

# *Notice of Joint Safety Committee Meeting December 3, 2024*

To: All parties in interest

Via: E-Mail Transmission

Date: 11/20/2024

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

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

**Tuesday, December 3, 2024**

**1:00 PM**

**Cal-Nevada JATC Training Center**

545 Santa Anita Drive  
Woodland, CA 95776

The Minutes for [September 17, 2024](#), are posted on the [WLCC Chapter Website](#).

Thanks, and stay safe!

Jules W. Weaver  
Chapter Manager



**MEETING MINUTES**  
**IBEW 47-1245 / WLCC-NECA JOINT SAFETY COMMITTEE**  
**September 17, 2024**  
**Cal-Nevada JATC – Riverside Training Center**

**Present:**

**Mgmt:**

AJ Zartman- Chairman  
James Stapp  
Raul Guardado  
Chris Burt  
Jeremy Atchison  
Scott Williams  
Lito Wilkins  
Shannon Marchbanks  
Richard Briscoe  
Jeremy Newman  
Ray Lemon  
Charles Roper  
David Crow  
Matt Bates  
Jack Crabbs  
Frank Farwell  
Mike Lewys  
Pete Carter  
Adam Mata  
Jarrod Mahr  
Mike Holcomb  
Nick Roncancio  
Jacob Milhoan  
Robby Robinson  
Ben Nelson  
Jay Clark  
Jason Kobler  
Jeff Belcher  
Mike Baeza  
James Hulsey  
Sonny Mendez  
Chris Campbell  
Brian Gaddis  
David Manderson  
Jules Weaver – Secretary

**IBEW:**

Ralph Armstrong  
Colin Lavin  
Casey Lavin  
Ralph Kenyon  
Ethan Stonecipher  
Cory Pederson  
Rob Toll

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

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

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

Chairman Zartman welcomed the group and had everyone introduce themselves.

**Previous Minutes:**

*M/S/C to approve the **Meeting Minutes** of the Joint Safety Committee Meeting held on **June 25, 2024.***

**Review of Accidents & Incidents:**

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

**Contractor's Reports:**

The Contractors present reported on the accidents and incidents in the attached **Exhibit A** and some additional incidents or near misses where also discussed. The following contractors noted they had no accidents or incidents to discuss: Ferreira Power West; MGE Underground and Teichert Line Services.

**JATC Reports:** Training Director Gloudeman discussed various accidents/incidents involving apprentices since our last meeting, how behaviors are picked up by our apprentices and a general discussion followed. Mr. Gloudeman then went through our current apprentice statistics covering information such as how many apprentices we have indentured this year, laid off apprentices and climbing classes to be scheduled and the availability of online training on the apprentice's home page. In addition, he noted that the JATC is ready to put the OSHA 20-hour course on. Director Skinner discussed bad driving habits that must change and how he and his staff are fostering a culture of safety with apprentices and the steps that are being taken to change the culture in the Cal-Nevada JATC program. A general discussion followed, and it was noted how important the Journeyman Lineman's responsibility and role in training the apprentice is to the success of our JATC program.

**Local 47 - Southern California:** Reported by Mr. Colin Lavin and Mr. Lavin noted some additional vehicle incidents and Mr. Casey Lavin thanked everyone for their donations to the motorcycle ride to benefit the Injured Worker Fund.

**Local 1245 - Northern California:** Reported by Mr. Ethan Stonecipher and Mr. Stonecipher also noted several additional vehicle incidents.

**Exhibits attached hereto:**

**Exhibit B** – Contractor Safety Talks from SDG&E

**Observations:** It was noted that we are still seeing way too many vehicle incidents reported and unnecessary accidents and incidents that are easily preventable.

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

**Old Business:**

1. Mr. Zartman noted that the Red Book Subcommittee has finalized the changes to the Red Safety Book, with the goal to update the Red Safety Book with those changes for the full Safety Committee’s approval prior to our next meeting.
2. Secretary Weaver gave a quick update on EICA’s Safety Wallet and Crane Certification program and the new Helicopter Training Class that is available now on the Safety Wallet platform and the kickoff of the development of 2 more Safety Wallet - Helicopter Training programs focusing on Rigging of Loads and HEC. Mr. Weaver noted EICA is still working on the new Safety Wallet APP and hopefully it will be available for our next meeting. A general discussion followed.
3. It was also noted that if there is a crane accident/incident, and the operator of the crane holds an EICA Certification that those incidents are to be immediately reported to EICA. Here is a link to **EICA’s Website:** <https://eica-us.org/>

**New Business:**

1. It was noted that the **Red Book Subcommittee**, is composed of the following 8 individuals from Labor and Management:

**Labor**

Ralph Kenyon  
Ethan Stonecipher  
Casey Lavin  
Cory Pederson

**Management**

AJ Zartman  
Chris Burt  
Ryan Ritchie  
Ronald Minudri

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

**Labor Representatives**

Ralph Armstrong  
Ralph Kenyon  
Casey Lavin  
Colin Lavin

**Management Representatives**

Jim Stapp  
AJ Zartman  
Walter Posey  
Jules Weaver

**Next Meeting Date and Location:**

Tuesday – December 3, 2024, at 1:00pm at the Cal-Nevada JATC Training Center located in Woodland, CA.

