Ideally, an employee should be drinking 1 quart of water every hour when the work environment is hot and they are likely to sweat more. Try to limit caffeine and alcohol intake as that can cause dehydration.

While working on a project that is in a high heat area, newer employees to that particular project should have time to acclimate to the hot weather gradually to prevent a HRI. They should be monitored for HRI symptoms such as fainting, dizziness, nausea, or muscle spasms and allowed a cool-down rest period. Lastly, employers should provide training to all employees on heat illness risks, symptoms, response procedures, and preventative methods so they can be prepared if they or a co-worker experiences a HRI. Team work is essential!

FAQ

Q: How do I learn more about Heat Illness Prevention?

A: Go to "Cal/OSHA 3395 "Heat Illness Prevention in Outdoor Places of Employment" and/or click [here](#)

OBSERVATIONS FROM THE FIELD

During the past month, SDG&E safety observers performed jobsite inspections and observed 38,296 construction activities. Of these there were 229 at-risk conditions documented and corrected in the field. Of the at-risk conditions observed, 94% were low risk, with the majority of them being PPE gaps. There were 13 medium at-risk observations and 0 high risk observations during the month.

At-Risk Observations (May 2024)	At-Risk Behaviors
Lack of required PPE	There has been an increase in observations where crew members are either not wearing safety glasses or not wearing the proper eye protection such as a face shield if performing hot work.

NOTABLE AT-RISK OBSERVATIONS

Medium-High Risk Observations (May 2024)	Potential Mitigation
The crew had the work truck parked near the roadway and the truck was not within the coned off work zone, exposing crew members to oncoming traffic if they were trying to access the driver side of the truck.	All vehicles and equipment should be within the coned work zone during operations to ensure the safety of the crew so they are not in the path of oncoming traffic.
Around noon, it was observed that the crew did not have any kind of Job Hazard Analysis (JHA) or pre-task plan filled out prior to beginning work.	Ensure a JHA is thoroughly completed and reviewed with all crew members prior to work beginning so everyone knows the work scope for the day and the potential hazards.
Crew member was observed performing work activities while standing on top of the outrigger, which was about 8'-9' high, exposing the worker to a potential fall hazard.	To help avoid a potential fall hazard, utilize other safer means to perform work at a height such as a scissor lift or an A-Frame ladder.
During the wood chipping process, the groundman was feeding the brush into the chipper from the roadside using a McLeod rake.	If performing wood chipping operations, make sure to use the correct tool for the task such as a push stick or even a long branch.

