

# *Notice of Joint Safety Committee Meeting March 19, 2024*

To: All parties in interest

Via: E-Mail Transmission

Date: 3/13/2024

E-Mail: [jweaver@westernlineneca.org](mailto:jweaver@westernlineneca.org)

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

**Tuesday, March 19, 2024**

**1:00 PM**

**Cal-Nevada JATC Training Center**

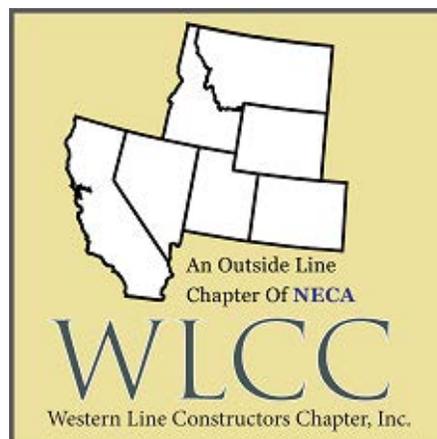
9846 Limonite Ave.

Riverside, CA 92509

The Minutes for [December 5, 2023](#) 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**  
**December 5, 2023**  
**Cal-Nevada JATC – Woodland Training Center**

**Present:**

**Mgmt:**

James Stapp  
Lon Peterson  
AJ Zartman  
Raul Guardado  
Chris Burt  
Jeremy Atchison  
Ian Neff  
Lito Wilkins  
Todd Barton  
James Hulsey  
Jeff Bronson  
Jeff Emerson  
Clifford Ryan  
Ryan Ritchie  
Ben Nelson  
Austin Arlt  
Jason Falske  
Justin Greene  
Aaron Johnson  
Josh Fenceroy  
Sonny Mendez  
Jeff Rubbo  
Shannon Marchbanks  
Jake Christensen  
Jules Weaver – Secretary

**IBEW:**

Colin Lavin  
Casey Lavin  
Ralph Kenyon  
Ethan Stonecipher  
Arnold Trevino  
Jeremy Newman  
Charlie Randall  
Dave Reaves

**Cal-NEV**  
**JATC/Guest:**

Jimmy Skinner, Cal-Nevada JATC  
Craig Murk, Cal-Nevada JATC  
Kleet Jonte, Cal-Nevada JATC

Meeting called to order by acting Chairman Stapp at 1:05pm.

Acting Chairman Stapp 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 **September 5, 2023.**

**Review of Accidents & Incidents:**

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

**Contractor's Reports:**

The Contractors present reported on the accidents and incidents in the attached **Exhibit A** and some additional incidents or near misses were also discussed. The following contractors noted they had no accidents or incidents to discuss: Hampton Tedder Electric, MGE and Teichert Line Services.

**JATC Reports:** Executive Director Skinner discussed an incident at our Woodland Training Center where an apprentice cut out and hit the ground. Luckily he had no serious injuries and he will be OK. Another incident involving an apprentice was also discussed. Director Skinner then went through our current apprentice statistics covering information such as how many we have indentured this year, laid off apprentices, etc. and climbing classes to be scheduled and the availability of online training on the apprentice's home page. Mr. Skinner also reminded everyone of the requirement to timely report accidents/incidents involving apprentices and how those incidents are shared and discussed in class with all the apprentices. Director Skinner then discussed specific statistics on apprentice accidents/incidents and noted that vehicle accidents are continuing to be a large part of the overall incidents that involve apprentices. Mr. Zartman then brought up the importance of supervision of apprentices and the process the JATC Committee goes through to suspend a Journeyman Lineman's ability to supervise an apprentice. It was noted that a list from all outside JATC programs across the country of JL's that are currently suspended from supervising apprentices is available on the front page of the Chapter's/WLCC's website, the IBEW Local websites and every employee's Safety Wallet profile.

**Local 47 - Southern California:** Reported by Mr. Casey Lavin. Mr. Lavin discussed a recent crane accident, an incident involving an apprentice and a vehicle rollover and then noted Local 47 had no additional accidents/incidents to report beyond those discussed today.

It was 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/>

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

**Exhibits attached hereto:**

**Exhibit B** – Various Safety Bulletins from SCE

**Exhibit C** - Contractor Safety Talks from SDG&E

**Observations:** It was noted that vehicle incidents continue to be an issue and the lack of adequate rigging was also discussed.

**Old Business:**

1. Mr. Zartman noted that for the good of the Industry the Chapter will employ Professional Safety Solutions to work with the Red Book Subcommittee (see below) to complete the task of cleanup and proposed edits to the Red Safety Book. In addition, after that project is complete Pro-Safety will be working on the development of the Red Book Safety Wallet orientation course that the IBEW and WLCC-NECA agreed to do as part of our settlement of the CA Outside Line Agreement.
2. Secretary Weaver gave a quick update on EICA’s Safety Wallet and Crane Certification program and the progress taking place on the development of our Helicopter Training Class which should be ready for release right after the first of the year.

**New Business:**

1. Mr. Dave Reeves gave an Industry update and noted he was very impressed with the forum of this meeting and thanked everyone for what they are doing and their participation in this important Industry Safety Meeting.
2. Director Skinner invited all contractors to come and tour and utilize our 2 training centers and the training tools that are available and include our Transbanker transformer trainers, Timpson energized trainers, Equipment Simulators, and many other training tools along with our classroom facilities.
3. It was noted we have made some changes to the **Red Book Subcommittee**, and it is now composed of the following 8 individuals from Labor and Management:

**Labor**

Ralph Kenyon  
Ethan Stonecipher  
Casey Lavin  
Cory Pederson

**Management**

Chris Burt  
Walter Posey  
Ryan Ritchie  
Ron Minudri

It was noted for the record as of this meeting 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 – March 19, 2024, at 1:00pm at the Cal-Nevada JATC Training Center located in Riverside, CA.

*Meeting adjourned at 2:30pm*

# IBEW 47 - 1245 / WLCC - NECA

## 1st Quarter 2024 Accident/Incident Reports

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
<b>Contractor Significant Accidents</b>				
2/16/2024	Gas Crew	Injury	Finger Amputation	<b>Injury - February 16, 2024</b> , 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	<b>Injury - January 31, 2024</b> , 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	<b>Injury - January 29, 2024</b> , 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	<b>Injury - January 12, 2024</b> , 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.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
12/29/2023	SCE Crew	Injury	Pinched Finger	<b>Injury - December 29, 2023,</b> After successfully installing four cable runs of EPR cable, a crew then switched directions on the second night to pull cable to the north. When the crew was pulling the hardline – at approximately 2000PSI – to adjust the hoist and block, the anchor plate and red head anchor bolts came free from the concrete. Two crew members were in the vault to inspect rigging and make the final adjustments to the hoist to attain the correct angle for the pull, only using the hardline with approximately 2000 PSI (verified by tension meter). Crew member 1 was manning the hoist from outside the bight when the anchor plate and bolts came free. The anchor plate shot up off the floor under tension and struck the him in the hand and forehead. He was wearing his hardhat and appropriate PPE at the time. Crew member 2 called for the ladder to exit the vault and was able to assist the injured employee to climb out and exit the vault. Emergency services were called immediately. Other members of the crew responded very quickly in rendering first aid. EMS arrived within three minutes and transported the crew member to the medical center where he was treated for a laceration to the forehead, concussion, and hand injury. He was released the following day.
12/18/2023	Outside Crew	Injury	Blunt Trauma Hand & Face	<b>Injury - December 18, 2023,</b> A crew was tasked to pull-in the last run of primary cable in a newly-installed vault. There was a crew on the puller side of the cable run in an adjacent vault and a crew on the cable reel (feed side) of the run in the new vault. The cable run was a 390-foot run of 3/C 500 EPR cable. Two linemen were in the new vault installing rigging. The rigging consisted of the rigging plate anchored to the floor with four 5/8” concrete anchors connected to a chain hoist that went up to a large cable roller. When both crews were ready and in communication with each other, the cable puller took the slack out of the line and minor adjustments were made with the chain hoist to help line-up the cable and duct. When the machine came up to take the slack out of the line, the line became taught, the rigging plate anchors failed, and the rigging plate shot up and struck the lineman in the hand and head. The foreman called an immediate all-stop and called 911. Two other crew members helped the injured worker out of the vault and administered first aid. Emergency services arrived and the injured lineman was transported by ambulance to a local hospital for evaluation and treatment.
12/18/2023	Outside Crew	Injury	Fall	<b>Injury - December 18, 2023,</b> A crew removed an old structure in a residential area without incident. Then, the crew needed to access the property behind the jobsite and the foreman instructed a crew member to set up ladders to gain access over the back property wall. The ladders were tied together at the top and pads were placed under the ladder footings for stability. The foreman held the ladder as the crew member climbed over the wall, then the foreman stepped away to grab materials and tools to pass over the wall. During this time, the crew member came back over the wall without waiting for the foreman to return. He descended most of the way down when the ladder shifted, and the employee lost his balance and fell back onto the concrete on his bottom. As the foreman returned to the ladder, he saw the apprentice sitting down on the ground and immediately called an all-stop. The crew assessed the employee, who said he was fine and wanted to continue working. The crew completed the job without further incident.
12/11/2023	Outside Crew	Injury	Hand Trauma	<b>Injury - December 11, 2023,</b> A line crew was replacing a 55-foot wood pole in a narrow alley and had the pole upright using the boom. When the boom operator maneuvered the pole, the pole butt swung toward the rear fender of the line truck. Without thinking, a crew member reacted and put his left hand between the pole and the truck to try to stop the pole, and the pole struck the worker’s hand. The crew stopped work and checked on the crew member, who had full mobility of his hand and did not feel the impact was severe. First aid was administered (rest, ice, compress, and elevate), and the worker completed his shift.
<b>Contractor Circuit Interruption Incidents</b>				
11/30/2023	Outside Crew	CCII	Operator Error	<b>CCII - November 30, 2023,</b> Contracted crew began the process of de-energizing an underground service by removing two hot legs followed by removing the neutral. As the crew began loosening the Z-bar with a non-insulated T Handle Allen Wrench, the wrench came into contact with the X3 Z-bar that was above the neutral. This contact caused a secondary flash, which blew the secondary fuse on the pad mount transformer and caused an outage. There were additionally some black marks on the employee’s hardhat, glasses, and clothing from the secondary flash. An SDG&E troubleman man was dispatched to respond to this outage and to refuse the transformer. Fortunately, there were no injuries sustained from this incident.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
1/29/2023	Outside Crew	CCII	Improper Connection	<b>CCII - January 29, 2024,</b> 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.
1/22/2024	Outside Crew	CCII	Wire Control	<b>CCII - January 22, 2024,</b> 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.
1/22/2024	Outside Crew	CCII	Improper Switching	<b>CCII - January 22, 2024,</b> 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.
1/12/2024	Outside Crew	CCII	Improper Grounding	<b>CCII - January 12, 2024,</b> 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.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
12/17/2023	Outside Crew	CCII	Equipment Failure	<b>CCII - December 17, 2023</b> , Several days after a car-hit-padmoutedden closure (PME), a line crew was tasked to meet a single conductor crew and install the last run of 750 primary cables needed from the PME to a switch in a vault to put two 12 kV circuits back to normal. With no-test-orders (NTO) in effect on both circuits, the crews had a joint meeting on-site. The lead foreman conducted a tailboard, which included working in hot structures. The crew completed confined space entry protocols. A five-man crew was positioned at the vault to make-up and land the cable on the gas switch and the four-man crew was positioned at the PME to make up and land the cable there. Both crews made-up the cable and re-tailboarded an emergency outage scope and grounding locations to land cable at both locations. Under the emergency outage, the new cable landed at both locations without incident. After they completed work, two linemen and an apprentice in the vault prepared to exit the structure. When the linemen were peer-checking their work, all three crew members were exposed to a loud pop and flash. This occurred another two times, within seconds of each other, after the initial flash. The foreman heard the sounds, and immediately pressed the orange button on his radio and requested the Distribution Operations Center (DOC) send emergency services. An apprentice outside the vault (top-side) put the ladder in the vault and the groundsman deployed and set up the gantry crane. The crew members exited the vault on their own and appeared unharmed. The fire department evaluated the crew and determined no further medical attention was needed. The crew called an all-stop and notified supervision, who arrived on-site and confirmed the crew was physically and psychologically safe to proceed. The crews, supervision, and troublemen deified the incident and conducted another formal tailboard prior to making repairs to restore load. Troublemenassisted in switching to de-energize the vault prior to re-entry and stayed with the crews to switch the circuit back to normal. Preliminary indication is that a 200A “dummy” elbow and reducing tap plug (RTP) on position 4 C-phase of the gas switch failed and went phase-to-ground, which resulted in the flash. A lineman in the vault noticed some water seeping between the dummy elbow and the RTP bushing, then heard buzzing momentarily before the flash occurred. The vault had been pumped out several days prior, when the car-hit-PME incident occurred.