*Meeting adjourned at 3:05pm*

## IBEW 47 - 1245 / WLCC - NECA

### 4th Quarter 2024 Accident/Incident Reports

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
<b>Contractor Significant Accidents</b>				
9/16/2024	Outside Crew	Injury	Finger Injury	<b>Injury - September 16, 2024</b> , During the replacement of an SCE power pole, E1 was tasked to install ground rods using a manual ground rod driver. E1 started to install the rod with the ground rod driving tool at about shoulder height. When at about mid-stomach level, the metal slide insert slipped off the ground rod. E1 was already in a downward motion and could not stop the momentum, causing a finger to get caught between the tool and rod.
9/16/2024	Civil Crew	Injury	Hip Injury	<b>Injury - September 16, 2024</b> , Crew member (C1) was digging inside a 56" trench when suddenly some excess dirt and a piece of asphalt fell into the trench and struck crew member (C2) below on their right hip.
9/9/2024	Outside Crew	Injury	Ankle Injury	<b>Injury - September 9, 2024</b> , While responding to a car hit pole, and after conducting a tailboard and completing the grounding, crews set up the trucks at the worksite and devised a plan to remove conductors and communication from the car hit pole. They discussed tensions and pinch points as one of the hazards in the tailboard. They offloaded 2 of the primary 336 ACSR phases that were still attached to the pole without incident. Then they focused on offloading the communication line. They hooked up the sand line from a digger derrick line truck to take the side strain out of the communication line to assist with the detaching from the pole. A Groundman removed debris from where the pole was on the ground and walked back to assist the Foreman as he removed the communication bracket from the pole. The Groundman noticed the rigging on the communication line and believed he was not putting himself in the bite. As he approached the Foreman, the communication bracket was loosened, and the communication line jumped up about 1 to 2 feet, striking the Groundman on the inside of his right ankle. He immediately walked away from the area and told the Foreman what occurred. The Groundman sat down, removed his boot, and ice was applied to his right ankle. After a few minutes, the decision was made to take him to a local hospital ER for evaluation. The hospital ER recommended that he see an orthopedic doctor for further evaluation.
8/5/2024	Outside Crew	Injury	Laceration of Eyebrow	<b>Injury - August 5, 2024</b> , A fitter was attempting to replace a 2" flexible discharge hose on the fire suppression system. The discharge hose slipped off threads and struck him on the eyebrow, causing a laceration on right eyebrow (fitter was wearing appropriate safety glasses). Work was stopped immediately. Incident report was filled out and he met with on site services.
8/5/2024	Outside Crew	Injury	Hand Strike	<b>Injury - August 5, 2024</b> , A three-man crew was loading a reel of 1" innerduct onto a cable dolly. An employee lifted the safety bar of the dolly into the upright position to unload/load a reel of cable. While loosening the bolt of the bar that holds the reel to the trailer, the safety bar swung down and struck him on his head. He was not wearing a hard hat.
7/30/2024	Outside Crew	Significant Injury	Fractured Ribs & Elbow	<b>Significant Injury - July 30, 2024</b> , This debrief is from an incident that occurred in April of 2024 where a contracted crew was working in an area where there had been rain the week prior, which did cause some erosion to the access roads on the project. At one point, the crew did need to install plates along one of the steep access roads to improve safety for vehicles and heavy equipment needing travel on that access road. There was also another access road that was flatter but narrower and had a pond on the left side and an "8'10" sharp decline on the right side as you exited the jobsite. When the crew was concluding work, the operator of Reach Lift Forklift (RLF) was driving to the designated parking area. The operator and Foreman decided the narrow access road was the safest route to take as the other access road was steeper and there did not appear to be any issues with this particular narrow access road. The operator began his descent towards the narrow access road with the assistance of two spotters, one in front and one in back of the RLF. The operator realized that he was coming in at somewhat of an angle, so he slowed down to straighten out the RLF and then proceeded. As he was crossing the narrow access road, the operator began to feel the terrain beneath the front right area of the RLF give way, so he attempted to put out the right outrigger to try to level out. At that time, the right side of the road gave way and the RLF rolled over to the right with the operator seat belted in the cab with ROPS (roll over protection system). The spotter and two other witnesses rushed over to help the operator out of the cab and the operator was taken to the hospital. As a result of this incident, the operator sustained two fractured ribs and a fractured elbow.
7/22/2024	Outside Crew	Injury	Finger Cut	<b>Injury - July 22, 2024</b> , A digging crew was tasked to pothole around a structure. When one crew member used an eight-foot sharpshoote to break up the soil, his right pinky finger struck and was cut by a pipe protruding from an adjacent chain link fence. The crew immediately stopped work, administered first-aid, and notified their safety representative. After observing the dirty condition of the pipe, the injured worker had the cut cleaned at a local urgent care, where he also received six stitches. Other appropriate notifications were made.
7/15/2024	SCE Crew	Injury	Left Knee	<b>Injury - July 15, 2024</b> , When an employee was plumbing a pole (using a plumb to ensure it was perfectly vertical), he stepped backward into a gopher hole, and his left knee twisted. The employee felt minor pain and completed his shift. He still felt pain the next morning and when he was in the yard (work base), he told supervision about the incident and requested to be evaluated by an SCE approved medical provider.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
7/8/2024	Outside Crew	Injury	Cut on Foreman	<b>Injury - July 8, 2024</b> , An employee was working from a bucket to skin secondaries and make connections. When he lifted his left arm to move the secondary tie wire, the tie wire cut his forearm (between his long sleeve and gloves). The employee was unaware he had been cut and was bleeding, but the foreman noticed and called an all-stop. The crew administered first-aid to stop the bleeding and the foreman notified supervision. The field supervisor arrived on-site and took the injured employee to an emergency room, and the operations supervisor met them there. The injured employee received four stitches. Appropriate notifications were made.
7/1/2024	Outside Crew	Injury	Light Headed	<b>Injury - July 1, 2024</b> , A worker felt dizzy while working out in the field. He stopped work, rested in the shade, and drank some water. When he started to walk to the pole after a few minutes, he still felt a little lightheaded. The worker called his supervisor and was taken to a local clinic.
6/24/2024	Outside Crew	Injury	Left Hand Cut	<b>Injury - June 24, 2024</b> , A worker was holding #4 solid copper wire in his left hand and when he used a knife to skin the wire, the knife slipped off the wire and punctured his left hand through his leather gloves. Crew members administered first-aid on-site and it was determined the injured worker needed to be evaluated by a medical professional. The general foreman drove him to an urgent care, where he received stitches and was released with work restrictions.
6/24/2024	Outside Crew	Significant Injury	Fracture Left Leg	<b>Significant Injury - June 24, 2024</b> , A crew was tasked to use a reel lifter device connected to the winch line of a Digger Derrick to unload a new 1,000lb wire reel in preparation to pull in an underground primary. After setting the vertical, unlocked, reel lifter device into the top hole on the wire reel, the crew flipped the toggle bar on the reel lifter device assuming it was now in its locked and seated horizontal position. The crew then began to lift the wire reel but stopped to have a crewmember take the cellophane off. The crewmember utilized the stairs on the side of the Digger Derrick to take the cellophane off, while the wire reel was suspended in the air over the belly. During the removal of the cellophane, the wire tail on the reel started to unwind and the employee stepped into the belly with his left foot to secure the wire tail. Unknown to the crew, the toggle bar on the reel lifter device was not completely seated in the wire reel in a locked, horizontal position; rather it was almost unlocked and being held by just the inner lip of the reel. Due to the movement and spinning of the wire reel in this precarious position, the reel lifter device retracted to its vertical, unlocked position, causing the wire reel to suddenly fall and strike the crewmember's left leg resulting in a fracture. EMS was notified and transported the crewmember to the hospital.
6/19/2024	Outside Crew	Significant Injury	Flash Burns Hands & Knees	<b>Significant Injury - June 19, 2024</b> , In a substation, three contract planners and a contract lineman and groundman were conducting a vault inventory to identify equipment, cables, and duct for an upcoming project. A substation checker was on-site to support. Tailboards were held with all personnel to discuss work scope hazards and mitigations. Prior to entering the vault, air testing, forced ventilation, and heat scans were conducted. Once complete, the lineman entered the vault to begin his work. Shortly after entering the vault, the energized 4 kV lead conductor failed, and a flash occurred. After the flash, the lineman was able to exit the structure on his own, and burn gel was applied to the injured lineman's hands and knees. 911 was called and the injured lineman was transported to a local hospital by ambulance, then transferred to a regional medical facility. Appropriate notifications were made. It appeared the injured contract lineman was wearing the appropriate personal protective equipment (PPE) to work in the vault, but he still sustained flash burns to his hands and legs. SCE district crews were called to switch and restore power.
6/17/2024	Outside Crew	Injury	Heat Illness	<b>Injury - June 17, 2024</b> , When a subcontractor worker performed construction activities associated with setting forms for concrete gutters, he felt ill, nauseated, and experienced cramping in his hands. The foreman directed the worker to go to the air-conditioned on-site office, sit down, rehydrate, and cool off. The foreman reported the worker's condition to the site safety officer (SSO) and requested the SSO observe the worker's recovery and rehydration. Other appropriate notifications were made. The worker recovered during the shift and left the site for scheduled days off. The SSO followed up during the worker's travel from the site to verify his condition improved.
6/10/2024	Outside Crew	Significant Injury	Fall Injury	<b>Injury - June 10, 2024</b> , In a residential area, a five-man overhead (OH) crew was tasked to replace property line aluminum wire secondaries with aluminum triplex conductor, install a midspan wizard, and energize a new meter and service. From the ground, the foreman observed the lineman and apprentice who worked from the pole. The new aluminum triplex conductor secondaries got hung up in a tree near the foreman. The foreman climbed the tree (approximately nine feet up) and dislodged the secondaries. The lineman and apprentice lost visibility of the foreman because the tree obstructed their view. When the foreman descended the tree, he fell to the ground (for reason(s) unknown at this time). The lineman and apprentice on the pole heard the foreman fall and climbed down. The foreman was laying on the ground. He felt the wind knocked out of him, stated that he was okay, and went to his truck. He felt lower back pain, which increased, so he notified his field supervisor (FS) of the incident. The FS suggested the foreman contact the Injury Assistance Program (IAP) and offered to call an ambulance, but the foreman requested that his lineman drive him to an emergency room. The FS, Operations Supervisor (OS), and a safety advisor met the foreman and his wife and family at the hospital. Later that evening, the foreman was transferred to a medical center, where he underwent surgery. The regional manager (RM) and OS were at the medical center to support the family.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
6/3/2024	Tree Crew	Injury	Finger Cut	<b>Injury - June 3, 2024,</b> A two-man tree crew used the climb method to perform a routine tree trim in the rear of a residence. At one point during the job, the climber went to manually cut tree limbs with his handsaw. He held the tree limbs with his left hand and the saw was in his right hand. When the worker pulled back on his saw to initiate a cut, the blade cut his left pinky finger. The climber stopped work immediately and came down from the tree. He and his crew member administered first-aid and were able to stop the bleeding, and they contacted their general foreman. Other appropriate notifications were made.
6/3/2024	Outside Crew	Injury	Leg Injury	<b>Injury - June 3, 2024,</b> To support Transmission work, a sub-contracted two-man crew (foreman and a worker) was tasked to wreck out an old pole. A newly-framed transmission pole on a pole stand was staged nearby (the butt of the pole on the ground and head of the pole on the pole stand). After the old pole butt was removed, the worker moved it using a backhoe, and the foreman acted as the spotter. The foreman kept clear of the backhoe's operational area but momentarily positioned himself between the new pole and the digger truck. When the removed pole butt was placed on the ground, it contacted the butt of the transmission pole, and the transmission pole fell off the stand, and struck the foreman's left leg. The SCE line crew immediately called 911 and other appropriate notifications were made. The injured foreman was transported by ambulance to a local medical group.
6/3/2024	Civil Crew	Injury	Right Shin Burn	<b>Injury - June 3, 2024,</b> A crew was tasked to demolish a concrete pole. When a worker was using a handheld chop saw to cut the reinforcing cables, the right leg of his non-fire retardant (FR) overalls and underlying jeans caught fire. The crew stopped work and extinguished the fire, and the foreman made appropriate notifications. The worker sustained a burn to his right shin area, which the crew immediately treated with a water gel burn kit. The injured worker was taken to a local emergency room, where he received further treatment and was released.
6/3/2024	Civil Crew	Injury	Finer Laceration	<b>Injury - June 3, 2024,</b> A hole-digging crew was tasked to dig an anchor hole at a remote jobsite. When one of the worker's repositioned the truck late morning, he left his gloves on the driver seat and exited the vehicle. The door was slightly ajar and to retrieve his gloves, he grabbed the door frame with his left hand and with his right hand reached into the cab through the open window. As he reached, he closed the door on his left hand, which caused a laceration to his left index finger. The injured worker and his crew member administered first-aid and notified their foreman. They determined it would be best to have the injured worker medically evaluated, and the foreman called 911. Other appropriate notifications were made. Due to their remote work location, 911 stated an ambulance would not be available, and the injured worker was transported via helicopter. The injured worker was treated at a local hospital, where he received five stitches and was released back to work.
5/6/2024	Outside Crew	Injury	Cactus Spines in Knee	<b>Injury - May 6, 2024,</b> While conducting rare plant surveys, a worker noticed three cholla cactus spines stuck in their left knee. The worker pulled out the spines, one of which was superficially attached, while the other two pierced the skin approximately 3mm. The employee informed the field lead and was asked to monitor the wounds for inflammation. The team discussed the potential hazards of puncture wounds. The employee cleaned the injury site and continued working without pain or inflammation for the rest of the day. The following morning the employee experienced pain and inflammation around the injury site and informed the field lead, resulting in a work stop. The employee notified IAP and was advised to get a tetanus shot and apply over-the-counter antibiotic ointment to the wound.
5/6/2024	Outside Crew	Significant Injury	Fractures Leg/Foot	<b>Injury - May 6, 2024,</b> A crew was tasked with continuing to excavate, install conduit, and slurry backfill for a new electrical system. The crew arrived on site and conducted their daily tailboard reviewing the scope of work, hazards, and their mitigation measures. Without any incidents, the crew excavated, set hydraulic shoring with plywood backing, and installed new conduits. The crew then began to remove the hydraulic shoring and plywood backing in preparation to slurry backfill the excavation. As the worker was removing plywood from the excavation, he stepped backward onto the sidewalk. EE's right foot became caught on something, causing them to twist to their right and fall onto the concrete sidewalk. During this motion, the employee sustained an injury to their right leg. It is not known what caught their foot (i.e., the curb, lip of sidewalk protruding past curb, or a hydraulic shore that was in proximity to the sidewalk). Immediately following the incident, all work was stopped, and the injury was assessed. The initial assessment was a twisted ankle but as time went on, the worker reported that the pain was not subsiding, and requested medical treatment. Emergency services conducted an assessment of the worker and transported them to a local hospital where they were treated for two fractures and released. Employee has been referred to an orthopedic doctor for a follow-up visit. Investigation is ongoing.
5/6/2024	Tree Crew	Injury	Wrist Laceration	<b>Injury - May 6, 2024,</b> A climber on a crew applied PPE and chainsaw chaps in preparation to start bucking a tree on uneven terrain. As the worker completed some cuts, he engaged the chain brake and attempted to reposition himself on the uneven terrain. In doing so, he slipped and attempted to catch himself by grabbing onto another log. As he reached to grab the log, his left hand came in contact with the chainsaw, causing a laceration above the wrist. The crew called an ALL STOP and immediately applied first aid. The worksite was in an area with poor signal, so the crew had to walk to an area with better cellular service to contact the supervisor. When the contract field safety observer arrived at the job site, the worker requested medical attention. He was taken to the nearest hospital and released the same day, with no stitches required.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
4/22/2024	Outside Crew	Fatality	Fatal Head Injury	<b>Fatality - April 22, 2024</b> , A contract line crew replaced a wood pole and staged the pole on the ground without incident. Later, they went to move the wood pole. The pole came loose from the tong hooks, and as it fell to the ground, it fatally struck a lineman who had helped control the pole on the ground. No additional details or safety alerts have been shared with SCE.
4/22/2024	Outside Crew	Injury	Driver Error Multiple Injuries	<b>Injury - April 22, 2024</b> , At the end of the work day, a contracted operator was maneuvering a Reach Lift Forklift (RLF) to its designated parking area with the help of a spotter and had to drive down a narrow road that had a pond on the left side and an "8'10" sharp decline on the right side. Due to the road being narrow, the operator extended the right outrigger in an attempt to stabilize the RLF. While driving down this narrow road, the terrain beneath the front right section of the RLF gave way. This resulted in the RLF tipping over to the right with the operator's seat belt in the cab. The operator was taken to a medical facility to be evaluated due to various injuries sustained as a result of this event.
4/1/2024	Aerial Inspection Crew	Significant Injury	Severe Dog Bites & Lacerations	<b>Significant Injury - April 1, 2024</b> , A four-person aerial inspection crew completed several roadside pole inspections during the first half of the day. The crew consisted of a senior inspector, senior remote pilot, inspector in training, and remote pilot in training. In the afternoon, the senior remote pilot was with the trainees, reviewing images in their vehicle. They were approximately 450 yards away from the senior inspector, who was conducting the ground portion of their 360-degree inspection on a secondary structure. He was standing near the structure on what appeared to be an abandoned/unoccupied property. The inspector had done a "knock and announce," with no response. The inspector was finishing the ground inspection, focused on checking for priority 1 (P1) work, when he was approached from behind by three large dogs. He ran away and when he attempted to jump over a fence of an adjacent property, he was bitten on the back of his legs and pulled to the ground. As he was attacked on the ground, he defended himself with his iPad and a screwdriver he found nearby on the ground. A passerby saw the inspector being attacked, stopped their vehicle, and ran to assist him. The passerby hit the dogs with a piece of nearby lumber, helped protect the injured worker, and called 911. The other crew members realized what happened, also came to his aid, and notified supervision. The contractor regional manager arrived at the scene as paramedics arrived. The senior remote pilot is a former Army medic with extensive field medical training and the regional manager is a former paramedic. They had the skills to provide advanced first-aid immediately until emergency services arrived (cut away his jeans and shirt to determine if there was any major bleeding). Other bystanders had also called 911. The injured worker was transported to a nearby medical center, where he underwent surgery. He sustained over 50 significant lacerations and puncture wounds.
4/1/2024	Civil Crew	Injury	Multiple Bruises	<b>Injury - April 1, 2024</b> , In the afternoon, a contract streetlight crew was preparing streetlight foundations to install new concrete streetlights in a residential neighborhood. A skid-steer loader was used on the site to pick up dirt, and some dirt was pushed over the curb onto a piece of plywood (four-by-four-foot) covering a foundation hole (four-foot-deep). A contract worker stood on the grass and lifted the piece of plywood so the dirt would fall back into the street and be swept up. When he lifted the plywood, his foot slipped on the wet grass, and he fell into the hole. Other crew members helped pull the worker out of the hole and immediately made appropriate notifications. The superintendent called 911 for emergency services to perform an assessment of the worker, and the paramedic recommended transporting the injured worker to urgent care for further assessment. The superintendent drove the worker to a nearby facility, where he was released on modified duty. A formal re-tailboard at the job site was not conducted, but the remaining crew members were advised of the incident and to be aware of their surroundings, and they continued working.
3/25/2024	Outside Crew	Significant Injury	Fractured Tibia & Fibula	<b>Significant Injury - March 25, 2024</b> , A five-man contract line crew responded to a car-hit-switch pole (emergent work). The job site was located on a narrow two-lane, rural highway with a narrow shoulder. Given the limited working space, the traffic control crew set up flagmen and closed the eastbound lane to provide the crew with as much working space as possible, and the bucket and line trucks were parked facing the same direction (within three feet of each other). The crew took a clearance, completed a tailboard, applied grounds, and removed a 35-foot section of the old pole (broken at the base) without incident. Also due to the limited workspace, the pole section was moved out of the work area and laid on the ground against outriggers, between the trucks. The switch rod and hog eyes (hardware) were still attached to the pole. The new pole was staged on the field side of the bucket truck to be framed before being set. When a contract lineman walked near the old pole, the pole shifted, and the switch rod struck his left leg, just above the ankle. The foreman called an all-stop, 911 was called, and the crew administered first-aid until emergency services arrived. The injured worker was transported to a medical center, where he was treated for a fractured tibia and fibula, and then released two days later.
3/11/2024	Tree Crew	Injury	Left Leg Laceration	<b>Injury - March 11, 2024</b> , A tree crew foreman was re-routed from a canceled job to another job - his first tree climb of the day. The tree had loose bark, so he wore his climbing gaffs to avoid slipping as he ascended the tree. As he climbed, his left gaff was stuck in the tree wood and his right gaff came out and cut the inside of his left leg, below the knee. A crew member saw the foreman's leg was bleeding and called an all-stop. First-aid was administered, and a crew member immediately called emergency services. The injured foreman was transported to a local medical center, where he received stitches and was released the same day without restrictions. Appropriate notifications were made.



Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
2/26/2024	Outside Crew	Injury	Finger Break	<b>Injury - February 26, 2024,</b> A worker was crimping ground wire to the barbed wire of a fence around a telecom compound. Another worker was assisting him and as the crimpers were going to compress, his finger slipped into the way of the crimpers. The crimpers broke the tip of the worker's right ring finger. First-aid was administered, and they immediately took the injured worker for medical evaluation.
2/19/2024	Outside Crew	Injury	Wrist	<b>Injury - February 19, 2024,</b> A crew member was measuring and flagging fan palms for removal. The terrain was natural, with saturated soils due to rain and leaf litter covering the ground. There was no sense of urgency and the loss of friction due to the terrain and slight slope was noted by the employee. While walking around the stem of a palm, with their left arm free and right hand holding a DBH tape, he stepped out with his left foot which slipped on the leaf litter. He initially began falling backward as if to land on his rear but twisted towards his right and braced his fall with his right hand with wrist oriented so the fingers were pointed behind him. The full weight of his body was put on his wrist and arm and at this point, he felt a "pop" in his wrist. He slowly gathered himself and walked back to his truck. From there, he drove to a nearby parking lot where he then notified his Lead Consulting Utility Forester (CUF) to inform them of the incident.
2/19/2024	Outside Crew	Injury	Pinched Finger	<b>Injury - February 19, 2024,</b> A five-man contract electrical crew responded to a car-hit-padmout incident while a three-man contract environmental clean-up crew was also dispatched to clean the oil release. A journeyman lineman was on their knees assessing the cable for repair when an environmental clean-up employee set down a 55-gallon drum for repositioning on the dolly. The drum landed on the right pinky finger of the journeyman lineman, pinching it between the drum and the concrete pad.
2/16/2024	Gas Crew	Injury	Finger Amputation	<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.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
<b>Contractor Circuit Interruption Incidents</b>				
11/11/2024	Outside Crew	CCII	Operator Error	<b>CCII - November 11, 2024</b> , A crew hand dug to approximately 30" before using the Digger Derrick to finish digging the anchor hole when they came into contact with primary voltage. Crew caused outage.
10/29/2024	Civil Crew	Primary Cut	Improper USA	<b>CCII - October 29, 2024</b> , A civil crew was assigned to a job that involved setting a transformer (TX) pad, removing and replacing a secondary box, and proofing a 4-inch conduit that would be intercepted and rerouted to the new TX pad. Before proceeding, a Qualified Electric Worker (QEW), a Line Equipment Man (LEM), and the Foreman began the process of proofing the conduit. The 4-inch conduit had already been windowed and confirmed to be vacant by a previous crew. The crew installed wooden wedges to create a gap between the vacant conduit and the adjacent power cables, which were suspected to be primary lines. At that point, the LEM and the crew noted they could see around the conduit and removed three inches of dirt from underneath it. The LEM then started cutting the conduit using a Milwaukee Sawzall equipped with a 6-inch blade; however, he mentioned the blade was not long enough for the task, so they switched to a 12-inch blade and continued cutting. Shortly after, the blade made contact with and damaged an unexposed primary line located beneath the 4-inch conduit. This caused an arc and a flash, resulting in a fire. The crew immediately used their fire extinguishers to put out the fire while the Foreman made emergency calls to 911, PG&E, and 811. After receiving approval from PG&E, the line crews were dispatched to handle repairs. Following an investigation and further excavation of the area, two exposed concentric primary cables were discovered. It was determined that the wooden wedges had inadvertently pinned one of the concentric wires against the 4-inch conduit, and what they were attempting to protect was the secondary cables but the primary's were never exposed. Repairs were completed, and power was restored at midnight.
10/27/2024	Outside Crew	CCII	Abandoned Cable	<b>CCII - October 27, 2024</b> , An outside crew was called on an emergency tag to finish a task PG&E had started. The scope of work was to remove a switch install straight splices and abandon a run cable. On the other side of the street, the civil crew intercepted the existing conduit and installed a 3x5 primary box. They rerouted one run of primary, feeding a radial Pad-mount. The civil crew intercepted existing conduits and installed new splice boxes. The crew then installed two 4" conduits from the new #5 box that will have a new 3way-3way 200amp switch. The crew cut out existing straight splices and installed two new sets of straight splices to a new three-way switch. After completing all splicing, the crew removed the grounds and reported off. The crew then put connections on T-3118 and proceeded to C-3119 and set up to put cables back on connection, then went beyond C-3119 to de-energize C-3119 and put cables back on connection. Upon completion, the crew re-energized the shutdown area, and that's when the fault occurred. After energizing, the crew heard a loud pop, recognizing the sound as a blown fuse. The crew then started to troubleshoot. During the troubleshooting, the crew found the trouble at C-3118- 3118 where an abandoned cable was placed on a feed-through bushing causing to fault at C-3117, where the cable was previously cut off flush with the wall inside the enclosure. After finding the trouble area, the crew de-energized and removed said abandoned cable from the feed-through bushing and reinstalled the candled elbow.
10/21/2024	Outside Crew	CCII	Operator Error	<b>CCII - October 21, 2024</b> , A crew was assigned to replace an anchor on a structure. The crew hand-dug down five feet to ensure they were clear of any utilities before operating the auger. During the augering process, the old anchor plate struck, causing the existing down guy to tighten. As a result, the secondary pole broke at the communication cable level, and a splice near an adjacent pole failed, leading to a power outage for two homes. The foreman promptly called an "all stop," and all necessary notifications were made. It was determined that the crew could make the area safe, and troublemen were dispatched to create a repair order. No injuries were reported.
10/14/2024	Outside Crew	CCII	Operator Error	<b>CCII - October 14, 2024</b> , Crew1 began potholing at a location for a proposed pull box. They met with Crew 2, scheduled to take possession of the area the next day. As a result of their shared findings, Crew 2 felt confident there were no conflicts within the proposed area and proceeded to continue the excavation. They took possession of the area and utilized hand tools, along with backhoe assistance, to continue removing soil from the proposed pull box location. They were pushing the loose dirt into the previously excavated hole with shovels allowing the backhoe to remove the loose soil accordingly. When the loose soil was completely removed, the operator slowly proceeded with excavating the remainder of the location and inadvertently struck and damaged a CIC line. The line did not flash however did emit a small number of sparks which prompted the spotter to immediately stop the operator's movements. The crew immediately stopped work, secured the area, and prompt contact was made with the SCE Inspector, AER, FCC Superintendent, dig alert, and the FCC Safety Team. The SCE troubleman arrived on site and additional SCE crew support arrived to evaluate and stabilize the situation. Upon receiving verification from the electrical crew that the lines in the excavation were de-energized, the crew began to prepare the excavation for the E-Crew and the necessary repairs to the damaged facility. All repairs were completed, and the customer's power was restored.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
10/14/2024	Outside Crew	CCII	Operator Error	<b>CCII - October 14, 2024</b> , A crew was tasked with replacing old cable in conduit (CIC) with new cable. Recognizing a splice per SCE circuit map on a stuck run of cable, the foreman decided to dig in that location. Before digging, the crew installed a temporary shoo-fly in the street/gutter area from transformer to transformer to minimize the outage time. After the temporary shoo-fly was energized, the crew uncovered the old splice with a mini excavator, then removed it. The spoil pile created from the mini excavator was put onto a dirt blanket laid on top of the temporary shoo-fly in the street/gutter area. After repairs were made to the CIC and new cable was pulled in, two crew members went to the south transformer and two crew members went to the north transformer to terminate and safe end the new cable pulled in. Two crew members went to the dig location and started to backfill the pothole where the old splice was uncovered. The operator of the mini excavator was focused on the newly installed CIC and not on the energized temporary shoo-fly. The spotter and operator stopped backfilling the hole and discussed how they were going to secure the job site and come back the following day to finish backfilling and to de-energize the temp shoo-fly and energize the newly installed CIC. After the discussion, the spotter started walking away from the site to his truck and the operator made the decision to put another scoop of dirt in the hole. It was during this time that the operator forgot about the energized shoo-fly and the spotter was not present to stop him leading to the bucket of the excavator striking the energized run of cable and causing the Branch Line Fuses to open. No Flash occurred and no one was in the vicinity of the fault, the crew members became aware of what had happened from hearing the branch fusing opening.
10/7/2024	SCE Crew	CCII	Improper Switching	<b>CCII - October 7, 2024</b> , While switching at a substation to place the 3 bank 115/12Kv on the transfer bus for testing, half of the station's load was inadvertently dropped. The switching procedure was incorrect because it did not account for rolling the bus tie 12 kV CB to the outer bus. The procedure was followed as written.
7/22/2024	Outside Crew	CCII	Switching Errors	<b>CCII - July 22, 2024</b> , A crew was tasked to land new cable onto position 3 at two different underground gas switches, on two 12 kV lines. Four SCE troublemen (TM) were on-site to perform switching. There were No-test orders on both lines, with a clearance point at open and grounded position 3 on both switches. The crew landed the new cable at the gas switches and prepared for the circuits to be energized. When workers went to phase across positions 3 and 4 at one of the gas switches, they matched the colors on the cable instead of identifying and matching the phase letters (e.g., A, B, C). When phasing was complete, a TM rigged the switch and when he performed the switching, both circuits locked out. The crew immediately called an all-stop, the foreman confirmed all workers were okay, and appropriate notifications were made.
7/1/2024	Outside Crew	CCII	Switching Error	<b>CCII - July 1, 2024</b> , A line crew foreman released his clearance on a 16 kV line and declared a remote sectionalizing recloser (RSR) not ready for service. Two SCE troubleman supporting the switching completed their portion of the switching program to return the circuit to normal. However, the step to close a bypass switch at that RSR was skipped. When the next step in the switching program was performed (open position 2 on a RAG remote control switch), the unplanned outage occurred.
6/24/2024	Tree Crew	CCII	Operator Error	<b>CCII - June 24, 2024</b> , A tree trimmer working from a bucket finished trimming a 25-foot tree. When he maneuvered the boom to stow the bucket, the bottom of the bucket rubbed the top phase of the vertically stacked secondary lines underneath, and one of the phases (damaged from weather) came apart. The dedicated work spotter stated he attempted to stop the boom operator but did not stop him in time to avoid contacting the line. The crew foreman called his general foreman. Other appropriate notifications were made and a troubleman was dispatched to the incident location.
6/3/2024	Outside Crew	CCII	Cable Control	<b>CCII - June 6, 2024</b> , Due to an engineering change to a vibration monitoring system, a foreman and worker were tasked to pull in a new circuit for a probe. As they pulled the cable above the HPU, the unmanaged cable end came loose and hit the HOA switch. The switch moved to the "OFF" position, which shut down the HPU and triggered shutdown of the generation unit at the powerhouse. The crew immediately stopped work and notified the SCE operator on-site. The operator and site representative immediately mitigated the shutdown. They took appropriate actions to get the unit up and running and minimize any potential down time. Other appropriate notifications were made.
4/8/2024	Tree Crew	CCII	Operator Error	<b>CCII - April 8, 2024</b> , Thick vegetation had grown around a service drop (secondary line). A worker on a compliance tree trimming crew using a pole pruner from the ground went to remove a vine from a pole among the thick vegetation. The trimmer had limited visibility when trimming and, without full view of the service drop when working, the pruner made contact with the secondary line. The foreman made appropriate notifications. Power was restored within an hour.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
4/1/2024	Outside Crew	CCII	Wire Control	<b>CCII - April 1, 2023</b> , The A-line crew was tasked to replace the bird guard, arm insulator pins, and jumper on a 16 kV circuit. No test orders were received, and the crew was clear to begin work. Both working from bucket trucks, wearing rubber gloves and sleeves, worker 1 (W1) was positioned on the north side of the pole and worker 2 (W2) was positioned on the south side of the pole. The cover was securely installed, and then the crew changed out the existing bird guard and insulator pins, without incident. Next, the workers started to replace the existing jumper on the field-side phase. W1 held one end of the new jumper (approximately two coils of wire in the tail). W2 held the opposite end of the jumper on the other side of the cross arm. As W1 fed the slack of the jumper to W2 over the top of the cross arm, W2 noticed the jumper was caught on a synthetic sling inside the bucket. While still holding his end of the jumper tail, W2 twisted the jumper, trying to dislodge it from the sling. The tail got in between the installed cover and contacted the energized insulator shoe. W2 stopped twisting the jumper, and when the wire returned to its natural lay, the middle (belly) of the wire made contact with the grounded steel pole. This resulted in a phase-to-ground arc and caused a circuit interruption. The crew immediately stopped work, made sure all crew members were in the clear and repositioned their buckets out of the work zone. The crew foreman notified supervision and other appropriate notifications were made. The general foreman received a phone call from the substation regarding the circuit interruption. Once everyone was in the clear, the line was placed back in service. The section of the jumper wire sustained minor damage.
2/19/2024	Outside Crew	CCII	Operator Error	<b>CCII - February 19, 2023</b> , As a crew was performing deteriorated pole replacement work, a crew member noticed that a recently installed new fiberglass pole was leaning significantly and recognized that one of the down guy anchors supporting this pole was coming out of the ground. The crew member notified management of this potential public safety hazard. Management made proper notifications to SCE and later received authorization to replace a failing 6-foot, HELIX style, screw-in anchor. The next day, a dig crew conducted an onsite job briefing and documented the tailboard. They knew that the soil in this area was very hard to dig and they were aware of all underground (UG) utilities that were in the immediate work area. After tailboard, the crew began potholing to identify the UG utilities in the area. It took them approximately two hours to locate marked UG utilities at a depth of about 4 feet. The crew hand dug until exposing the UG CIC cable. While the crew continued to hand excavate the foreman recognized that one of the cut-out fuse doors opened on the pole which told him that the groundman may have made contact with UG primary CIC cable. No flash occurred in the hole and no
1/29/2024	Outside Crew	CCII	Improper Connection	<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.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
1/12/2024	Outside Crew	CCII	Improper Grounding	<p><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.</p>