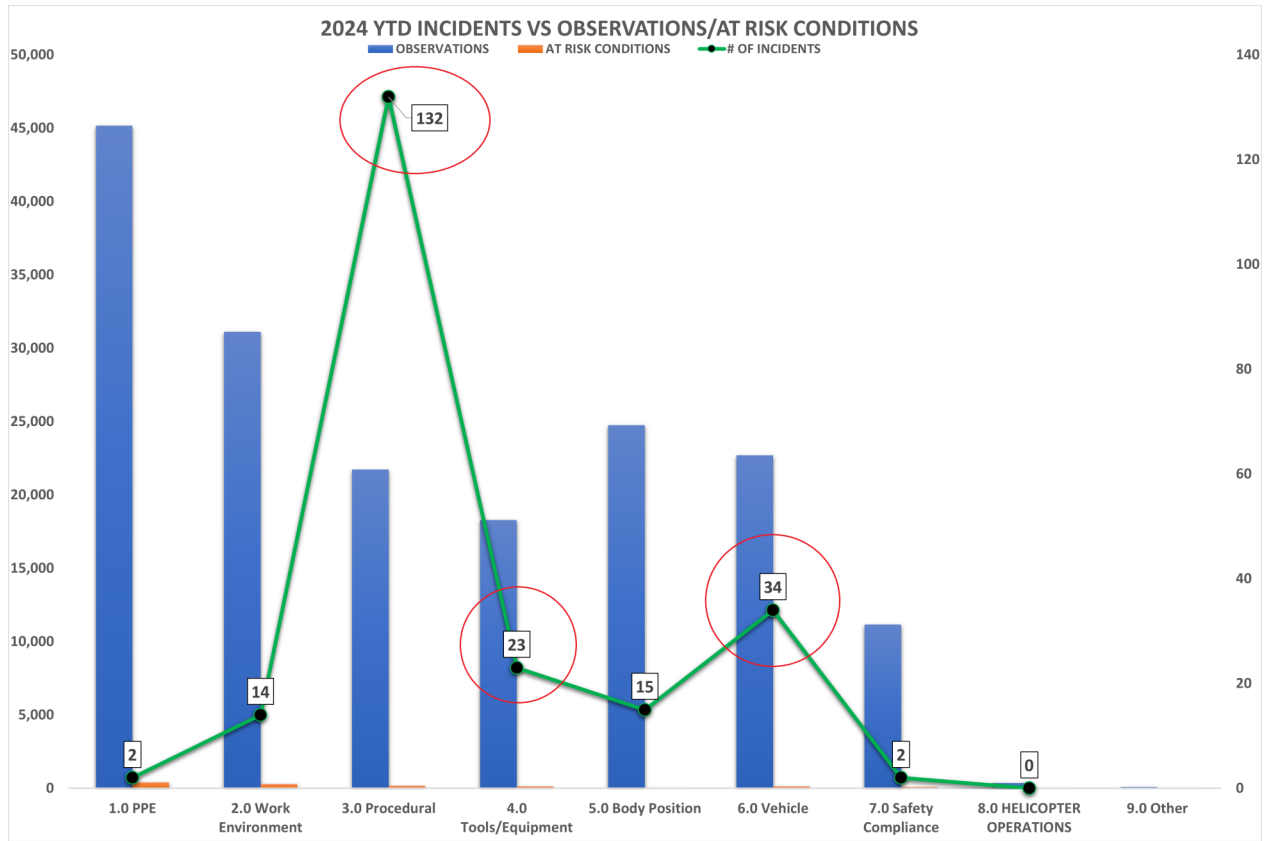
NOTABLE MONTHLY INCIDENTS/NEAR MISSES

Incidents (May 2024)	Potential Mitigation
Non-Serious Near Miss - While shoveling near an open trench, a crew member lost their footing while stepping back, causing them to slip and fall with one leg into the trench. The crew member did not sustain any injuries fortunately.	Maintain awareness of your surroundings to avoid a slip, trip, or fall event and to prevent a potential serious injury.
Non-Serious Near Miss - A crew member was standing next to the trench line after saw cutting, took a step back, and missed the plate that was covering the trench. The crew member tried to catch himself, but ultimately fell into the trench. He then climbed up the ladder that was in the trench and additional barricading was added around the trench. The crew member did not sustain any injuries fortunately.	Be aware of your surroundings, especially if stepping backwards and also place the necessary barricades around any open hole/trench for crew and public awareness/safety.
Vehicle Incident - With the assistance of a spotter, a dump truck driver had just finished unloading asphalt. While the bed of the truck was still extended, the driver began to drive forward and the extended bed stuck an overhead communication line, damaging it.	Ensure all spotters are properly trained and that overhead hazards are clearly identified prior to work beginning and throughout the work day.

INCIDENT SUMMARY (MAY)

Electric - 0 Gas - 0 OSHA - 0 DART - 0 SIF Potential - 0 Serious Safety Incident - 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 and Equipment

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

ISN Site Tracker Reminders:

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

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

SDG&E Incident Alert



ACTIVITY: A crew was tasked with overhead line work.

INCIDENT SUMMARY: 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.

STATUS: 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.

POTENTIAL MITIGATION(S):

Altec has been contacted and is scheduled to come out next Monday, July 1, to assist with further investigation.

Additional information will be share when available.

Contractor Safety Talks

Wild Fire Safety and Prevention

Special Points of Interest:

On 6/20/24, a CA state worker board approved indoor heat standards and is awaiting final approval from the Office of Administrative Law, more information to follow.

The amended rules, which stand to impact about 1.4 million workers and 196,000 establishments, need final approval from the Office of Administrative Law to take effect. And after Thursday's vote, Cal/OSHA board chair Joseph M. Alioto Jr. requested that the office expedite that step.