### Contractor Other Incidents

2/16/2024	Outside Crew	Property Damage	Civilian Driver	<b>Property Damage - February 16, 2024</b> , 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	<b>Switching Error - February 16, 2024</b> , 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 delaysat 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 centeradvised 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.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
1/29/2024	Outside Crew	Property Damage	Improper Potholing	<b>Property Damage - January 29, 2024,</b> 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 trenchline and towards where it had been marked. The crew had not potholed the entire width of the trenchline to ensure the utility would not conflict with their excavation.
1/29/2024	Outside Crew	Property Damage	Civilian Vehicle	<b>Property Damage - January 29, 2024,</b> A worker was commuting to a job site in dense, stop-and-go traffic on a freeway. Light rain/drizzle caused wet road conditions. During the commute, the worker accelerated to about 30 mph as traffic moved, then traffic came to an abrupt halt. The worker slammed on the brakes, slid about one car length, and then collided with the vehicle in front of him. The third-party vehicle immediately pulled off to the shoulder, but the smoke was coming from the worker's vehicle, so he shut it off and it would not re-start. The third-party driver helped him push it across a traffic lane to the shoulder, where they exchanged information, and the worker called his supervisor. The worker captured a photo of the other driver's license and learned the other driver did not have car registration information or insurance, so he called 911. The third-party driver claimed to be in a hurry and did not wait for authorities. The third-party vehicle sustained a broken taillight. The worker's company vehicle sustained significant damage to the front end and was towed two hours later. Appropriate notifications were made. The worker completed internal reporting procedures and was taken home.
1/22/2024	Outside Crew	Property Damage	Driver Error	<b>Property Damage - January 22, 2024,</b> Three overhead line crews were tasked with helicopter-supported structure reframes on a 12 kV line in a remote area. To start the day, crews met at the landing zone, prepared material, and tailboarded with the helicopter crew. Late morning, the crews arrived at the staging area on a trail and hiked to their respective structures. Mid-afternoon, one crew foreman noticed smoke coming from under the bed of another foreman's truck and radioed that crew with his observation. The crew immediately called an all-stop and radioed the other crews. The affected foreman ran to his truck and used hand tools to extinguish the small spot fire (roughly a three-by-three-foot area). Once safe, the truck was moved, and they used backpack pumps to further soak the area. Appropriate notifications were made. The contractor's on-site safety manager brought a water truck and soaked the area even more. The contractor's safety team removed all fuels from the spot and scraped the ground to bare earth to ensure all potential ignition sources were extinguished. A second water truck was brought in to further soak the surrounding area as a precaution. The truck had been parked in that location for approximately three hours before the smoke began. The foreman thought the truck was turned off (keys on the hood). However, the truck's GPS showed the vehicle was idling during that time. It is believed the heat from the exhaust of the vehicle ignited dry vegetation under the truck.
1/12/2024	Pole Brush Crew	Close Call	Good Question	<b>Close Call - January 12, 2024,</b> 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.
12/18/2023	Outside Crew	Property Damage	Civilian Vehicle	<b>Property Damage - December 18, 2023,</b> A worker was backing a digger derrick with loaded pole trailer into the street outside the yard (work base). Two crew members in high-visibility shirts stopped traffic and acted as spotters. The crew also had two bucket trucks parked in the road with strobe lights on blocking the lanes of traffic on a one-way road. A third-party vehicle traveling at a high rate of speed passed both crew members and the bucket trucks. At that time, the pole trailer and poles were clearly in the lane with no room for the vehicle to pass. The third-party vehicle went under the three poles, which broke two pole straps and knocked one pole off to the side. In his attempt to pass the poles, the third-party driver veered left onto the dirt shoulder, then immediately exited his vehicle (phone in-hand), disregarded the crew's inquiries if he was okay, and walked straight to the poles to take pictures. The crew stopped work, called 911, checked on the third-party driver, and made appropriate notifications.
12/18/2023	Outside Crew	Property Damage	Civilian Vehicle	<b>Property Damage - December 18, 2023,</b> A third-party vehicle entered the work area, made contact with the side mirror of a foreman's pickup truck, and ran over several cut-up five-foot pole sections on the ground in the work area. Prior to the incident, the work area had been properly coned off to ensure the safety of workers and to indicate restricted access. No injuries. Immediately following the incident, the third-party driver drove away. Appropriate notifications were made.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
12/18/2023	Outside Crew	Hostile Resident	Out of Control Civilian	<b>Hostile Resident - December 18, 2023</b> , A foreman knocked on a resident's door to inform them the crew would need access to the pole located in the resident's backyard. In the initial conversation, the resident stated that he would not allow the crew into the backyard. The foreman exited the property and called the general foreman (GF). The GF and SCE project general supervisor (PGS) arrived at the location and knocked on the resident's door. The resident answered the door pointing a firearm in the direction of the GF and PGS and foreman. The workers immediately backed away to calm the situation. The resident stated that he would not allow anyone on his property because the last time someone was back there his internet connection was disrupted. The resident then slammed his door closed. The workers called local authorities who responded shortly after. The crew was rescheduled to another pole in the area.
12/11/2023	Outside Crew	Property Damage	Improper Testing	<b>Property Damage - December 11, 2023</b> , Two test technicians were tasked to test and take in-service readings on 66 kV Operating Bus potential transformers (PT) (bus pots) in a substation. An SCE substation operator would perform switching, including energizing the bus pots so the test technicians could take readings. These 66 kV bus pots and bus pot structures were new, originally erected months earlier. Test technicians point-to-point tested the circuit when the equipment was installed, but the bus pots were never test-energized. For this job, under clearance and checker supervision, a construction contractor tested for potential hung grounds, finished their work and replaced hardware on the bus pot structure. The test technicians ducted the primary conductor to the system ground, opened the PT secondary box, and checked connections. All work was completed without incident. Because the point-to-point testing occurred earlier, no additional point-to-point testing was completed on this job. With the work complete, grounds were removed, the clearance was returned to the checker, and the SCE substation operator arrived on-site to perform switching. The bus pots were test-energized by closing in the Bus Tie 66 kV circuit breaker (CB), and then the test technicians and operator went into the mechanical and electrical equipment room (MEER). Test technicians were given the okay by the substation operator to perform voltage and rotation checks at the open secondary disconnect. When they left the MEER, one of the test technicians saw smoke coming from the 66 kV bus pot secondary switch enclosure and notified the substation operator. Steps were taken to return the station to normal status. Appropriate notifications were made. It was determined the point-to-point test was not done correctly and secondary wiring and labeling errors were missed before energizing
12/11/2023	Outside Crew	Property Damage	Operator Error	<b>Property Damage - December 11, 2023</b> , A line crew was tasked to reframe poles in a residential area in preparation for a reconductor job, which would involve using a crane to access a property line pole. When the crane operator went to pre-flight the location, he extended the boom beyond the tipping point, and the crane tipped over onto a residence. The home sustained significant damage to the garage and two bedrooms. An immediate all-stop was called and it was confirmed there were no injuries to the crew or the public. Appropriate notifications were made, and additional safety personnel mobilized to the site. Plans were developed to upright the crane, relocate the residents to temporary housing, and make necessary repairs. Environmental crews were called out to properly dispose of hydraulic fluid at the site. The contract company suspended all crews' work for the next several days to allow for the initial investigation and to conduct a safety stand down with training
12/4/2023	Tree Crew	Property Damage	Operator Error	<b>Property Damage - December 4, 2023</b> , A compliance tree trimming crew was trimming a live oak tree with heavy foliage at the rear of a property line. The two bottom phases of vertically stacked, three-phase open-wire secondaries were close together and the top phase was substantially higher due to limb tension. When the worker moved the pruner to trim above the two bottom phases, he did not see the top phase and hooked and cut the top phase. The engaged spotter did not have enough time to call an all-stop prior to the cut. The crew stopped work and made appropriate notifications. The crew's management and safety responded to the scene.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
12/4/2023	Outside Crew	Close Call	Load Control	<b>Close Call - December 4, 2023</b> , A line crew was tasked to replace a wood pole in a remote area, using helicopter support. As part of the work, a worker would climb the existing dead-end pole and remove/wreck-out the existing transformer. Also part of the work, the foreman requested the helicopter pilot deliver three bags of fill dirt to the site and stage the transformers approximately 10-15 feet away from the existing pole. The request was communicated through the helicopter signalman/radioman on site because, although the foreman requested to communicate directly with the pilot via radio, the pilot was unable to reprogram the aircraft's radio frequency at that time. Two bags of fill dirt were delivered without incident. The worker climbed the pole and began wrecking out the existing pole-mounted equipment and at that time, the aircraft approached the worksite with the third bag of fill dirt. The pilot maneuvered the aircraft outside of the pre-designated staging area and as the pilot maneuvered the aircraft, the load swung into the pole and struck the worker's leg. The foreman called an all-stop and grounded the aircraft. The worker descended the pole and was evaluated on-site. He reported no injury. The foreman notified his management of the near miss, and the crew conducted a second tailboard to address the situation with the pilot. After the crew re-grouped, the pilot successfully removed the existing transformer without incident. When the pilot went to land/set the new, composite pole into the pole hole, the pole was spinning and its crossarm became entangled with the existing wood pole's crossarm. As the foreman attempted to communicate with the pilot via hand/head signals to lower the pole and free the crossarms, the pilot lifted the new pole upwards, and the composite crossarm was damaged from being hung-up on the existing wood pole crossarm. Due to the unsafe situation, the foreman immediately stopped work, canceled remaining work for the day, and made appropriate notifications.