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
<b>Contractor Other Incidents</b>				
11/11/2024	Outside Crew	Property Damage	Driver Error	<b>Property Damage - November 11, 2024</b> , A driver pulled into gravel area near 13.8kV switch rack and performed inspection. Upon finishing inspection, he backed up and did not see the yellow bollard/crash post in his blind spot. The crash post was below the tailgate level and driver did not see it when looking over his shoulder. He scratched the driver's rear door of vehicle
11/11/2024	Outside Crew	Property Damage	Driver Error	<b>Property Damage - November 11, 2024</b> , A technician was parking his vehicle at the work site and failed to see the guy wire. While backing into the parking spot they brushed against the guy wire on the driver's side of the vehicle. No damage to guy wire or pole.
10/28/2024	Civil Crew	Property Damage	Operator Error	<b>Property Damage - October 28, 2024</b> , A crew was excavating with hand tools when a natural gas service line was damaged.
10/28/2024	Civil Crew	Property Damage	Operator Error	<b>Property Damage - October 28, 2024</b> , During excavation, a crew hit and damaged a marked line they had missed, located 6-8 feet from the trench. The error was due to lack of thoroughness in preparation and excavation.
10/14/2024	Outside Crew	Equipment Failure	Close Call	<b>Equipment Failure - October 14, 2024</b> , A crew was using a 3/4" diameter rope run up through a pully and connected to a conductor grip by use of a bowline knot, that would grab the existing 1590 conductor that was to be removed. The other end of the rope was attached to a telehandler with a bowline knot used to apply tension to the rope and conductor to remove the conductor from its termination to the A frame. As the rope was fed through the pully system, it was visually inspected each time it was used for signs of defect. Once the conductor was freed from its termination to the A frame, the conductor was then be lowered to the ground. This was done on 8 of 9 conductors with no issues. On the 9th conductor removal, as tension was being applied to the rope to remove tension from the conductor, the rope snapped at the bowline knot at the telehandler location. The conductor was still attached to its termination point on the A frame so the conductor did not fall to the ground at this time. There was no damage or injury caused by this near miss. Workers were instructed to stay out of the drop zone so even if this failed during the removal of the conductor, workers on the ground were not in the line of fire nor would the workers at heights in the line of fire.
10/14/2024	Outside Crew	Property Damage	Driver Error	<b>Property Damage - October 14, 2024</b> , A crew member was talking to their point of contact while stopped on the track of a gate. The gate begin to close, hitting the crew member's vehicle. The crew member did not pay attention to the gate closing. There is no damage to Edison property.
10/14/2024	Outside Crew	Property Damage	Driver Error	<b>Property Damage - October 14, 2024</b> , A 3-man crew was driving back to their staging yard, at the end of their workday, on a winding, narrow, and steep road. While navigating a sharp bend, their vehicle lost control and tipped over, landing safely on the side of the road. The vehicle was traveling at approximately 24 MPH , below the posted 35 MPH speed limit. The crew exited safely and did not require medical attention. No other vehicles or individuals were involved.
10/14/2024	Civil Crew	Injury	Right Leg Injury	<b>Injury - October 14, 2024</b> , A crew was in the process of installing shoring when a section of the trench collapsed causing a piece of asphalt to strike one of the crew member's right leg. The trench was 40 inches deep. Supervision decided crew member should be taken to clinic for precautionary measures
10/7/2024	Outside Crew	Property Damage	Driver Error	<b>Property Damage - October 7, 2024</b> , A crew was transporting equipment to a tower using a Polaris Ranger UTV. The crew had loaded all four pieces of the B1 temporary bracing steel kit onto the vehicle, creating a top-heavy condition. As they navigated the uneven terrain, the driver pulled up on a slight slope, which further compromised the vehicle's stability, causing the UTV to tip over on its side.
10/7/2024	SCE Crew	Property Damage	Driver Error	<b>Property Damage - October 7, 2024</b> , While trying to position UDI vehicle, an employee made contact with customer mailbox structure on the backside of curb.
10/7/2024	SCE Crew	Property Damage	Driver Error	<b>Property Damage - October 7, 2024</b> , A switching station worker (SW) was pulling over on the road for another vehicle to pass. In doing so he struck a barbed wire fence. The top wire of the fence came undone from the post and scratched the truck. He and the crew repaired the fence.
10/7/2024	Outside Crew	Property Damage	Driver Error	<b>Property Damage - October 7, 2024</b> , driver was enroute to the job site, when he fell asleep. The driver crossed the oncoming lane at approximately 30 mph and drove off the paved road surface. Once the vehicle came to a stop, he was able to exit the vehicle and walk to a safe place. The driver was the only occupant in the vehicle, and he was not injured
10/7/2024	Outside Crew	Customer Complaint	3rd Party Issue	<b>Customer Complaint - October 7, 2024</b> , A crew arrived for a scheduled inspection and met with an agitated property owner. After explaining the necessary work around each pole, the owner questioned the crew's authority and refused to allow tree cutting. The crew assured him they would submit his request for further documentation. They owner then made a remark about "needing good workman's compensation insurance when you return"
10/7/2024	Outside Crew	Customer Complaint	3rd Party Issue	<b>Customer Complaint - October 7, 2024</b> , A crew was excavating when a hostile homeowner sped up to the work area with combative behavior. The homeowner hit cones that were used for traffic control in the work area, and also got out of his vehicle swearing at the crew.



Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
10/1/2024	Outside Crew	Property Damage	Driver Error	<b>Property Damage - October 1, 2024</b> , A LEM was involved in a vehicle rollover while driving TH-126, a Kenworth 880 Slinger Truck, on Highway 70 near Belden, CA. At the time of the incident, EE was traveling in the southbound lane, hauling approximately five yards of base rock back to Rodgers Flat. According to the EE's account, he engaged the truck's compression release brake ("Jake brake") to reduce speed before approaching a corner. Shortly thereafter, he encountered a bump in the road, which caused the steering wheel to pull slightly to the right. This caused the front right tire to veer off the asphalt and onto the dirt shoulder. In an attempt to correct course, he steered left, but this caused the right rear dual tires to slip off the pavement onto the dirt shoulder. As the right rear tires contacted the edge of the pavement, which had a 3.5-inch drop-off, the vehicle began to slide. When the rear tires regained full contact with the roadway, the truck tipped over onto its right side. The vehicle slid approximately 70 feet, coming to a stop near the Feather River west side embankment, blocking the northbound lane. EE exited the vehicle through the driver's side and appeared uninjured. Basin TC immediately established an emergency T-13 closure, and Cal-Trans took control of the scene shortly thereafter. The General Foreman contacted 911, dispatching CHP officers to the site. Quincy Towing Services later recovered and removed the truck from the roadway. The on-site Safety Representative was informed and promptly conducted an internal investigation after checking on the driver. On-site Safety and Health was dispatched to Rodgers Flat Yard to evaluate the employee. MGE employees also managed cleanup efforts, addressing the spilled base rock and a minor spill of hydraulic fluid
9/30/2024	Tree Crew	Property Damage	Rotted Trees	<b>Property Damage - September 30, 2024</b> , A two-person lift crew, a three-person climb crew, and a two-person grapple crew were working together to remove a dead 137-foot fir tree 30 inches in diameter. The lead foreman determined that the tree was too dead to climb, so he used a 60/70-foot bucket truck to remove the top, about 40 feet long and 25 inches in diameter. After moving 50 feet away from the tree, the foreman instructed the employees on the rope tied to the tree to pull. When the tree hit the ground, it broke into pieces, and one of the pieces came down on old, rotted logs, causing the butt end to spring back towards the headache rack and bend it. No one was injured, and the lines were clear on the opposite side of the fall. The crew then contacted their general foreman, who in turn contacted the senior specialist.
9/30/2024	Tree Crew	Property Damage	Improper Rigging	<b>Property Damage - September 30, 2024</b> , Two, 2-man tree crews were engaged in tree removal using the climbing method to section a pine tree approximately 80 feet in height and 40 inches in diameter at breast height (DBH). The operation utilized an ISC 5/8-inch medium rigging block, a Rope Logic 3/4-inch sling, a 1-inch bull rope, a Porta-Wrap, and a 5/8-inch rope as a tagline. A section of the tree measuring 35 inches in diameter and 3-4 feet in length, with an approximate weight of 1,401 lbs., was rigged using a negative rigging technique. During the process, the section was dropped a short distance, which generated a shock load. This sudden application of force exceeded the anticipated dynamic loads, approaching the Maximum Breaking Strength (MBS) of the sling, which was significantly higher than the 2,000 lbs working load limit (WLL) based on a typical safety factor of 5. The actual shock load of approximately 4,203 lbs resulted from this action, causing the 3/4-inch sling to fail under the tension. Consequently, the section fell to the base of the tree and impacted the corner of a nearby carport garage, causing structural damage.
9/30/2024	Civil Crew	Property Damage	Operator Error	<b>Property Damage - September 30, 2024</b> , A crew walked all previously potholed marked lines in a planned excavation area and exposed them by hand in preparation for machine excavation. The spotter walked the excavation area. The operator proceeded to clean up the trench, putting the bucket too close to the line and snagging it. The operator remained 7-8' away in the cab, waiting for clearance before exiting the machine. There was no visible arc when the lines were caught. The operator and spotter notified the foreman and secured the area.
9/30/2024	Civil Crew	Property Damage	Operator Error	<b>Property Damage - September 30, 2024</b> , A crew previously potholed and exposed marked lines, however a phone line was not visible to the operator and spotter during excavation. The crew failed to expose the line fully before excavation
9/30/2024	Civil Crew	Property Damage	Operator Error	<b>Property Damage - September 30, 2024</b> , As the operator was excavating a trench for the 33kV duct bank run, a GPR marked line was not verified resulting in damage.. The line was marked 2.5 feet below grade but was exposed approximately 1.5 feet down. Low Voltage cables inside conduit were not damaged.[not following protocol
9/30/2024	Civil Crew	Property Damage	Operator Error	<b>Property Damage - September 30, 2024</b> , While excavating with a backhoe, a crew damaged a marked 1 1/4" conduit and wires at a depth of 1' 11".
9/30/2024	Civil Crew	Property Damage	Operator Error	<b>Property Damage - September 30, 2024</b> , After tailboarding for the installation of a plate anchor and 1.25 in. anchor rod, the crew planned to dig a hole approximately 25 ft. away from the existing pole. The crew observed that there was red paint (locate marks) on the ground at the proposed work area. They decided to hand dig the hole due to the existence of underground utilities as indicated by the locate marks. The crew then began hand digging with a shovel and sharpshooter tool. When they reached a depth of about 4.5 ft. they encountered hard digging. The crew paused work, discussed digging, and decided to try the pneumatic 30lb jackhammer as they were already 4.5 ft. down and approximately 24 in. away from the marked utility. The 30 lb. jackhammer wasn't making any headway, so they switched to the 60lb hammer. After using the 60lb jackhammer for a few minutes, the crew heard a fuse blow across the street and immediately stopped work. The crew then began making phone calls to notify management. No injuries reported. No visible damage to the conduit, digging tools, or other damage to report.