Did you know:

Last year in 2023 there were 7,127 wildland fires that burned 324,917 acres in California. There was 1 civilian and 3 firefighter fatalities unfortunately. There were also a total 71 structures that were destroyed or damaged due to wildfires.

So far this year in California for 2024, there have been 4,045 wildland fires that have burned approximately 248,972 acres of land. There has also been one civilian fatality and 158 structures that have been destroyed or damaged due to wildfires. Fortunately, there haven't been any firefighter fatalities .

As wildfires become a growing concern, especially during this time of year when temperatures are high and vegetation dries out, there are several preventative measures that can be taken to reduce the risk of a wildfire. It is important to reference and ensure compliance with the ESP 113.1 Wildland Fire Prevention Plan and any other applicable requirements when working in or adjacent to wildland areas.

If work is being performed in a High Fire Threat District (HFTD), there are certain tools that are always required at a minimum for work trucks which include a round point shovel, Pulaski, and a 5-gallon backpack pump full of water. While performing work, these tools need to be available within 50ft of the worksite and be immediately available for rapid extinguishment of any ignition. If work is being conducted over 50ft from the vehicle where the tools are located, then the tools should be removed from the vehicle and staged at the work site where work is being performed. Another important item to check prior to work beginning is the daily Fire Potential Index (FPI) to determine the fire potential for that day and can found online at [SDG&E Fire Potential Index \(sdgweather.com\)](https://sdgweather.com) or through the SDG&E Weather App. The FPI is issued by SDGE Districts, please see map on page 2 to determine the District you are working in and corresponding FPI. Based on the FPI at your work location and what activities you are performing, additional fire safety measures will likely be required; see ESP 113.1 for details.

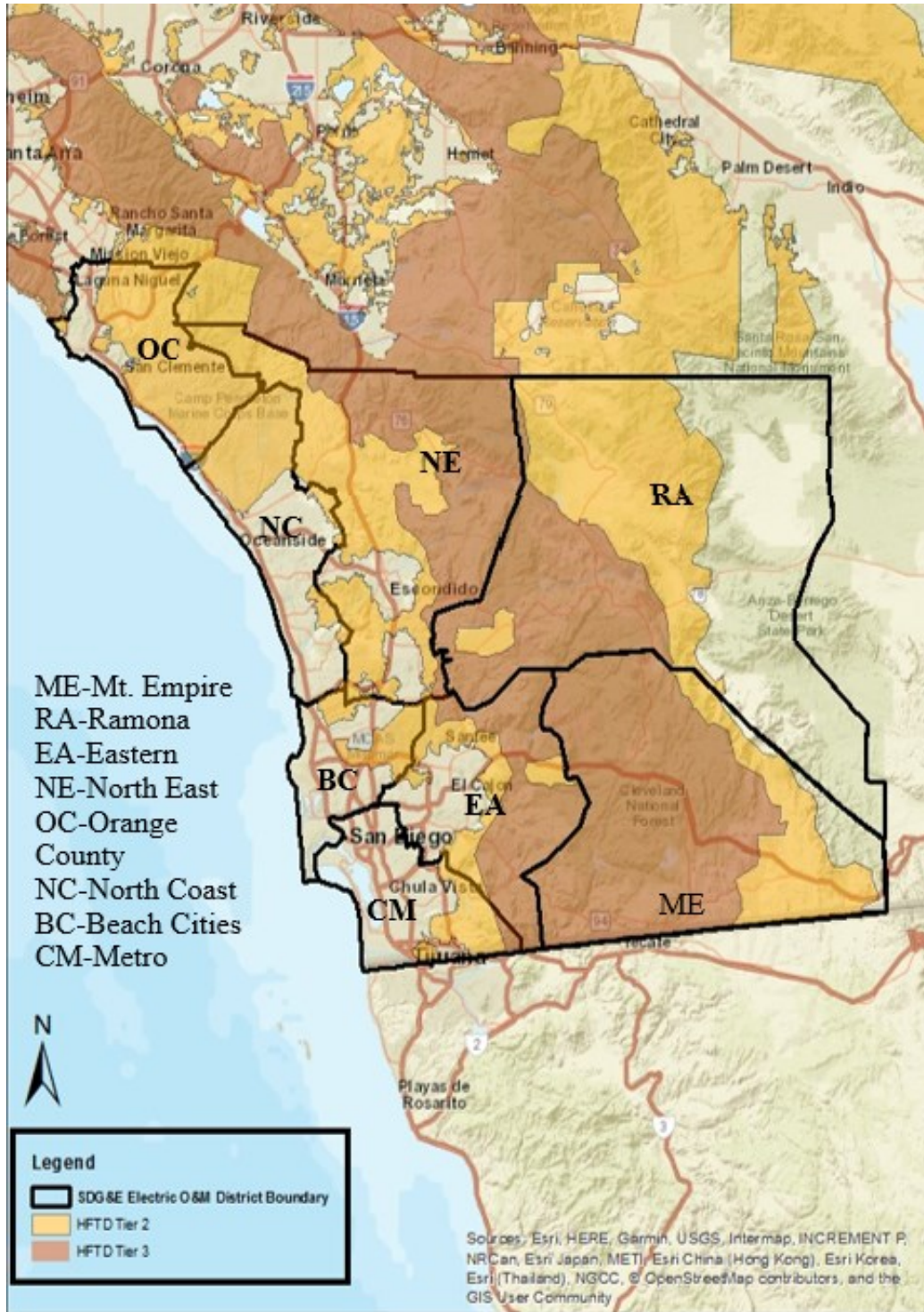
Another requirement that is dependent on the FPI is the need for either a Designated Fire Patrol or a Dedicated Fire Patrol. Both roles are assigned the responsibility and accountability for fire prevention, risk mitigation, early detection of fires, and rapid extinguishment should a fire occur. The difference between the duties of the two are that the Designated Fire Patrol (trained crew-member) can perform other collateral work duties, however the Dedicated Fire Patrol's sole duty is fire patrol and must be filled with an SDG&E Contracted Qualified Fire Fighter (QFF). If there is ever a fire on a jobsite, always call 911 and notify your SDGE representative and Contractor Safety Services. The fire department officially declares fires extinguished, no one else.