### Customer Accidents/Incidents

2/16/2024	SCE Crew	Injury	Fall - Laceration	<b>Injury - February 16, 2024</b> , 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	<b>CCII - February 16, 2024</b> , 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	Property Damage	Driver Error	<b>Property Damage - February 12, 2024</b> , 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	<b>Property Damage - February 12, 2024</b> , 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	<b>CCII - February 12, 2024</b> , 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	<b>CCII - February 12, 2024</b> , 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	<b>Property Damage - February 5, 2024</b> , 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.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
2/5/2024	SCE Crew	CCII	Improper Conecton	<b>CCII - February 5, 2024</b> , 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	<b>Injury - February 5, 2024</b> , 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	<b>Injury - February 5, 2024</b> , 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	<b>Injury - February 5, 2024</b> , 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	<b>CCII - February 5, 2024</b> , 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	<b>Injury - February 5, 2024</b> , 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	<b>Injury - February 5, 2024</b> , 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	<b>Tripped Breaker - January 29, 2024</b> , 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	<b>Injury - January 29, 2024</b> , 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	<b>Property Damage - January 22, 2024</b> , After a third-party car-hit-pole incident, a crew was tasked with an emergency pole replacement. When they used the auger to dig a new pole hole, the crew struck a water line.
1/22/2024	SCE Crew	Injury	Sprained Wrist	<b>Injury - January 22, 2024</b> , 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).

<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	CCII	Improper Switching	<b>Injury - January 22, 2024</b> , 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	<b>Injury - January 12, 2024</b> , 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	<b>Injury - January 12, 2024</b> , 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.
12/29/2023	SCE Crew	Injury	Pinched Finger	<b>Injury - December 29, 2023</b> , An underground crew was assigned an underground line extension to feed a new Tesla charging station. The crew was tasked with pulling in and making up cable at the pad-mounted equipment, transformer, and panel in preparation for a scheduled outage later in the week. The cable was successfully pulled in and the crew started working on the cable make-up. The groundsman went to retrieve the MD-6 (crimping tool) from the truck bin and proceeded to change out the die that was on the tool. The crew heard the groundman scream and realized he had pinched his finger with the MD-6 while changing out the die. The crew immediately stopped and rendered first aid. The on-duty field supervisor was called and the groundman was driven to the hospital for evaluation.
12/29/2023	SCE Crew	Property Damage	Diver Error	<b>Injury - December 29, 2023</b> , While an employee was moving a bucket truck, the boom was in an elevated position prior to moving the vehicle. It was not stowed while truck was moving and "hooked" 1/0 service and damaged customer service pole.
12/29/2023	SCE Crew	Property Damage	Diver Error	<b>Injury - December 29, 2023</b> , An employee was driving a digger boom truck, towing a pole to a multiple crane set pole job. While making a turn, the employee's pole trailer struck the signal light pole resulting in a leaning pole. The E-crew foreman called field supervisor. Field supervisor advised foreman to grab the signal pole with the digger truck until the city got onsite. Supervisor stayed onsite until city made repairs.
12/18/2023	SCE Crew	CCII	Wire Control	<b>CCII - December 18, 2023</b> , When replacing a pole, crew members released tension on a span guy. The adjacent pole leaned, the energized conductor sagged into the phase below, and a phase-to-phase fault occurred and locked out the circuit. An all-stop was called and the Distribution Operations Center (DOC) and supervision were notified. Another crew was secured, inspected the span of the conductor, and the load was safely restored.
12/18/2023	SCE Crew	Property Damage	Driver Error	<b>Property Damage - December 18, 2023</b> , An employee was driving his assigned vehicle in a substation when the left front bumper struck a wood distribution pole in an open area of the station. The collision shifted and damaged the pole. The pole remained somewhat upright, held up by the power lines connected to the other poles in the series. The driver backed the vehicle away from the pole to a safe location and notified supervision. A substation maintenance crew and a district crew were called out to secure the pole in place.
12/18/2023	SCE Crew	Injury	Laceration & Ankle Bruise	<b>Injury - December 18, 2023</b> , removed pole tongs and tossed them in the direction of the trailer at the same time Employee 2 walked into the path. The tongs struck Employee 2 in the shin and ankle, and he sustained a laceration on the shin and bruising to his ankle. The foreman assessed the injured employee, notified supervision, and took the employee to an emergency room. The employee received three staples and was released without restriction. A Worker's Compensation packet was offered. Supervision was notified.
12/11/2023	SCE Crew	Injury	Leg Trauma	<b>Injury - December 11, 2023</b> , When a line crew used a bull line (pulling rope) to pull out the bad cable from an underground structure, the bull line broke and the rope struck the right leg of a crew member standing outside the structure. The employee sustained a scrape and swelling to his right shin and accepted the Injury Assistance Program (IAP). Supervision also offered a Workers' Compensation package.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
12/11/2023	SCE Crew	Close Call	Equipment Failure	<b>Close Call - December 11, 2023,</b> To perform late-night switching, an employee performed a station inspection, verified station status against the station one-line to clear a 4 kV circuit breaker (CB), and consulted a peer with questions as needed when he walked out the switching steps (prepared for switching). Then, the employee called the switching center for switching orders, and the employee began to switch per the approved program. At the program step to close a set of 4 kV Transfer Bus Disconnects, the employee did not thoroughly understand the style of disconnect switch (double-throw) but proceeded with the switching anyway. When he opened all six disconnect blades, he noticed a small arc, which he attributed as "spit" (i.e., normal static) and continued to follow the program. Unknowingly, the employee had dropped load to just over 1,000 customers on disconnects. Per the next program step, the employee closed the Bus Tie 4 kV CB (which picked load back up). When he went to perform the next program step to open the 4 kV line disconnects (breaking parallel), he realized the line disconnects were already open due to his misstep two steps prior. To remedy his mistake, and without new switching orders, he opened the Bus Tie 4kV CB, which dropped the circuit a second time. Finally, the employee called the switching center back for direction
12/4/2023	SCE Crew	CCII	Improper Switching	<b>CCII - December 4, 2023,</b> To perform late-night switching, an employee performed a station inspection, verified station status against the station one-line to clear a 4 kV circuit breaker (CB), and consulted a peer with questions as needed when he walked out the switching steps (prepared for switching). Then, the employee called the switching center for switching orders, and the employee began to switch per the approved program. At the program step to close a set of 4 kV Transfer Bus Disconnects, the employee did not thoroughly understand the style of disconnect switch (double-throw) but proceeded with the switching anyway. When he opened all six disconnect blades, he noticed a small arc, which he attributed as "spit" (i.e., normal static) and continued to follow the program. Unknowingly, the employee had dropped load to just over 1,000 customers on disconnects. Per the next program step, the employee closed the Bus Tie 4 kV CB (which picked load back up). When he went to perform the next program step to open the 4 kV line disconnects (breaking parallel), he realized the line disconnects were already open due to his misstep two steps prior. To remedy his mistake, and without new switching orders, he opened the Bus Tie 4kV CB, which dropped the circuit a second time. Finally, the employee called the switching center back for direction.