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



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

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
7/8/2024	Outside Crew	Property Damage	Driver Error	<b>Property Damage - July 8, 2024</b> , A worker on patrol driving in an SCE facility parking lot in a company vehicle fell asleep at the wheel. The vehicle went over a curb and crashed into a fire hydrant. The worker drove about 20 feet away then stopped and saw large amounts of water spraying from the damaged fire hydrant. Appropriate notifications were made, including the Edison Security Operations Center (ESOC). Another worker driving by saw the water spraying and stopped at the scene. The water source to the hydrant was shut-off.
7/8/2024	Outside Crew	Property Damage	Driver Error	<b>Property Damage - July 8, 2024</b> , A worker was driving a utility terrain vehicle (UTV) on a flume path in a remote area towards the jobsite but needed to turn back for equipment. In an area he assessed as a wider portion of the flume pathway, he started a multi-point turn. When he went to complete the turn, he shifted from reverse into forward (4H position), but the vehicle did not immediately engage when he accelerated. Due to the angle of the turn and the slight incline the vehicle was on, the vehicle slid backward. The worker engaged the brakes but was unable to stop the vehicle and it started to go off the edge of the road. He quickly unbuckled his seatbelt, jumped off the UTV (approximately four feet off the edge of the road), and was able to get back on the road. The vehicle slid down the hill, hit some logs (felled burned trees), rolled into a tree, and stopped about 30 feet below. The worker was uninjured and used the Starlink connection to notify supervision. The contractor's project and safety managers arrived on-site. Other contractors/site contacts in the area checked on the worker and offered aid, if needed. Other appropriate notifications were made.
7/8/2024	Outside Crew	Property Damage	Operator Error	<b>Property Damage - July 8, 2024</b> , A civil crew was tasked to trench a main line. The mini-excavator operator stripped the asphalt cover in the trench line to trench depth, using a spotter. The excavation work was done without fully exposing the pre-dug pothole*, and on the second pass with the bucket, the bucket struck and broke the unexposed conduit. The foreman secured the site and made appropriate notifications. The operator was removed from the project.
7/1/2024	Outside Crew	Property Damage	Operator Error	<b>Property Damage - July 1, 2024</b> , A demolition crew was removing organic material (roots) and old sprinkler lines from soil on an SCE property to prepare for excavation and new work. In the same location, they were hand-digging around the backflow of a building and irrigation backflow. A worker assisting with sprinkler line removal cut an active line without verifying with the foreman or supervisor before he made the cut. When demolition crew members rushed and shut-off the water at the backflow, the valve handle broke, which caused another leak. A few moments later, the site superintendent shut off the water at the meter valve with help from another worker on-site. After water was shut-off and the damage was assessed, the crew hand-dug all remaining areas to expose all lines and verified the line to be repaired. Appropriate notifications were made, repairs were made, and water was restored approximately two hours later.
7/1/2024	Outside Crew	Property Damage	Operator Error	<b>Property Damage - July 1, 2024</b> , A civil crew was tasked to pothole the running line and existing marked utilities. When potholing with a round shovel, the marked plastic half-inch gas service line they were attempting to locate was damaged. The crew immediately stopped work, secured the area, and assessed the situation. Appropriate notifications were made, including the gas company to make repairs.
6/28/2024	Outside Crew	Property Damage	Equipment Failure	<b>Property Damage - June 28, 2024</b> , A Lineman and apprentice were working aloft in a two-person aerial lift when the bucket separated from the end of the boom at the mounting arm/pin. The bucket dropped and was hanging from the hydraulic hoses leaving the two line workers suspended in their personal fall arrest systems. The two workers were rescued by another lineman in a service bucket and lowered to the ground one at a time. The cause of failure is still being investigated. The involved equipment was a bucket truck with an Altec 72' two-person aerial lift (A72) put in service in 2021. We have taken the initial action to remove A72 bucket trucks from service until they can be thoroughly inspected and are also inspecting all A55s that have similarly designed buckets. Upon inspection, a second A72 was found to have crack(s) in the weld at a similar location. Re: Still Under Investigation
6/24/2024	Outside Crew	Property Damage	Operator Error	<b>Property Damage - June 24, 2024</b> , At a jobsite with multiple service excavation and install locations, the mini-excavator operator stripped the asphalt cover (A/C) off the first trench line. The spotter remained at the first service location, and the operator moved to the second location (approximately 40 feet away). The operator removed the A/C then started excavation at that location, without approval. On the second pass with the bucket, when he pushed the spoils up, the bucket caught and broke the underground electrical line. The foreman secured the site and made appropriate notifications. Approximately ten mobile homes were completely or partially out of power. Repairs were made and power was restored.
6/24/2024	Outside Crew	Property Damage	Operator Error	<b>Property Damage - June 24, 2024</b> , A crew was trenching with a backhoe when the steel sleeve of a marked one-inch gas service line was damaged. The crew stopped work and secured the area. The foreman notified supervision and other appropriate notifications were made. No release of natural gas and the gas company determined no repairs were needed.
6/17/2024	Outside Crew	Property Damage	Operator Error	<b>Property Damage - June 17, 2024</b> , A subcontractor needed to remove cables from affixed solar panels. When a journeyman worker used his band saw to cut through conduit containing energized conductors being fed from a solar array, a flash and fire occurred. The subcontractor project manager on-site disassociated the conduit from conductors and requested a fire extinguisher. A contractor site representative grabbed the rooftop fire hose and extinguished the fire. The site was secured, and appropriate notifications were made.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
6/17/2024	Outside Crew	Property Damage	Operator Error	<p><b>Property Damage - June 17, 2024</b>, In the morning, a subcontracted heavy equipment operator drove a backhoe from the contractor's yard to an SCE facility area under construction to move excavated spoils that would be used to compact and fill the excavated area to curb-grade. The spoils were located near a known, visually marked, and delineated high-pressure gas utility line and valve, protected by a concrete utility encasement. Before excavation, the original area housed a landscaping planter box and a utility box not rated for traffic. The operator approached the location and loaded a bucket of soil. As the soil was lifted, the backhoe slid when it hit a soft spot of soil adjacent to the concrete utility encasement. The backhoe operator spotter was on-site and heard a hissing noise at the valve location. The backhoe's front right tire had made contact with the encasement and valve, and the valve broke and released gas into the immediate area. Work was immediately stopped, and the area was evacuated of all personnel on campus (six buildings). Appropriate notifications were made, including the gas company to make repairs.</p>
6/3/2024	Drone Crew	Property Damage	Customer Shooting Drones	<p><b>Property Damage - June 3, 2024</b>, Two inspectors and a remote pilot in command (RPIC) were conducting aerial (drone) inspections of assets in a residential area. At one pole, the RPIC inspected three quadrants of the asset, then the drone camera moved drastically. He already had the drone in position and had not moved it again, so he knew something was wrong. He returned the drone to home and safely landed it but could not find anything wrong upon initial inspection. He walked to the area of one of the inspectors/visual observers to discuss the incident and found him talking to a group of people. The people claimed their neighbor shot the drone. The individual that shot the drone walked over to them and apologized - he did not know it was for inspections. After further inspection of the drone, the RPIC found there was a hole in the camera and a metal ball bearing (BB) inside it.</p>
6/3/2024	Tree Crew	Flash	Operator Error	<p><b>Flash - June 3, 2024</b>, A two-man tree crew responded to a Priority 1 request in a residential area to trim two bamboo limbs in contact with primary power lines. The spotter was positioned on the patio deck about 20 feet from the bamboo. From the ground, the foreman used a 10-foot non-conductive pruner attached to a 10-foot non-conductive extension pole to cut the bamboo limbs. He successfully cut one tree limb. When he went to cut the second limb, he hooked the pruner onto the triplex wire behind the bamboo, and an electrical flash occurred. The spotter heard the loud popping sound and immediately checked on the foreman, who was okay. The crew stopped work, secured the site, gathered at a safe location, and notified their general foreman and safety supervisor. Other appropriate notifications were made. The general foreman and safety supervisor arrived at the location to assist the crew, and an SCE troubleman (TM) arrived shortly after. The TM assessed the situation, and the crew finished the work without further incident. No injuries or power outage.</p>
4/29/2024	Outside Crew	Property Damage	Equipment Failure	<p><b>Property Damage - April 29, 2024</b>, Although not crew-caused, this incident is included for your awareness and reinforces the importance of the safety reminders below. Just after midnight, a contract line crew and an SCE district crew tailboard on-site for a switching procedure. The district crew disabled a remote control switch (RCS), the contract crew heat scanned cable and equipment in the vault and verified no test points, cables or components were above ambient temperature, and the district crew switched out the line and de-energized the bus and cable runs to be worked on the RCS, all without incident. Positions 1 and 3 were left open and energized. Positions 2 and 4 were closed and de-energized. The contract crew applied grounds, and the vault was evaluated/air tested/heat scanned again (about an hour later), before re-entry, also without incident. There was approximately nine inches of water in the vault, and the crew decided not to remove the water and to work in rubber boots. Employee 1 entered the vault, removing basic insulating plugs (BIP) on position 2 and installing load-break bushings for new cable at the RCS. Approximately five minutes into his work, he noticed an arcing sound, then saw the elbow on B phase at position 1 was smoking near the elbow adapter. He immediately exited the structure, and employee 2 (outside the structure) notified the foreman over the radio that the structure was on fire. The foreman ran from the cable-pulling side of the jobsite, saw the structure smoking, and notified the switching center the circuit was faulting. The switching center gave status that the circuit was still energized and notified the district crew. Other appropriate notifications were made. The contract crew stopped work and assisted the SCE crew and troubleman isolate the circuit. It was approximately two minutes from the start of arcing to the fault occurring. The component faulted and burned approximately two minutes, then went out. The cable remained energized, and the circuit did not lock-out. No catastrophic fault/explosion occurred. The structure was previously inspected during pre-fielding of work to be performed. No hot components were found, and no water was vacated from the structure.</p>

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

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

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
2/26/2024	Outside Crew	Property Damage	Operator Error	<b>Property Damage - February 26, 2024</b> , When a line crew dug with a backhoe, they damaged a marked eight-inch residential water main. The foreman stopped work, secured the scene, confirmed the safety of the crew, and viewed the damage. The foreman notified his management, then other appropriate notifications were made, including the water company. Normal service and function of the water main was restored approximately two hours later.
2/19/2024	Outside Crew	Vehicle Accident	Driver Error	<b>Vehicle Accident - February 19, 2024</b> , A lineman was driving back to the yard from a jobsite. Traveling at approximately 55 mph, towing a single reel wire trailer, he veered off the right shoulder of the road to avoid potholes. The bucket truck was pulled 10 feet onto the dirt shoulder until the driver was able to correct back onto the road. He then traversed across the two-lane road to the opposite shoulder where he had to correct back to the right. When the driver made the steering correction back to the right, the trailer rolled over from the passenger side. The driver then pulled the rolled trailer off the road back onto the right-hand shoulder. There was no oncoming traffic or other vehicles following at this time. No one was injured.
2/19/2024	Outside Crew	Property Damage	Improper Pothole	<b>Property Damage - February 19, 2024</b> , A crew member damaged a marked, direct buried, 25 pair telecommunications cable with a hand tool at a depth of approximately 40 inches. The Foreman immediately assessed the scene for safety and secured the area. The Foreman then contacted the superintendent and safety, as well as AT&T. The Superintendent notified the SCE Inspector. The crew contacted residents in the surrounding area to access if they had loss of telecommunications, internet or cable service. None of the residents contacted reported any loss of service. The crew coordinated with AT&T to evaluate and repair the damaged service. The determined incident cause was that the crew failed to properly pothole all marked utilities.
2/16/2024	Outside Crew	Property Damage	Civilian Driver	<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 delays at the beginning of the job, due to abnormal readings on the 12kv circuits by the switching center. When the switching program started, the troubleman (TM) took No-test orders on the two 12 kV lines. The TM closed a pole switch, making a parallel between the 12kV lines. At the direction of the TM, the crew opened isolators E/O pole, breaking the parallel between the 12KV lines. At that time, the switching center advised the TM they were again getting abnormal readings and to close the isolators back in. The crew closed the isolators without issue. The switching center advised the TM they were still getting abnormal readings and they would be canceling the program. It was later found that the crew opened isolators on the wrong 12kV line at the same structure but on the top circuit instead of the bottom circuit. No customers were impacted or other incidents caused by this action. It wasn't identified until after the program was cancelled when the crew was about to leave the job site. The TM was aware of the situation.
1/29/2024	Outside Crew	Property Damage	Improper Potholing	<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 trench line and towards where it had been marked. The crew had not potholed the entire width of the trench line to ensure the utility would not conflict with their excavation.
1/29/2024	Outside Crew	Property Damage	Civilian Vehicle	<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.



Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
1/22/2024	Outside Crew	Property Damage	Driver Error	<p><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.</p>
1/12/2024	Pole Brush Crew	Close Call	Good Question	<p><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&amp;E Security who in turn notified the police who dispatched the Bomb Squad to the scene. The Bomb Squad arrived on the scene, assessed the area, and relocated this device to a safe location. This device was determined to be an unloaded rocket launcher.</p>

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
<b>Customer Accidents/Incidents</b>				
11/11/2024	SCE Crew	Injury	Finger Laceration	<b>Property Damage - November 11, 2024,</b> A crew had just removed aluminum hydraulic shoring jacks after excavating a trench and install a conduit. Upon removing one of the shoring jacks, a crew member noticed that the handle on the shoring jack was bent so he decided to attempt to straighten it out with a small sledgehammer. The employee was holding the jack handle with his left hand and began to strike the handle with a small sledgehammer. As he struck it the fourth time, the hammer slipped past the handle and struck his left-hand pinky finger causing a laceration at the fingertip.
11/11/2024	SCE Crew	Property Damage	Driver Error	<b>Property Damage - November 11, 2024,</b> While exiting a driveway onto the street, the back of a bucket truck swung wide and hit the passenger side mirror of a parked van and broke the mirror.
11/11/2024	SCE Crew	Property Damage	Driver Error	<b>Property Damage - November 11, 2024,</b> An employee was leaving work for the day and was paying attention to the contractors who were maneuvering their trucks throughout the station in front of him. He lost track of the small drivable cable trenches and ran over non-drivable cable trenches.
11/11/2024	SCE Crew	Property Damage	Driver Error	<b>Property Damage - November 11, 2024,</b> An employee was pulling out of a driveway and snagged the fence post with bolt that was sticking out of Bucket truck.
11/4/2024	SCE Crew	Injury	Strike above eye	<b>Injury - November 4, 2024,</b> An employee was working on an 8 foot-ladder, using a wrench above their head to tighten a nut. The wrench slipped and struck the employee above the right eye.
11/4/2024	SCE Crew	Injury	Hyper-Extended Left Middle Finger	<b>Injury - November 4, 2024,</b> An employee was transferring tools from one vehicle to another when they tripped over the curb. The fall caused the employee to hyper-extend the left-hand middle-finger. IAP was offered and accepted.
11/4/2024	SCE Crew	Property Damage	Driver Error	<b>Property Damage - November 4, 2024,</b> A foreman parked at a job site. When he got back to his vehicle, he failed to do the circle of safety and backed into the ballard. The ballard was connected to a water valve box and the impact caused a water leak.
11/4/2024	SCE Crew	Property Damage	Driver Error	<b>Property Damage - November 4, 2024,</b> An employee was driving a foreman's pick-up truck into the barn after replacing rubber goods. The employee didn't see that the coffin bin on the tub truck was left open. As he pulled in, next to the tub truck, the light rack on the foreman's truck struck the coffin bin door causing damage to the bin door. There was no damage to the foreman's truck.
11/4/2024	SCE Crew	Property Damage	Driver Error	<b>Property Damage - November 4, 2024,</b> A material transportation driver was delivering materials for a PSPS event. The driver was positioning pallets as close to the building as possible, believing they had enough clearance. Unaware that the Moffett forks were extending out, further than anticipated, the driver felt pressure against the fence while maneuvering the pallets. Upon inspection, they noticed that the forks bent the building's fence. The driver froze the scene, took multiple pictures of the incident, and informed the site contact about the damages.
11/4/2024	SCE Crew	Property Damage	Driver Error	<b>Property Damage - November 4, 2024,</b> While positioning a bucket truck, a rock punctured the fuel tank on the driver's side of the vehicle.
11/4/2024	SCE Crew	Injury	Leg Cut	<b>Injury - November 4, 2024,</b> An employee was cutting tape with his knife. The knife slipped and cut the employee's leg.
11/4/2024	SCE Crew	Injury	Left Foot Strike	<b>Injury - November 4, 2024,</b> While pulling in 4/0 secondary cable for a charge-ready job, a crew setup rigging using a carabiner attached to the roller on the top of the pole. While pulling in the first run, the carabiner broke and the roller dislodged falling 10 feet and striking an employee on his left foot at the phone level.
10/21/2024	SCE Crew	Injury	Right Finger Laceration	<b>Injury - October 21, 2024,</b> While working from the bucket, an employee had his hand resting on the rim. During maneuvering, the tip of his right ring finger was pinched between the bucket and a three-spool rack, causing a laceration
10/21/2024	SCE Crew	Injury	Fight Finger Laceration	<b>Injury - October 21, 2024,</b> When pulling out an old 220kV sub-conductor during a reconductor project, a roller seized up, causing heat and friction that led to the wire pulling rope failing. No injuries or property damage.
10/28/2024	SCE Crew	Equipment Failure	Operator Error	<b>Equipment Failure - October 28, 2024,</b> When pulling out an old 220kV sub-conductor during a reconductor project, a roller seized up, causing heat and friction that led to the wire pulling rope failing. No injuries or property damage.
10/28/2024	SCE Crew	Injury	Left Knee	<b>Injury - October 28, 2024,</b> An employee was walking towards a pole when their right foot stepped into a hole causing their left leg/knee to absorb the shock. They felt pain in the knee and informed the foreman. IAP was offered and accepted.
10/28/2024	SCE Crew	Injury	Twisted Ankle	<b>Injury - October 28, 2024,</b> An employee was putting a ladder away when he stopped and went o help someone on the crew. When walking back he tripped on the ladder and twisted his ankle.
10/28/2024	SCE Crew	Property Damage	Driver Error	<b>Property Damage - October 28, 2024,</b> A material transportation driver was fueling the Diesel Exhaust Fluid (DEF) tank on a 10-ton truck with Moffett mounted on the truck. After fueling the truck, the driver was going to back up to get separated from the garage building, but the garage foreman pulled in and parked his car behind the driver's truck. The driver decided to pull forward, turning to his right, which caused the Moffett to swing toward the southwest corner of the garage building and clip the air hose reel hanging near the top of the building. The hose reel is bent but can be repaired per the garage. The top of the Moffett roll bar was scraped slightly, with no damage to the bar. There were no injuries and no other damage to the equipment or the building.



Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
10/28/2024	SCE Crew	Property Damage	Driver Error	<b>Property Damage - October 28, 2024</b> , A material transportation driver was departing a distribution center when they drove by a water drain, causing their landing gear to get caught where the asphalt dips. The driver heard the scrape, parked their tractor, exited the cab, and raised the landing gear. The driver did not freeze and, before raising the landing gear, returned to the cab and started to head out. A driver supervisor and dispatcher witnessed the incident during their morning walk, took pictures of the incident, and approached the driver. The driver supervisor inspected the landing gear and did not notice any damage to the trailer.
10/28/2024	SCE Crew	Property Damage	Driver Error	<b>Property Damage - October 28, 2024</b> , A belly dump truck and trailer were positioned to place cold mix along the road edge for a berm. While getting into position the rear trailer came too close to the edge and the tires on one side of the trailer slid off the roadway.
10/29/2024	SDG&E Contracted Crew	Injury	Fatality	<b>Fatality - October 29, 2024</b> , Contracted crew was tasked with the removal of the steel gas distribution pipe. During a night job, the backhoe operator had just completed some preventative maintenance activities on the backhoe. Shortly after, the operator began backing down the street towards the work location. While backing, the backhoe operator realized they struck a crew member. The operator stopped the backhoe next to the center median and exited the cab to assess the scene. Other crew members who were in the area took note of the incident and immediately called 911 so Emergency Medical Services (EMS) could be dispatched. Once EMS arrived, the crew member was transported to the hospital by ambulance. The crew member passed away due to his injuries.
10/14/2024	SCE Crew	CCII	Improper Hookup	<b>CCII - October 14, 2024</b> , A crew reconfigured 600 amp cable for a 12kV on wrong position causing the circuit to lockout.
10/7/2024	SCE Crew	CCII	Improper Wire Cut	<b>CCII - October 7, 2024</b> , While trying to identify a failed cable run, an employee cut into cable in conduit (CIC), resulting in a blown fuse at BURD Switch. No injuries. Investigation to follow.
9/30/2024	SCE Crew	Injury	Lip/Tooth	<b>Injury - September 30, 2024</b> , An employee was in the vault and a groundman handed him a 4' shotgun stick on a handline secured by a half hitch. The employee received the shotgun stick in his hands. While unraveling the half hitch, the handline/vault hook spun around, came off the snap, and hit him on the lip, chipping a tooth.
9/30/2024	SCE Crew	Injury	Left Forearm	<b>Injury - September 30, 2024</b> , An employee was in the process of loading a damaged mini pad onto a digger truck. The open door bumped the boom truck causing the door to close on the groundman's left forearm. The groundman was offered IAP and declined. He worked the remainder of his shift with no incident.
9/30/2024	SCE Crew	CCII	Mislabeled Cable	<b>CCII - September 30, 2024</b> , As part of an underground project, new 4 kV and 16 kV cables were routed into a new vault. The 4 kV was intended to pass through, while the 16 kV was meant to connect to a new RAG Gas Switch. When the 16 kV was energized, it accidentally fed into the 4 kV circuit. Both circuits had hammer-to-hammer connections. It was later discovered that the cable entering the vault was mislabeled, resulting in a crossover at the hammer connections, which caused both circuits to lock out.
9/30/2024	SCE Crew	CCII	Improper PME	<b>CCII - September 30, 2024</b> , While switching for a planned outage, the crew inadvertently switched the wrong PME. Crew arrived at what they thought was the correct PME, where they opened compartment 2 and verified tags going to Manhole. The crew received an OK from substation to open position 2 de-energizing line for planned outage. They took a clearance and grounded position 2 at the PME, when the crew went to test and ground the overhead line, they discovered it was still energized. After investigating, they realized they were at the wrong PME. The crew held a tailboard and communicated with switching center.
9/23/2024	SCE Crew	Property Damage	Driver Error	<b>Property Damage - September 23, 2024</b> , Driving in mountainous terrain, an employee driving a truck slid into boulder making a minor dent.
9/23/2024	SCE Crew	Property Damage	Driver Error	<b>Property Damage - September 23, 2024</b> , An employee was backing up his truck into a parking space. While turning into the space, the front bumper made contact with truck in front of the truck being parked
9/23/2024	SCE Crew	Property Damage	Driver Error	<b>Property Damage - September 23, 2024</b> , An employee was reversing a line truck when it came in contact with bollard outside of truck bay.
9/23/2024	SCE Crew	Property Damage	Driver Error	<b>Property Damage - September 23, 2024</b> , While driving an SCE vehicle, an employee was blinded by direct sunlight which caused him to hit concrete bollards in the SCE yard.
9/23/2024	SCE Crew	CCII	Switching	<b>CCII - September 23, 2024</b> , Test Crew began work before all necessary switching was performed at all terminals resulting in a 115KV line tripping. No load was dropped. Investigation to follow.
9/23/2024	SCE Crew	CCII	Testing	<b>CCII - September 23, 2024</b> , An E-Crew was tasked with a WO to replace a single-phase transformer with a 3-phase 120/208V bank for a new 3-phase customer. The existing single-phase customers were to be fed by an existing single-phase bank, one pole away, that was upgraded to handle the additional load. After the 120/208V bank was installed, the crew missed the under-arm fiber neutral connection to tie the existing neutral feeding the existing single-phase customers to the secondaries of the single-phase bank one structure away, causing voltage issues to potentially 12 existing single-phase customers.
9/23/2024	SCE Crew	CCII	Operator Error	<b>CCII - September 23, 2024</b> , A section of a 66kV line relayed upon re-energization due to station ground disconnects being left closed after scheduled work.
9/16/2024	SCE Crew	CCII	Switching Error	<b>CCII - September 16, 2024</b> , Wrong breaker opened resulting in load dropped