FAQ

Q: How do I learn more about Fire Protection and Prevention?

A: Go to "Cal/OSHA "Article 36 Fire Protection and Prevention" and/or click [here](#)

SDG&E Services Territory, Districts, and High Fire Threat Districts





OBSERVATIONS FROM THE FIELD

During the past month, SDG&E safety observers performed jobsite inspections and observed 33,601 construction activities. Of these there were 181 at-risk conditions documented and corrected in the field. Of the at-risk conditions observed, 92% were low risk, with the majority of them being PPE gaps. There were 13 medium at-risk observations and 0 high risk observations during the month.

At-Risk Observations (June 2024)	At-Risk Behaviors
Lack of required fire tools	There has been an increase in observations where crew members are performing work without the proper fire tools being set out and accessible.

NOTABLE AT-RISK OBSERVATIONS

Medium-High Risk Observations (June 2024)	Potential Mitigation
While crew members were working, multiple of their fire extinguishers were not charged and there were missing fire tools as well.	A vehicle pre-inspection should be conducted prior to work beginning and should include confirming all necessary fire tools are available and in compliance.
Transmission crew was onsite performing various repairs to a tie line. The crew was actively working on the top phase and were not in an EPZ configuration and no grounds were in place.	Ensure the crew follows their company's EPZ standards on all phases and grounds are in place as well for the crew's safety.
Groundman was chipping with the fire tools still stored inside of the truck and not quickly accessible. The Foreman's truck was also parked over dry grass and idling while he did paperwork.	All fire tools should be immediately accessible and the crew should avoid having a running vehicle over dry vegetation to help prevent sparks that could ignite a fire.
A groundman was observed performing chipping operations on the traffic side of the road with no barricades in place with traffic traveling at speeds of up to 50mph.	Establish clear, marked zones for chipping operations that keep the crew members at a safe distance from hazards such as oncoming vehicles.