# **Key 2024 Changes to SCE Contractor Safety Materials: New Contractor Safety Requirements Standard and Contractor Orientation Safety Plan**

Consolidated materials and summary of changes

Effective February 1, 2024

# Two standards documents consolidated into a single source document for all audiences

## Contractor Safety Requirements



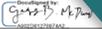
<b>STANDARD</b>	Effective Date	[Insert effective date of enforcement for this standard]		
	Supersedes	[Insert title of previous version of standard, including version number, to identify outdated version]		
	Document ID <i>(For Admin Use Only)</i>	[Company] - [Business Function] - [Discipline] - [Doc. Type]-XXX	Version <i>(For Admin Use Only)</i>	X

SCE	EHS	GN	MN	Doc. No.	1
Effective Date				February 1, 2022	
Supersedes				SCE-EHS-SAFETY-HB-1, Version 9	

### Health and Safety Handbook for Contractors

**Edison Safety Corporate Handbook**

~~SCE-EHS-SAFETY-HB-1~~

Approved by:  Date: 12/16/2021  
 Gregory B. McDonald  
 Principal Manager, Edison Safety

Approved by:  Date: 12/20/2021  
 Paul J. Coughlin  
 Principal Manager, Corporate Supply Chain Management

Previously defined the safety expectations for contractors performing work for SCE

<b>Contractor Safety</b>			
<b>STANDARD</b>	Effective Date	February 1, 2022	
	Supersedes	Contractor Safety Management Standard v9	
	Document ID <i>(For Admin Use Only)</i>	SCE-EHS-SAFETY-472	Version <i>(For Admin Use Only)</i>

### 1.0 STANDARD STATEMENT

Southern California Edison (SCE) is committed to the safety and health of its employees, Contractors, and the public. The purpose of this standard is to establish SCE safety-related requirements for SCE personnel conducting company business with Contractors and Subcontractors. The goal of SCE's Contractor Safety program is to eliminate worker serious injuries and fatalities. As such, this standard sets the expectation that all stakeholders ensure tasks/activities with potential for serious injuries and fatalities are properly identified and mitigated.

**1.1 Safety Performance Policy:**  
 At its sole discretion, SCE can immediately suspend or terminate a contract and/or suspend or discontinue work of a Contractor/Subcontractor due to poor or noncompliant safety performance and/or failure to adhere to SCE's governing policies, procedures, and regulations.

**1.2 SCE Contractor Performance Management Process:**  
 SCE has a system to progressively manage undesired behavior or performance, which can include corrective action plans, control stages, and return to normal work criteria. Control stages can include work restrictions, crew count restrictions, reduction of work, and ultimately termination if the conditions issued in SCE's formal notification are not met.

### 2.0 APPLICABILITY

This standard applies to all SCE employees performing Contractor management functions, including Contractor qualification, monitoring, and evaluation. This standard defines minimum Contractor safety requirements and clear responsibilities for SCE employees engaged in Contractor management. Employees supervising or directing Supplemental Workers who perform Contractor management must ensure the Supplemental Workers adhere to the applicable provisions of this standard when performing work for the Company.

While the entirety of this standard applies to Safety Tier 1 contract work performed at SCE, only the following sections apply to Tier 2 contract work:

- a. Section 1.1 Safety Performance Policy
- b. Section 3.1.1 Tier Delivery
- c. Section 3.5 Procurement Safety Tier 1 and Safety Tier 2 Contractors
- d. Section 3.6.2 Safety Tier 2 Contractor Orientation Requirements
- e. Section 3.10.1 Incident Reporting
- f. Section 3.12 Recordkeeping
- g. Appendix A: Tier Classification

Previously defined the safety expectations for SCE employees engaged in work performed by contractors

**New, combined document defines the safety expectations for both SCE and Contractors**

# Two safety documents consolidated into a single source document for Contractors

## Contractor Orientation and Safety Plan

Contractor Safety

Southern California Edison (SCE) sets safety, hazard awareness, and mitigation as the highest priorities for our workforce. These are key eliminating all serious injuries and fatalities. SCE will utilize this document as a tool for our Authorized Edison Representatives (AERs) collaborate with contract leadership to ensure there is alignment and understanding before any work begins. This document must identify relevant safety programs, procedures, mitigation measures, and approaches put in place to address potential performed pursuant to the completion of the Scope of Work. The Plan shall be updated as needed (e.g., when any component changes or when additional hazard mitigations are required) but at a reviewed and updated (and dated/signed) annually.

- INSTRUCTIONS:**
- Step 1: AER requirements (when preparing contract documents, e.g. RFP)**
    - For all Safety Tiers: Complete Sections 1, 2 & 3
    - For Safety Tier 1 and Safety Tier 1 HR: Select each primary hazard, activity or condition in Section 13 that applies to this scc work. Review and confirm the Critical Observable Actions in Section 13
    - Note: All Safety Tier 1 and Safety Tier 1 HR requests for proposal (RFP) shall include a copy of this Plan populated by the AER the hazards associated with the work are clear to the bidders.
  - Step 2: Contractor requirements (when evaluating and responding to contract documents, e.g. RFP)**
    - For all Safety Tiers: Confirm Sections 1-3 and populate Sections 4 through 11
    - For Safety Tier 1 and Safety Tier 1 HR: Complete Section 13 including the Contractor's mitigation plan
    - Identify and add any additional Hazard categories (including Subcontractor hazards) not already identified by the AER in Section 13 and complete the remainder of the document
  - Step 3: Contractor Orientation (AER & Contractor final steps prior to the start of Work)**
    - The AER and Contractor Representative shall review each section of the Contractor Safety Requirements Standard
    - The AER and Contractor Representative must review each section of this document and update as needed
    - Contractor must request clarification as needed and confirm understanding by completing Section 12
    - AER must request clarification as needed and confirm understanding by completing Section 12
  - Step 4: Plan Implementation**

Once the Contractor Orientation has been completed as described in step 3 and updates are made to this document, both parties must sign following the instructions in Section 12 and ensuring the following steps are completed:

    - Contractors shall ensure all Prime and Subcontractor workers are trained to these requirements
    - Contractors shall ensure a signed copy (electronic and/or hard copy) of this document is retained by all crews and available along with tailboard form
    - Safety Tier 1 Contractors shall upload this signed document to the TPA

**Contractor Handbook and Orientation Checklist**

Contractor Safety Management Version 2.3 Jun 18, 2021

Edison Representatives and Contractors are responsible for collaborating effectively to drive a common understanding of safety awareness, hazard mitigation, oversight and reporting requirements before a Contractor begins work for Southern California Edison (SCE). This supports our goal of eliminating all serious injuries and fatalities.

**RFP INSTRUCTIONS**

- Step 1: The Edison Representative shall provide a copy of the Contractor Handbook and Orientation Checklist (CHOC), the SCE Contractor Hazard Assessment and Safety Plan (HASP) and the Handbook for Contractors to all bidders in the RFP for review.
- Step 2: All bidders shall review the Handbook for Contractors and confirm their understanding and agreement by completely filling out the CHOC and signed Safety Tier 1 Contractor Orientation. Safety Tier 1 Contractors must also follow the HASP instructions.

**ORIENTATION INSTRUCTIONS:**

- Step 1: The Edison Representative and Contractor Representative shall review each section of the Health and Safety (HS) Handbook for Contractors and confirm understanding by checking the box associated with each section.
- Step 2: The Edison Representative and Contractor Representative shall sign and date this form to confirm the review of each item is complete and to document a mutual understanding regarding what is required to safely perform work at SCE.
- Step 3: Safety Tier 1 Contractors shall upload the signed CHOC to the TPA along with the signed HASP.
- Step 4: Contractors shall ensure all Prime and Subcontractor workers are trained to these requirements.
- Step 5: Safety Tier 1 Contractors shall ensure a signed copy (electronic and/or hard copy) of this CHOC is retained by all crews while conducting Safety Tier 1 work for SCE (along with the Contractor's tailboard form, HASP and reference safety documents).

SAVE FILE USING THIS NAMING CONVENTION: CHOC\_ContractorName\_ProjectName\_PurchasingReference

Project Name:	Edison Representative:
Purchasing Reference: (PO, PR, CW, C or OLAR)	Project Location:
Source Work? (Y/N)	Higher Risk (HR) Work? (Y/N)
Anticipated Start Date: <small>Click or tap to enter a date.</small>	Anticipated Completion Date: <small>Click or tap to enter a date.</small>
Contractor Representative Name:	Contractor Company:
Contractor Representative Name:	Contractor's Safety Professional Name:

**SCE Contractor Hazard Assessment and Safety Plan**

Contractor Safety Management Version 2.3 Jun 18, 2021

Southern California Edison (SCE) sets safety, hazard awareness, and mitigation as the highest priorities for our workforce. These are key in eliminating all serious injuries and fatalities. SCE will utilize this Hazard Assessment and Safety Plan (HASP) as a tool for our Edison Representatives to collaborate with contract leadership to ensure there is alignment and understanding before any Safety Tier 1 work begins. The Plan must identify relevant safety programs, procedures, mitigation measures, and approaches put in place to address potential hazards in the work performed pursuant to the completion of the Scope of Work. The Plan shall be updated as needed (e.g., when any component changes or when additional hazard mitigations are required) but at a minimum it shall be reviewed and updated (and dated/signed) annually. The most current Plan shall be uploaded in the Third-Party Administrator (TPA).

**INSTRUCTIONS:**

- Step 1: Edison Representative must
  - Complete Sections 1 & 2
  - Select each primary hazard, activity or condition in Section 3 that applies to this scope of work
  - Review and confirm the Critical Observable Actions in Section 3 that apply to Safety Tier 1 requests for proposal (RFP) shall include a copy of this Plan with Sections 1-3 filled out by the AER. The hazards associated with the work are clear to the bidders.
- Step 2: Contractor must:
  - Complete Section 3 including the Contractor's mitigation and applicable reference documents
  - Add any additional Hazard categories (including Subcontractor hazards) not already identified by the Edison Representative and complete the remainder of the document
- Step 3: Once all sections have been completed by the Contractor, the Edison Representative must sign Section 13 and provide a signed copy to the Contractor.
- Step 4: The Edison Representative and Contractor shall follow the orientation instructions in the CHOC which state:
  - The Edison Representative and Contractor Representative shall review each section of the Health and Safety (HS) Handbook for Contractors and confirm understanding by checking the box associated with each section.
  - The Edison Representative and Contractor Representative shall sign and date the HASP and CHOC to confirm a mutual understanding regarding what is required to safely perform work at SCE.
  - Safety Tier 1 Contractors shall upload the signed CHOC to the TPA along with the signed HASP.
  - Contractors shall ensure all Prime and Subcontractor workers are trained to these requirements.
- Step 5: Safety Tier 1 Contractors shall ensure a signed copy (electronic and/or hard copy) of this CHOC is retained by all crews while conducting Safety Tier 1 work for SCE (along with the Contractor's tailboard form, HASP and reference safety documents).

**New, combined document includes Requirements and Orientation Checklist, Hazard Assessments and Safety Plan information Contractor Orientation and Safety Plan (COSP)**

Previous Contractor Handbook Orientation Checklist (CHOC)

Previous Hazard Assessment and Safety Plan (HASP)

## Overview of Key 2024 *Structural / Format Changes\**

Structural/Format Change Implemented	Affected Documents	Result	Benefit
<p>Health and Safety <b>Handbook</b> for Contractors <b>and</b> Contractor Safety Management <b>Standard</b> materials have been <b>consolidated into a single document, "Contractor Safety Requirements Standard"</b></p>	<p>Both:</p> <ul style="list-style-type: none"> <li>○ Handbook (for Contractors)</li> <li>○ Standard (for SCE employees)</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Single source document for all audiences</b> (SCE and Contract), which <b>combines and replaces</b> the previously separate Handbook and Standard materials</li> <li>• <b>Follows the sequential life cycle</b> of a project</li> <li>• Added:               <ul style="list-style-type: none"> <li>○ <b>Table of contents</b></li> <li>○ <b>Table for Roles and Responsibilities</b></li> <li>○ <b>Process flowchart for the Incident Reporting Process</b></li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Reduced number of documents</li> <li>• Simplified language</li> <li>• Clarification of Contractor and SCE responsibilities</li> <li>• Logical ordering of contents</li> <li>• Simplifies orientation discussions</li> <li>• Easier to locate specific sections of interest</li> <li>• Quicker identification of roles and responsibilities</li> <li>• Visual representation of process flow</li> </ul>
<p>Contractor Handbook and Orientation Checklist (<b>CHOC</b>) <b>and</b> Contractor Hazard Assessment and Safety Plan (<b>HASP</b>) materials <b>have been combined into</b> a single document, "<b>Contractor Orientation and Safety Plan (COSP)</b>"</p>	<p>Both documents for Contractors:</p> <ul style="list-style-type: none"> <li>○ CHOC</li> <li>○ HASP</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Single source document</b>, which <b>combines and replaces</b> the previously separate CHOC and HASP</li> <li>• Added:               <ul style="list-style-type: none"> <li>○ <b>Safety Tier Classification Checkboxes</b></li> <li>○ <b>ISNetworld (ISN) number for Safety Tier 1 Subcontractors</b></li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Reduced number of documents</li> <li>• Collapsed sections are expanded by default</li> <li>• Clarified instructions &amp; signature names/roles</li> </ul>

\*minor updates and typographical corrections are also included in the revised documents but not listed here.

## Overview of Key **Content Changes and Clarifications**\*

Added, Changed, or Updated Component	Where to Find It In the new Standard	Previous Requirement	Updated Requirement	Benefit/Additional Detail
<b>Requirements:</b> <ul style="list-style-type: none"> <li>On-Site Supervision</li> <li>Safety Professional</li> <li>Observation</li> </ul>	<b>Section 3.12.1</b>  <b>Section 3.12.2</b>  <b>Section 3.12.5</b>	Only required for Safety Tier 1	Requirement added for Safety Tier 2	Expanded safety coverage to include Safety Tier 2 work
<b>Incident Reports</b>	<b>Section 3.14</b>	<b>Five and 60-day serious injury or fatality (SIF) follow-up</b> reports	Now require <b>10</b> and <b>45-day</b> follow-up reports	<ul style="list-style-type: none"> <li>Improves delivery time to Management Review Committee (MRC) for more timely analyses and faster distribution of corrective actions</li> <li>Aligns with SCE employee timeline</li> </ul>
<b>Vendor Management</b>	<b>Definitions</b>	No definition or requirements for "Vendors"	Defines Vendors and management requirements	Provides guidance for Contractor management coverage of Vendors
<b>Updated Conditional Contractor Plan (CCP) and CCP progress report forms</b>	<b>Section 3.15.6</b>	Focused on historical data Quarterly reports	Removes redundant information that exists in other locations	<ul style="list-style-type: none"> <li>Shorter form, focused on performance improvement</li> <li>Bi-annual Progress Report, due the first Friday in May and first Friday in November</li> </ul>
<b>Contractor Safety culture elements</b>	<b>Section 3.6</b>	Leader Safety Culture Training only	Additional Safety Culture components: <ul style="list-style-type: none"> <li>Mandatory annual Safety Culture assessment &amp; Action Plan</li> <li>Annual refresher training</li> <li>Required for all Safety Tier 1 higher-risk (HR) work (removed previous hours threshold)</li> <li>Reference to SCE Leader Safety Culture Training Guideline</li> </ul>	<ul style="list-style-type: none"> <li>Resulting action plan to be uploaded to ISNetworld (ISN) by the first Friday in May</li> <li>Refresher training must be documented in ISN Training Qualification Tracking system by the first Friday in May</li> </ul>

Exhibit B

\* Other minor updates and typographical corrections are also included in the revised documents but not listed here.

Overview of Key **Content Changes and Clarifications\***, *continued*

Added, Changed, or Updated Component	Where to Find It In the new Standard	Previous Requirement	Updated Requirement	Benefit/Additional Detail
<b>New:</b> Work at <b>business facility or private property</b>	<b>Section 1.1.c</b>	None	Requirement to <b>make every effort to contact property owner's representative</b> regarding nature of the work to be performed and locations workers will need to access	Enables mitigation of additional site hazards or unsafe areas (e.g., unstable ground, unsupported roofing, loose animals, etc.)
<b>Safety Tier Classification Guide</b>	<b>Appendix A</b>	Classified Work as Safety Tier 1 Higher-Risk and Safety Tier 1 and Safety Tier 2	<ul style="list-style-type: none"> <li>• <b>Clarified work classifications</b></li> <li>• <b>Added Vendor definition</b>, including fuel delivery services (NOT classified as Safety Tier 1)</li> </ul>	<ul style="list-style-type: none"> <li>• Includes guidance for Authorized Edison Representatives (AER) to classify Work as Safety Tier 1 Higher-Risk or Safety Tier 1 for undefined activities</li> <li>• If any portion of the work is Safety Tier 1 Higher-Risk, then the entire scope must be considered Higher-Risk</li> </ul>
<b>Substation Construction and Maintenance</b>	<b>Section 3.13.14</b>	None	Added <b>Hazard Awareness requirement</b>	Before performing Work at an SCE Substation, each contractor and subcontractor worker must watch the 24-minute Substation Hazard Awareness Video
<b>SCE Accident Prevention Manual (APM)</b>	<b>Section 1.1.b</b>	Not referenced	The <b>APM is provided to contractors</b> for all Safety Tier Classifications	SCE and Contractors will share the same safety reference information
<b>Contractor Safety Forums</b>	<b>Section 3.14.8</b>	None	Added " <b>at least annually</b> "	Confirmed minimum annual requirement for organizational units to hold Contractor safety forums
<b>References</b>	<b>Section 7</b>	None	Added <b>Internal and External References</b>	Provides links to important document repositories

Exhibit B

\* Other minor updates and typographical corrections are also included in the revised documents but not listed here.

# Contractor Safety Talks

## Focusing on Physical/Mental Health During the Holidays

### Special Points of Interest:

The State and County's Coronavirus controls are evolving but we will continue to demonstrate safe work practices for the safety of our employees and customers.

For SDG&E's current COVID-19 guidelines, please see the latest communication on the ISN bulletin board and also communicated via email from Supply Management.



Mental and physical health are important issues to focus on that affect workers quality of life, safety, productivity, and well being.