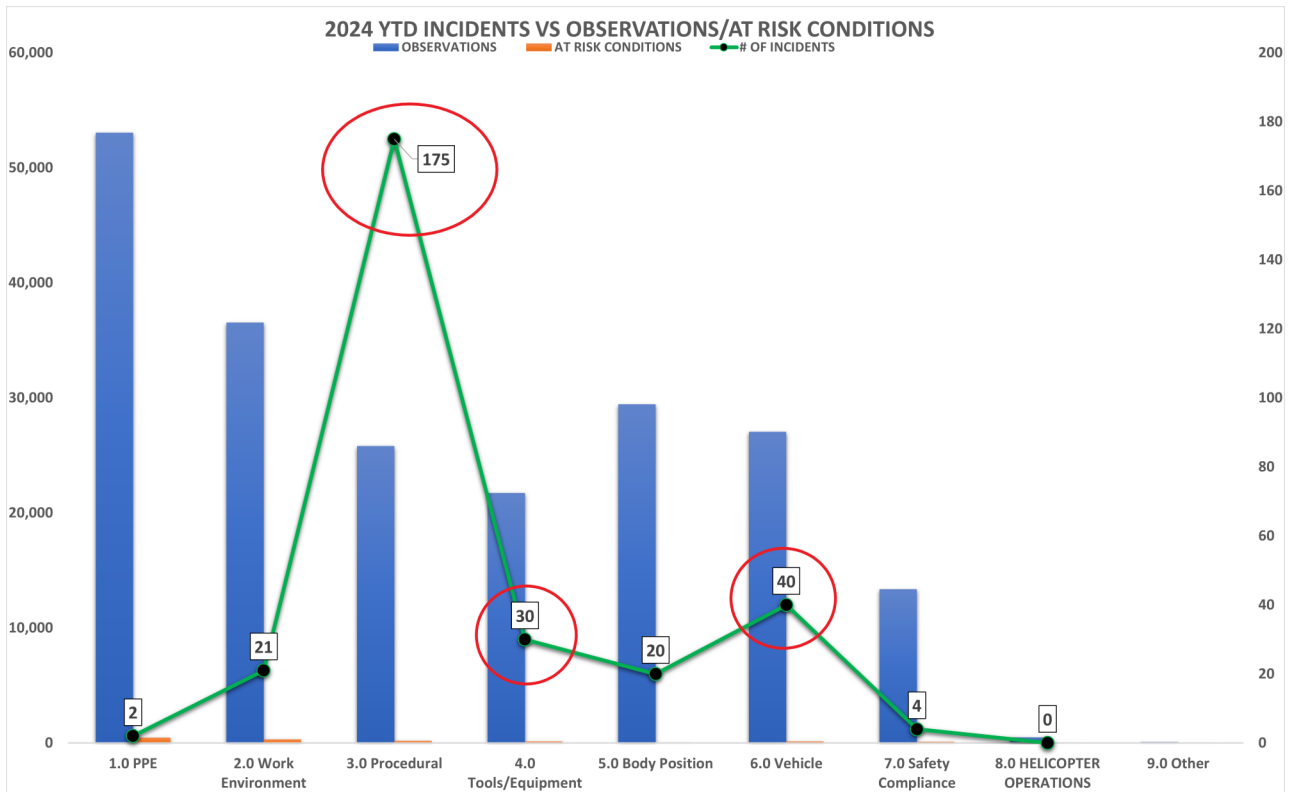
NOTABLE MONTHLY INCIDENTS/NEAR MISSES

Incidents (June 2024)	Potential Mitigation
DART Incident - A crew member was using a shovel to dig and move a pile of dirt. While bending down, he suddenly felt a muscle spasm/cramp in his back. He was later evaluated and was determined to have strained his back, putting him on modified duty.	Ensure all employees are trained on proper lifting techniques and ergonomics. Also, all crew members should perform a "stretch & flex" prior to beginning work to help reduce the likelihood of an injury.
Electric Incident - Crew was tasked with installing a new transformer to feed a charging station. After proceeding with the approved switching plan, the crew noticed three runs of cable were missing tags, so they tried to identify the correct cable using the amp meter. They identified the incorrect cable, which caused an unplanned outage when they opened up the Load Break Elbows and stood them off.	An "All Stop" should be called prior to critical work proceeding if not all aspects of the project are clear or there is a discrepancy identified. If any discrepancies or hazards are identified in the field, the crew should contact their supervisor and Electric Distribution Operations (EDO) to provide a safe and suitable solution.
Gas Incident - Crew was called out to install a sweep at the hand hole for a new customer. The crew began to hand dig without a valid dig ticket in place and ended up hitting and damaging a gas service stub. The area was then secured and an SDG&E trouble man was dispatched for repairs.	If planning any kind of excavation activities, each party should have an active dig ticket in place prior to any digging. CA Gov't Code 4216 can be referenced for further detail on dig tickets.
Gas Incident - Crew member was hand digging with a shovel through a backyard when he struck and damaged a known partially exposed gas line. The crew member was digging perpendicular over the gas line, which ultimately led to this damage occurring.	Maintain proper digging techniques and emphasize the importance of digging parallel to a known utility to help avoid any damages.

INCIDENT SUMMARY (JUNE)

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

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Contractor Incident Debrief

INCIDENT SUMMARY:

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.



CONTRIBUTING FACTORS:

1. The operator chose to utilize a narrow access road and the terrain gave way underneath the weight of the heavy equipment, causing the RLF to roll over.
2. The operator and foreman determined that the other access road that had been plated for easier travel was not the safest route for travel because it had a steep incline.
3. Operator cab of RLF was on pond side of road, not the steep side of road, therefore operator could not see how close to edge of steep side the RLF was.

MITIGATIONS:

1. Safety Stand Downs were held across the company to review this incident and lessons learned.