### Did you know:

RSV season typically falls during the fall & winter seasons and numbers have increased in the Southeastern US. RSV can cause serious illness in infants, young children, and older adults, with it being the leading reason babies are hospitalized in the US.

In the US, RSV causes approximately 58K-80K hospitalizations and 100-300 deaths in children younger than 5 years old.

In adults 65 years and older, RSV causes approximately 60K-160K hospitalizations and 6K-10K deaths.

During this time of year, there is an increase in respiratory viruses such as the Flu, Respiratory Syncytial Virus (RSV), and Covid-19 that usually circulate more heavily in the community that can affect the workplace and personal well being. With that being said, if exhibiting any symptoms of having a respiratory virus, take the necessary precautions such as stay home, get tested, and seek treatment to decrease the possibility of spreading that virus to others, whether it be in the work place or at home. Even if your symptoms are minor, others can have a more serious reaction if the virus is spread to them.

Not only is physical health so important, so is mental health, especially during the holiday season. Although the holiday season can be filled with fun family/social gatherings, it can also present challenges such as stress, feeling overwhelmed, loneliness, anxiety, financial pressures, and having to balance your work load with family obligations. These challenges can impact the workplace by causing an employee to be distracted, tired from lack of sleep, not follow all safety protocols, and overlook certain steps of a task, all which could lead to an injury or incident. If struggling with any physical or mental health at any time, reach out to any resources your company may offer or to a family member or friend for some assistance. During this time, be mindful of family, friends, or coworkers that may be struggling, as a helping hand can mean a lot.

### FAQ

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

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

## OBSERVATIONS FROM THE FIELD

During the past month, SDG&E safety observers performed jobsite inspections on almost all SDG&E jobsites and observed 28,980 construction activities. Of these there were 178 at-risk conditions documented and corrected in the field. Of the at-risk conditions observed, 93% were low risk, with the majority of them being PPE gaps. There were 36 medium at-risk observations and 0 high risk observations during the month.

At-Risk Observations	At-Risk Behaviors
Lack of fall protection and situational awareness around open holes	There has been an increase in observations where crews members are working in or around holes/trenches deeper than 6' without fall protection.

## NOTABLE AT-RISK OBSERVATIONS

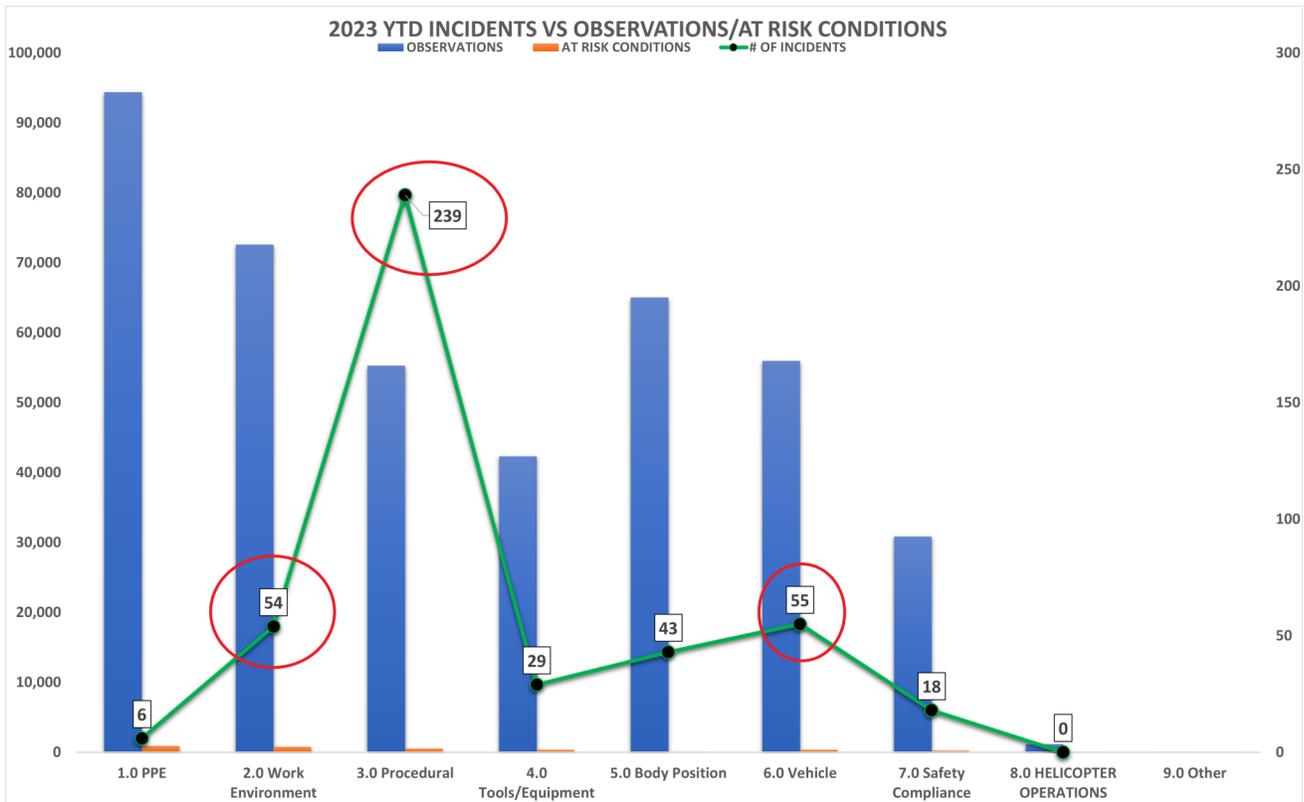
Medium-High Risk Observations (November 2023)	Potential Mitigation
The rigging strap being used to move some rebar material had both visible and physical damage.	Inspect all rigging equipment prior to use to identify any damages and if any are noted, remove from service.
A pedestrian was observed walking over a board covering an open hole. This board was about to crack under the weight of this individual, which could be seen when the board buckled as he stepped on it.	Ensure open holes are secured properly with barricades and adequate covering for public safety.
Contracted employees were observed entering a 13' deep trench box with no fall protection or safety guard rail system in place.	Ensure to maintain compliance with Cal OSHA 1670: Personal Fall Arrest Systems, Personal Fall Restraint Systems and Positioning Devices.
A crew member was working in a panel near the meter socket which was still energized and not covered.	Maintain constant communication with all crew members so everyone is aware of energized structures and to adhere to the electrical standards when working around energized structures or lines.

## MONTHLY INCIDENTS/NEAR MISSES

Incidents (November 2023)	Potential Mitigation
DART - While on a jobsite, a fuel truck driver was exiting from a maintenance trailer and failed to negotiate the portable staircase steps, causing him to fall. This caused severe pain in his lower back and hip area and had to be transported to the Emergency Room for evaluation.	Maintain situation awareness when ascending/descending from an area to help avoid a slip/trip/fall situation. Maintain three points of contact when ascending/descending ladders and equipment.
OSHA - Employee was grinding off all writing on a sheet pile wall with a grinder with a flap disc. As he was grinding, there was a lot of dust accumulating on his face shield. As the employee was assessing how much more needed to be done above his head, he looked up and the all of the accumulated dust that was on his face shield fell into his eye. He was sent to the clinic for evaluation.	Ensure the correct eye/face protection is utilized during any grinding activities. Also, periodically remove any accumulated debris or dust that is on your PPE to avoid any contact with your eyes.
Electric Incident - Contracted crew began the process of de-energizing an underground service by removing two hot legs followed by removing the neutral. As the crew began loosening the Z-bar with a non-insulated T Handle Allen Wrench, the wrench came into contact with the X3 Z-bar that was above the neutral. This contact caused a secondary flash, which blew the secondary fuse on the pad mount transformer and caused an outage. There was additionally some black marks on the employee's hardhat, glasses, and clothing from the secondary flash.	Ensure the proper cover is secured on any equipment that will be worked on that is energized. Also use properly insulated tools when working on or around energized equipment.

**Electric - 1 Gas - 0 OSHA - 1 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 gaps
- Vehicle
- Work Environment

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

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

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

**Questions or comments?** General questions: [SDGEContractorSafety@semprautilities.com](mailto:SDGEContractorSafety@semprautilities.com)

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

# Contractor Safety Talks

## Winter Weather Precautions

### Special Points of Interest:

The State and County's Coronavirus controls are evolving but we will continue to demonstrate safe work practices for the safety of our employees and customers.

For SDG&E's current COVID-19 guidelines, please see the latest communication on the ISN bulletin board and also communicated via email from Supply Management.



### Did you know:

Each year, there are nearly 5,891,000 vehicle crashes, with nearly 21% of them being weather related. On average each year, nearly 5,000 people are killed and over 418,000 people are injured in weather-related crashes.

The two top categories of weather where incidents usually occur are during rainfall and when there is wet pavement. A smaller percentage of incidents occur during winter conditions where there is snow/sleet, icy pavement, or snowing/slushy pavement. It takes up to 10 times longer to stop on snow or ice than it does on dry pavement.

During this time of year, the weather can be cold and rainy, which can impact the workplace in various ways.

If working outside during the colder winter months, it is important to be warmed up and stretch prior to starting work to help avoid any sprain/strain injuries, as soft tissue damage is the number one cause for worker compensation claims. Stretching prior to lifting or any strenuous physical activity can really be helpful, especially in preventing back injuries. There are many benefits from stretch & flex activities such as improved flexibility & range of motion, better circulation, and promoting better posture and working techniques. Cold stress can also be a concern if conducting work outdoors. Ensuring employees are wearing the adequate PPE and clothing that keeps them warm is essential.