2. Reviewed and updated internal policies/procedures pertaining to safe heavy equipment operations and spotting.
3. Performing a Behavior Based Safety assessment with their crews to see how they can improve their safety culture.
4. Implemented a new process of sending out Incident Debriefs to employees across all departments to share incidents and lessons learned.
5. This particular narrow access road is no longer being used.

Please share this Incident Debrief with all affected employees

Contractor Safety Talks

Access Protocol for SDG&E Projects

Special Points of Interest:

On 6/20/24, a CA state worker board approved indoor heat standards and is awaiting final approval from the Office of Administrative Law, more information to follow.

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There can be instances on jobsites where a work crew could encounter an unfriendly or difficult customer or even an animal such as an aggressive dog that could put the crew in harm's way. There are certain protocols that should be followed to ensure the safety of the work crew.

Did you know:

During 2011–2021, a total of 468 deaths from being bitten or struck by a dog occurred (average = 43 deaths per year).

The annual number of deaths ranged from 31 (2016) to 81 (2021). During 2011–2016, more deaths occurred among males than among females during most years; however, during 2017–2021, more deaths occurred among females than among males.

From 2018 to 2021, deaths more than doubled for both males (from 15 to 37) and females (from 20 to 44).

There are situations when a work crew may need to enter a customer's private property for an inspection or to complete required work. **Before** entering private property, the customer should be notified prior to your arrival. Upon contacting the customer, you should advise the scope and duration of work. Once on the customer's property, it is best to introduce yourself, explain the reason for your visit, and provide your ID badge if requested. If a work crew sees a "No Trespassing" sign, they should call their assigned Access Protocol (AP) team so they can contact the landowner/customer and coordinate access to avoid a potentially dangerous situation. If there is a situation where the landowner/customer denies access to the property, the work crew should contact their AP or Public Relations Team assigned to that project or SDG&E Land Management, so they can facilitate the next steps. Another important consideration are animals on the property. If there are any roaming dogs or livestock, please avoid entering the property before first contacting the landowner/customer for your own safety. The dogs may be aggressive, and we also want to prevent spooking horses and other livestock. If you encounter animals, please communicate with your AP or Public Relations team so they can contact the customer to secure their animals. If there are livestock on property, ensure that all gates remain closed before and after entering to ensure the livestock does not escape the property.

There may also be cases where an unfriendly customer is encountered and knowing how to handle that situation properly is so important to maintain everyone's safety. If there is an unfriendly customer, it is best to try to de-escalate the situation, have open lines of communication, and provide choices for a reasonable solution. If the customer becomes hostile or even displays a weapon, its best to disengage and move to safety. If there is an immediate emergency such as a threat, violence, or a medical incident, call 911 immediately followed by a call to your supervisor. In the event of a hostile customer, the event should be reported to your assigned AP or Public Relations Team as well as to Contractor Safety so follow up actions can be taken to ensure the safety of the crew and future work crews.

FAQ

Q: How do I learn more about Workplace Violence?

A: Go to "CDC "About Workplace Violence" and/or click [here](#)

OBSERVATIONS FROM THE FIELD

During the past month, SDG&E safety observers performed jobsite inspections and observed 37,086 construction activities. Of these there were 193 at-risk conditions documented and corrected in the field. Of the at-risk conditions observed, 90% were low risk, with the majority of them being PPE gaps. There were 18 medium at-risk observations and 0 high risk observations during the month.

At-Risk Observations (July 2024)	At-Risk Behaviors
Job Hazard Analysis	There has been an increase in observations where the crew did not have a completed JHA prior to beginning work or just not having one at all while work is being conducted.

NOTABLE AT-RISK OBSERVATIONS

Medium-High Risk Observations (July 2024)	Potential Mitigation
Road plates were placed in an unsafe manner at the entrance of a community, which presented a potential tripping hazard and also could potentially puncture a vehicle's tire.	Ensure plates are placed so they are level and have some type of edge protection such as asphalt mix to prevent the plates from moving/shifting.
An operator was stripping pavement at the trench line and his spotter was located on another street doing other tasks.	A trained and designated spotter should be in place while heavy equipment is operating to help prevent any damages or injuries.
A crew was working in an enclosed space without having an air monitor, ventilation in place, or rescue equipment available if needed.	Ensure proper confined space entry protocols are being followed and that all required equipment/materials needed for the job are available at the jobsite.
A groundman was hauling brush and stacking it into the chipper while the Foreman was performing aerial lift trimming operations.	Chipping operations should be conducted only when all cutting and moving branches is completed and all ropes are secured.