Driving during the rainy season also has many risks as well such as hydroplaning, low visibility, braking too harshly on the slick road, or speeding, which can all lead to an accident. There are several precautions one can take when driving in the rain to reduce the risk of being in an accident. Being aware that the road is more slick than normal is essential. Reducing your speed, not braking harshly, allowing more distance between your car and others, being mindful of pedestrians or construction workers, and not having distractions such as cell phones are all preventative measures that can be taken to avoid an accident while driving in the rain.

There should also be effort put into keeping our jobsites intact and safe during heavy weather conditions. Jobsite entry and exit points should be secured, road signs in place, and flashers are working. Ensure that equipment is placed in a safe area and that all materials are secured with straps, tarps, or other appropriate methods. Lastly, ensure that trenches are covered and road plates are secured and monitored throughout rain events.

### FAQ

**Q:** How do I learn more about how weather impacts the roads?

**A:** Go to FHWA "How Do Weather Events Impact Roads" and/or click [here](#).

## OBSERVATIONS FROM THE FIELD

During the past month, SDG&E safety observers performed jobsite inspections on almost all SDG&E jobsites and observed 29,630 construction activities. Of these there were 222 at-risk conditions documented and corrected in the field. Of the at-risk conditions observed, 83% were low risk, with the majority of them being PPE gaps. There were 39 medium at-risk observations and 0 high risk observations during the month.

At-Risk Observations (December 2023)	At-Risk Behaviors
Job Hazard Analysis (JHA) not completed	There has been an increase in observations where the crew is asked to provide their JHA and it has not been completed at all or not onsite.

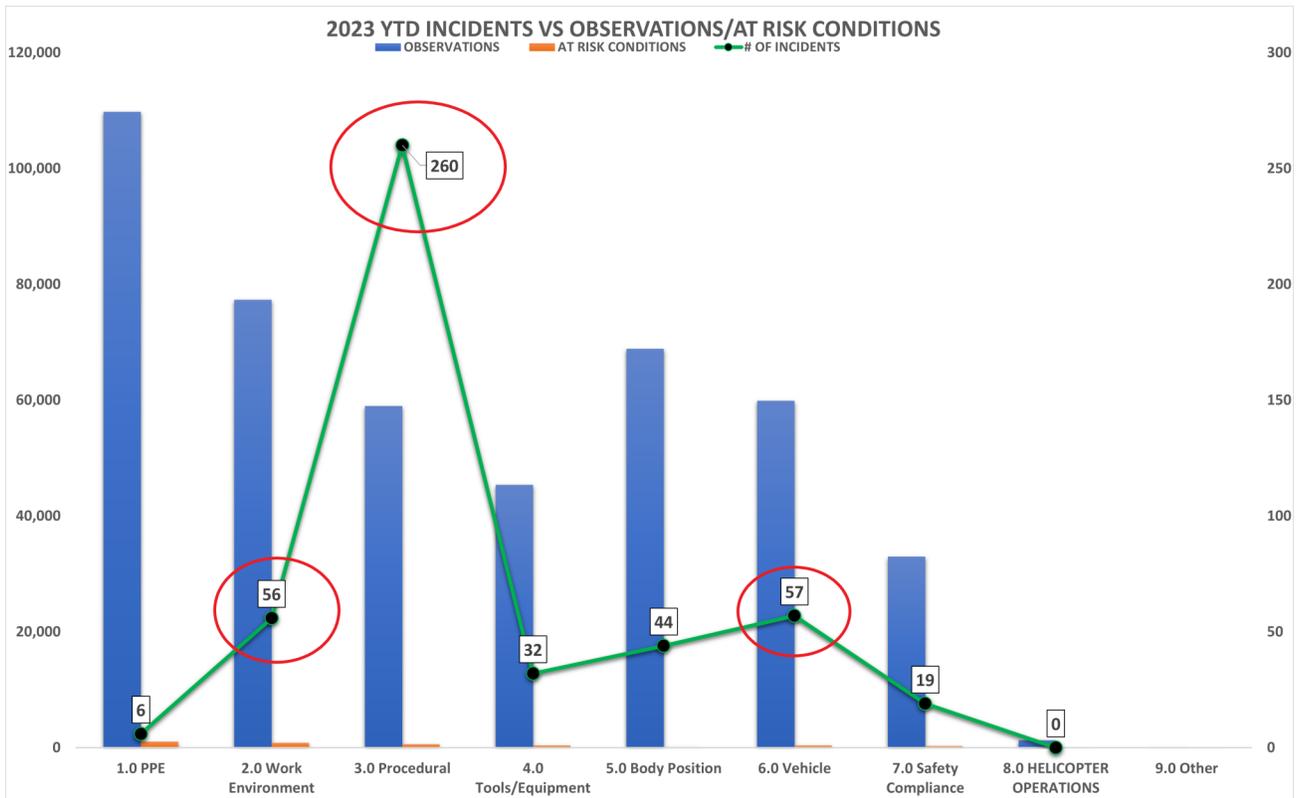
## NOTABLE AT-RISK OBSERVATIONS

Medium-High Risk Observations (December 2023)	Potential Mitigation
Crew was setting a pole in between energized phases and the crew in the bucket was not wearing class 2 gloves while orienting the pole.	When working around energized lines or structures, ensure all employees are wearing the correct PPE.
Two crew members were setting up to shoot the mole. One crew member began to guide the mole while wearing rubber gloves and boots. The other crew member attempted to assist him in guiding the mole with a shovel without wearing rubber boots or gloves.	If performing work where one will be in contact with pneumatic ground piercing tools, approved and date stamped non-conductive rubber gloves and boots must be worn. Reference SDG&E Standard D8305 "Trenchless Construction Methods" for more information.
While doing repairs on equipment in the yard, contracted employees were performing hot work operations and did not have a completed JHA or hot work permit to identify risks. Work was underway and the fire tools were placed close to the work as the Field Safety Observer was driving into the yard.	The JHA should be thoroughly completed and reviewed with the crew so everyone is aware of all hazards associated with the work to be performed. If there is hot work being conducted, a fire watch and fire tools should be accessible/present at all times. Ensure compliance with ESP 113.1/G8325.
Crew member was performing grinding tasks, which exceeded the noise level of 85 decibels and was not wearing any hearing protection.	If performing any work that exposes an employee to noise that is 85 decibels or greater, hearing protection should be worn. Reference "Cal/OSHA 5098 Hearing Protectors" for more information.

## MONTHLY INCIDENTS/NEAR MISSES

Incidents (December 2023)	Potential Mitigation
SIF Potential Incident - A contracted crewmember was standing in a hole concluding Hi-Pot procedures and began to clean up to make a clear work space to rejoin the cable. In the process of cleaning up, the cable was disturbed by moving a bucket and the crewmember's elbow made contact with the energized cable. At the time of contact, the Hi-Pot machine had been turned off, but not yet grounded, so the employee felt a shock.	Maintain situational awareness to identify any potential hazards, adhere to electrical standards when working around/with energized lines, and when applicable stay clear of the work site until it is confirmed that the area is safe to re-enter.
SIF Potential Incident - A contracted crew had the proposed excavation area marked out and used a vacuum truck to pothole a marked out electrical package. Once the top of the electrical package was exposed, a backhoe operator and a spotter began trenching so the crew could install electrical and gas utilities. While the operator had the boom fully extended over the open trench, he attempted to move the backhoe by retracting the outriggers, causing the boom to drop which led to the teeth of the bucket striking the exposed electrical bundle.	While operating heavy equipment, be aware of your surroundings and ensure heavy equipment isn't used within 2' of any known utility. A trained designated spotter should always be in place as well to assist the spotter during operations.
Electric Incident - Contracted crew was tasked with installing a new gas service. As the Foreman was evaluating the area, he had leaned over to get a closer look at the install location for a gas line. In the process of leaning over, he had placed his left hand on a street light pole and his right hand on the metal guard rail for stability, when he suddenly felt a minor electrical shock. The Foreman halted work, secured the area, and used a non-contact voltage tester to validate that the light pole was energized. It was determined that the installation of the light pole wiring (by a non-SDG&E related contractor) may have been installed incorrectly, causing the light pole to become energized.	Be aware of your surroundings and test (by qualified and/or licensed contractors) any structures that could be potentially energized. Also, ensure that if energy is present, the crew is made aware and the proper safe guards are put into place to ensure the safety of the crew.

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



## FUTURE FOCUS AREAS

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# Contractor Safety Talks

## Struck By and Pinch Point Hazards

### Special Points of Interest:

The State and County's Coronavirus controls are evolving but we will continue to demonstrate safe work practices for the safety of our employees and customers.

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Struck by injuries are one of the leading causes of nonfatal injuries and the second most common cause of fatalities among construction workers.

Struck by hazards, being one of the "Fatal Four", can occur when any type of object or piece of equipment makes forcible contact with an employee which can result in broken bones, lacerations, or bruising. The four main hazards associated with struck-by hazards are flying objects, falling objects, swinging objects, and rolling objects. To help prevent being injured by any of these hazards, all tools and equipment should be inspected prior to use to ensure they are in good condition. Necessary safe guards such as barriers, whips/clips for pneumatic tools, and PPE should be in place. Another important thing to keep in mind is situational awareness of the jobsite and the location of moving equipment/vehicles. Try to avoid placing yourself in a space where you could potentially get crushed or caught in between any moving equipment/vehicles and try to remain in the line of site of the operator for your safety.