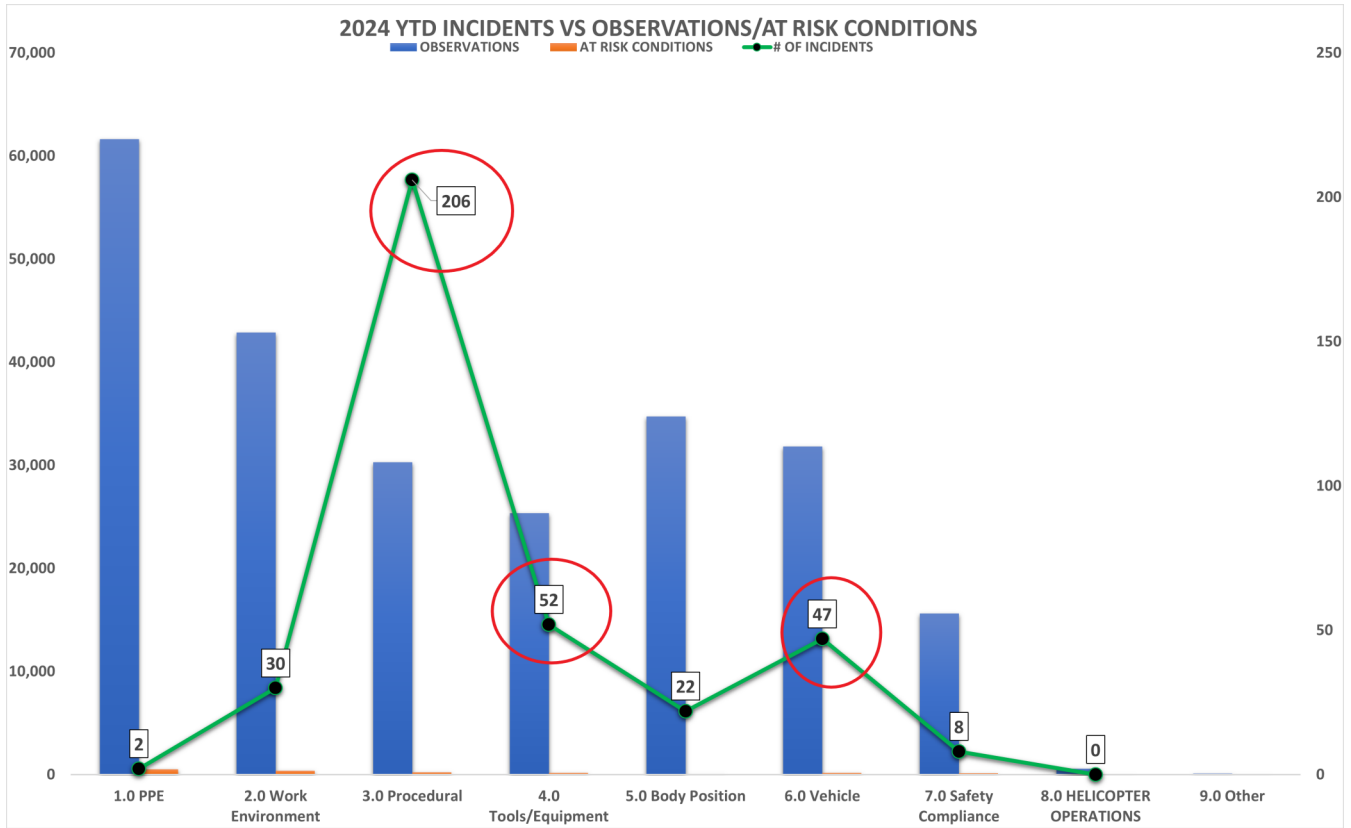
NOTABLE MONTHLY INCIDENTS/NEAR MISSES

Incidents (July 2024)	Potential Mitigation
DART Incident - A crew member was bending down and picking up pieces of concrete by hand when he felt his muscle pop on the left side of his stomach. The employee was evaluated and placed on modified duty.	Ensure employees are using proper lifting techniques, especially with heavier materials/equipment. Utilizing a 2 person lift method or heavy equipment are also alternative methods to lift heavier materials to help prevent injury.
Electric Incident - A Standby Lineman (SBL) was removing the slurry package from existing conduits using a chipping gun to be able to identify the conduits and to prep for future intercepts. In the process of the SBL rotating, the new SBL started to chip in close proximity to a conduit he thought was empty and punctured it. The conduit in fact contained an energized line and that line was damaged by the chipping gun.	Always use the proper tool for the job and ensure there is clear 3-way communication between crew members so nothing is overlooked.
Electric Incident - Prior to the day of the incident, an electrical line had been potholed and located. Due to time restraints, the decision was made to backfill the excavation. The following day, the operator and spotter were under the impression they could dig down 3' with the backhoe prior to potholing that same electrical line. During excavation activities, the electrical line was struck by the backhoe and damaged.	All marked out or indicated utilities should be safely exposed by potholing to standard and their location verified prior to excavating with heavy equipment.
Gas Incident - Crew was cleaning out a riser hole and realized that the steel gas line was covered in roots. The crew member decided to use a Sawzall to try to cut the roots away and damaged the gas line.	Call an All-Stop if an issue arises so the crew can discuss the safest way to move forward with a task and/or to also contact the client representatives for additional guidance.

INCIDENT SUMMARY (JULY)

Electric - 4 Gas - 1 OSHA - 0 DART - 2 SIF Potential - 0 Serious Safety Incident - 0

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



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SDG&E Contractor Incident Alert



[Location of damaged wire]

ACTIVITY: Crew members were excavating to install an infrastructure.

INCIDENT SUMMARY: 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.

STATUS: There were no injuries reported and SDG&E Emergency Services were dispatched to repair the damaged line.

POTENTIAL MITIGATION(S):

1. All marked out or indicated utilities should be safely exposed by potholing to standard and their location verified prior to excavating.
2. If a utility has been previously exposed and backfilled, an above ground marker should be placed so the location of the utility can be identified.
3. Ensure equipment isn't used within 2' of a marked-out utility that has not been verified (location and depth) per CGC 4216.
4. A trained and designated spotter should be in place to assist the operator during excavation activities to help avoid any damages.