Pinch point hazards are also very common among construction workers. Some pinch point hazards we commonly see out in the field involve machinery, rotating mechanical parts, concrete blocks, chains, pipes, pneumatic tools, and equipment/vehicle doors. Many times pinch point injuries involve fingers and hands, usually due to improper placement of the hand when handling material or when operating equipment. Some ways to help avoid pinch point hazards are to pay close attention to moving parts, wear the required PPE for the assigned task, check machine and tool safety guards, ensure you don't place your hands where you can't see them, and train employees on pinch point safety.

### Did you know:

SDG&E's Class 1 Contractors had a Total Recordable Incident Rate (TRIR) of .61 with over 8.4 million hours worked in 2023. This rate is not only well under our target of .93 but the best year ever for Contractor Safety!

There was also a 26.6% increase of Good Catch and Non-Serious Near Miss submittals from SDG&E's Class 1 Contractors from 2022 to 2023.

We thank all of our contractors for your commitment to safety and collaboration over the last year to get us to this point!

### FAQ

**Q:** How do I learn more about Struck By Injuries?

**A:** Go to CDC "Struck-By Injuries in the Construction Sector" and/or click [here](#).

## OBSERVATIONS FROM THE FIELD

During the past month, SDG&E safety observers performed jobsite inspections on almost all SDG&E jobsites and observed 33,705 construction activities. Of these there were 265 at-risk conditions documented and corrected in the field. Of the at-risk conditions observed, 88% were low risk, with the majority of them being PPE gaps. There were 32 medium at-risk observations and 0 high risk observations during the month.

At-Risk Observations	At-Risk Behaviors
Inadequate traffic control set up	There has been an increase in observations where there is either no traffic control set up or if it is set up, it is not an adequate/safe set up.

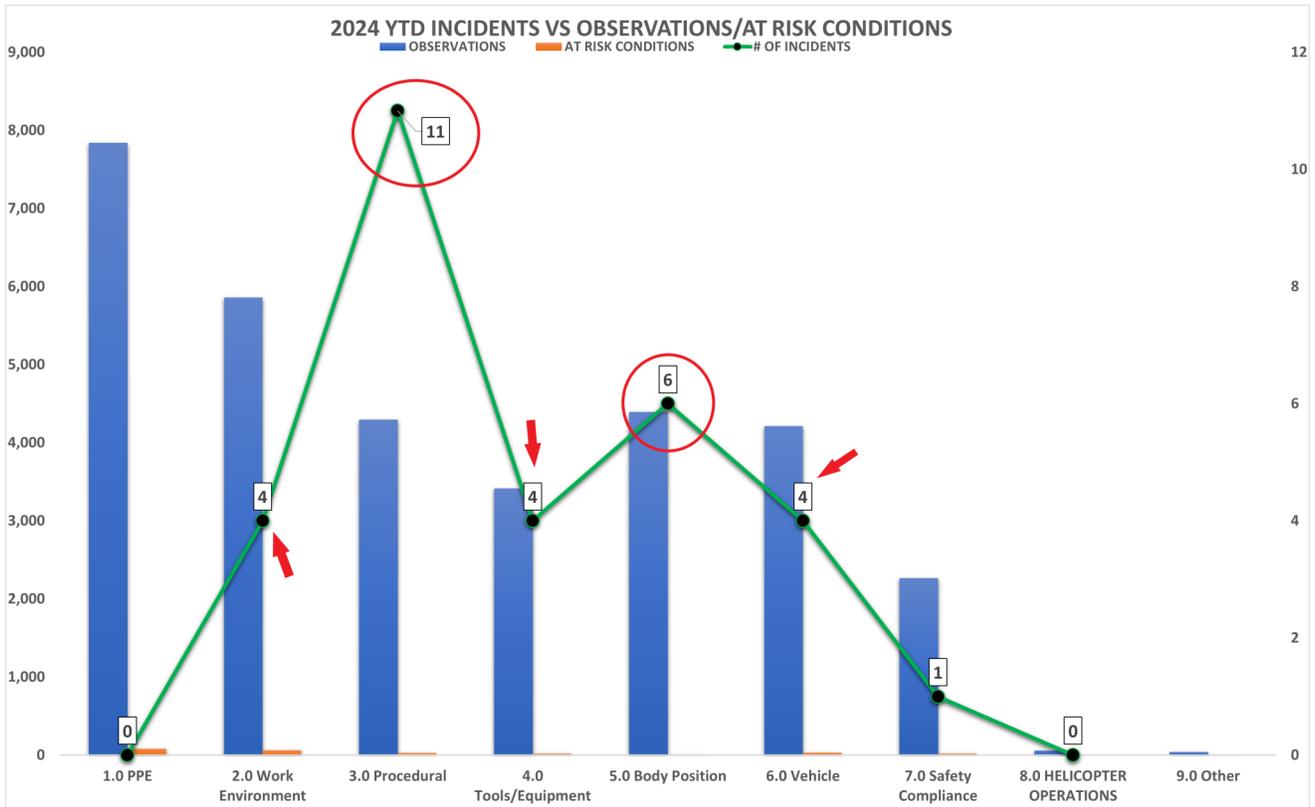
## NOTABLE AT-RISK OBSERVATIONS

Medium-High Risk Observations (January 2024)	Potential Mitigation
Crew began to shoot the mole from a daylight made for a future poly gas main installation and it was aimed towards an incomplete pothole with utilities present.	Ensure that any marked out or known utilities location are verified and properly exposed per CA Law 4216.
Employee was observed standing underneath a forklift beam and extension while it was operating and was also not wearing a hard hat.	Maintain situational awareness to avoid exposing oneself to a potential crushing hazard and employees should always wear the required PPE.
While crew was performing excavation activates on a fairly busy road, they continued down the road while leaving some holes open without any barricades or coverage around those open holes.	Any open holes or trenches should be barricaded and/or covered for the safety of the crew and the public.
Crew member placed himself in between a parked dump truck and a backhoe that was operating so he could sweep materials back into the trench, which placed him in a pinch/crush point.	Maintain situational awareness and visual contact with any operator that is operating any piece of heavy equipment so you remain in their line of site.

## MONTHLY INCIDENTS/NEAR MISSES

Incidents (January 2024)	Potential Mitigation
Electric Incident - Crew was tasked to work a night job to cutover multiple intercepts at various locations. Due to various factors, the night job was canceled and there was an update made to the switching plan. Once the job was resumed, the crew did not adequately review the new switching plan to ensure all the steps were correct and this led to a switching error occurring.	Review the most up to date switching plan in its entirety prior to beginning work to ensure the whole crew understands the tasks for the day and steps to take. Stop the job if there are any questionable steps.
OSHA Incident - Crew member was spotting for a vehicle on the jobsite and was stung on the neck area by a bee. He began to have an allergic reaction and developed hives on his body. The employee was transported to the hospital for evaluation and care.	Thoroughly review the Job Hazard Analysis (JHA) with the crew prior to beginning work to ensure everyone knows where the nearest medical facility is located in the case of an emergency.
DART Incident - Crew member was breaking out concrete with a 90lb jackhammer when the concrete gave way under the equipment's force. This caused the jackhammer to shift abruptly and the employee's pinky finger got pinched in between the jackhammer handle and the brick wall, which led to the employee needing surgery.	Maintain a safe distance from any potential pinch points or crushing hazards while operating any pneumatic tools in the case ones loses control of the tool at any point.
DART Incident - A crew was tasked with assisting a crane company in relocating their crane. 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.	Identify potential crush hazards in the workplace by evaluating the assigned task, job scope, and equipment being used. Ensure control measures are in place, and review with employees exposed via tailgate meeting.

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



## FUTURE FOCUS AREAS

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

- Procedural gaps
- Body Position
- Work Environment, Tools & Equipment, Vehicle

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

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

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

**Questions or comments?** General questions: [SDGEContractorSafety@semprautilities.com](mailto:SDGEContractorSafety@semprautilities.com)

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

# Important Safety Recall

March 15, 2024

**Products:**

**3M™ PELTOR™ X4 Series Earmuffs**

**Manufacturing Dates: March 2020 – September 2022**



3M Personal Safety Division is issuing a "Stop Use and Recall" for the 3M™ PELTOR™ X4 Series Earmuffs manufactured during a certain timeframe.

As part of 3M's ongoing commitment to delivering high-quality safety equipment, 3M is issuing a Stop Use and Recall Notice to customers for the 3M™ PELTOR™ X4 Series Earmuffs manufactured between March 2020 through September 2022. 3M has identified that X4 earmuffs manufactured during this time period may develop cracks on the exterior surface of the cups (see Appendix A). All product manufactured in this timeframe must be removed from service even if no cracks are visible on the cups. Please reference the directions below to determine the products that are impacted by this notice and any replacement instructions. There have been no reports of injuries or accidents associated with this notice.

Table 1: Affected Models

Cup Model ID	Color	Material Description	Material ID
X4A	GREEN	X4A US PELTOR OVER THE HD EARMUFFS 10/C	7000104073
X4A	ORANGE	3M PELTOR X4A- OR US 10/CS	7100097446
X4B	GREEN	X4B- US EARMUFF BACKBAND 3M PELTOR 10/CS	7100123161
X4P3	GREEN	X4P3E US PELTOR CAP ATTACH EARMUFFS 10/C	7000104078
X4P5	GREEN	3M PELTOR X4P5E US 10/CS	7100097429
X4P5	ORANGE	3M PELTOR X4P5E- OR US 10/CS	7100097526
X4P51	GREEN	X4P51E- US EARMUFF FULL BRIM 3M PELTOR	7100135827

**Figure 1: Model ID and Mfg Date**



If your company uses this product, please visit the link below for more information:

[3M™ Stop Use and Recall Notification](#)