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
9/16/2024	SCE Crew	CCII	Switching Error	<b>CCII - September 16, 2024</b> , EE 1 and EE 2 were completing field switching procedures for substations. EE 1 set up at the pole switch but did not completely verify the location and opened it, dropping the load. They closed it, then set it up at another pole switch and again without completely verifying the location and opened it dropping the load again. All 3 pole switches had 2 common numbers.
9/16/2024	SCE Crew	Injury	Knee/Ankle & Shoulder	<b>Injury - September 16, 2024</b> , EE was carrying equipment to their SCE vehicle and stepped on a round object that caused them to roll their left knee. EE fell to the ground and landed on the right side of the body. EE hyperextended the left ankle and right side of my body (right knee and right shoulder in pain too). The left ankle is also in pain after the event.
9/9/2024	SCE Crew	Injury	Fall/Strike Injuries	<b>Injury - September 9, 2024</b> , During a demonstration on how to self-repel from a bucket, the equipment malfunctioned, causing the employee to fall to the ground. The employee was then transported to the hospital by emergency services.
8/5/2024	SCE Crew	CCII	Wire Control	<b>CCII - August 5, 2024</b> , Field Supervisors (FS) received a call from an underground inspector stating that a baffle fell into the 6.9KV radial BURD structure, knocking the dead break elbow off the primary bushing. FS arrived at the job site and advised the troubleman (TM) to assist. Upon arrival, the FS checked with the crew to ensure their safety and that there were no injuries. The TM arrived and proceeded to clear the hazard and isolate the transformer so repairs could be made. The Underground Detail Inspection (UDI) lineman assisted TM in clearing, isolating, and restoring power for part load-up. TM created a Repair Order (RO) and was asked to stand by to help switch after repairs were made. After repairs were made a lineman pulled a safe end elbow off the energized transformer. When attempting to land the isolated cable onto the load side of the BURD transformer a flash occurred, and the fuse operated. FS were called and proceeded back out to the job site to ensure crew safety. Crew performed an all-stop and determined pin and elbow needed to be replaced. TMs were informed that the crew caused an outage, opened the switch, and replaced the fuse. Crew made repairs and informed the TMs they were ready to re-energize.
8/5/2024	SCE Crew	Injury	Hand	<b>Injury - August 5, 2024</b> , While unloading a truck at the end of the day, an employee was struck in the head by a fiberglass guy rod.
8/5/2024	SCE Crew	Injury	Back	<b>Injury - August 5, 2024</b> , While working from pole at approximately 12 feet off the ground, an employee was struck in the upper back by a small communication grip weighing approximately three pounds. The grip was snagged while uncoiling a handline and fell approximately 10 feet from a bucket truck working above.
8/5/2024	SCE Crew	Injury	Posion Oak	<b>Injury - August 5, 2024</b> , An employee was working in a remote area and was exposed to poison oak. He addressed the poison oak himself without notifying supervision. Three weeks later the poison oak reappeared. The employee was sent to the clinic.
8/5/2024	SCE Crew	Property Damage	Improper Wheel Attachment	<b>Property Damage - August 5, 2024</b> , A wheel and tire inadvertently came off the rear intermediate driver-side dual of a bucket truck while the vehicle was being driven on the on-ramp of a freeway. The driver of the truck pulled over on the on-ramp with the remaining wheels. The wheel came to a rest on the side of the on-ramp.. No injuries or vehicle damage occurred.
8/5/2024	SCE Crew	Injury	Various Unknow	<b>Injury - August 5, 2024</b> , While descending a hill, a water truck driver came off the road causing the truck to roll. The driver was transported by ambulance to an airfield and then flown to a hospital.
8/5/2024	SCE Crew	Injury	Various Unknow	<b>Injury - August 5, 2024</b> , While working on a pole replacement along a property line, a pole broke above ground level and fell to the ground, injuring three employees (two apprentices, one lineman). Two apprentices were on the pole when it broke. A lineman working on the ground was struck by the pole as it fell. The employees were transported to the hospital with varying degrees of injuries. The employees' injuries are reported to be non-life threatening, and all three are currently in stable condition.
7/29/2024	SCE Crew	Injury	Wrist & Elbow	<b>Injury - July 29, 2024</b> , A material handler was walking to a dumpster to dispose of trash. As he got closer, he stopped to throw the item, and lost his balance, slipped and fell backwards. He braced himself for the fall with his right hand and injured his right wrist when he landed on the gravel and scraped his right elbow against a bundle of composite poles that were behind him. The employee froze the scene. The supervisor was on-site, along with other material handlers. They immediately stopped the work and went to his aid. The employee was clinching his wrist in pain and the team provided first-aid. Management was notified and showed up to the scene as and provided a Worker's comp packet to employee. They accompanied the employee to the IAP authorized Urgent Care.
7/29/2024	SCE Crew	Injury	Rolled Left Ankle	<b>Injury - July 29, 2024</b> , An employee was exiting the belly of a bucket truck and stepped on debris rolling left ankle. IAP was contacted.
7/29/2024	SCE Crew	CCII	Switching Error	<b>CCII - July 29, 2024</b> , While switching a program to in-service, a 12kv circuit breaker at a substation, the program was incorrect causing load to be dropped and a flash occurred. The employee hit their knee on rock dust while scrambling to the ground to avoid the flash.
7/29/2024	SCE Crew	Injury	Minor Injuries	<b>Injury - July 29, 2024</b> , Two employees on the warehouse cart inspected a truck carrying reels of wire. A flatbed truck blocked one of the two lanes at the service center. While the cart was making a U-turn, a FedEx truck approached, causing the cart to move aside. The cart collided with a forklift that was making a left turn. Both vehicles stopped, and the employees reported minor injuries. The cart was damaged. Supervisors investigated and noted a blind spot caused by a waste bin.
7/29/2024	SCE Crew	CCII	Operator Error	<b>CCII - July 29, 2024</b> , A five-man crew consisting of a foreman, two linemen, one hot apprentice, and a 2nd step apprentice were tasked to replace top cross arm of vertical main line that also had end of arm tap line construction. Two bucket trucks were staged back-to-back on either side of the pole. After replacing the crossarm and in the process of dead ending the tapline phase, conductors made phase to phase contact roughly 15' away from the pole causing a flash. Lineman and apprentice were evaluated by physician and released to return to work after one day off with no restrictions.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
7/22/2024	SCE Crew	CCII	Wire Control	<b>CCII - July 22, 2024</b> , A four-man crew was tasked to prepare a line section for pole replacements and covered conductor installation on an energized 4 kV line. Fast curve settings were enabled, and the crew had No-test orders. When the neutral conductor was transferred to an arm extension, the neutral made contact with the inside phase and a phase-to-ground incident occurred. No injuries, no damage to property or equipment. Appropriate notifications were made.
7/22/2024	SCE Crew	CCII	Switching Error	<b>CCII - July 22, 2024</b> , While switching a program to in-service, a 12kv circuit breaker at a substation, the program was incorrect causing load to be dropped and a flash to occur. The employee hit their knee on rock dust while scrambling to the ground to avoid the flash
7/15/2024	Outside Crew	CCII	Switching Error	<b>CCII - July 15, 2024</b> , An underground (UG) crew completed a planned job to cut-in new cable to a generator. The crew had three RAG switches in the grounded position and to return the circuit back to normal, they would place all three switches in the open position. The crew rigged on the first switch and successfully switched the RAG switch to the open position. On the second RAG switch, the crew rigged to go from the grounded position to the open position. When they switched, the handle went from the grounded position, to open, then continued to the closed position. As a result, the RAG switch closed into its energized bus and closed into the third and last grounded switch.
7/8/2024	SCE Crew	Load Drop From Helicopter	Improper Rigging	<b>Load Drop From Helicopter - July 8, 2024</b> , An SCE line crew working in a national forest, rigged five strings of glass insulators to an SCE helicopter to bring back to the landing zone (LZ). During the flight back to the LZ the pilot checked and noticed the load was gone. The crew debriefed and concluded that during the flight, the eye of the insulators must have severed the rigging (sling). The glass insulators could not be found. Appropriate notifications were made.
7/8/2024	SCE Crew	Load Drop From Helicopter	Improper Rigging	<b>Load Drop From Helicopter - July 8, 2024</b> , A contract helicopter was to support an SCE crew on an emergency pole replacement at a remote, mountainous site. The new pole was staged at an access road adjacent to the pole site and other materials such as gravel, tools, and other support materials were staged at the landing zone (LZ) at the local airport. The day of the job, the pilot conducted a tailboard at the LZ with the SCE crew. The night before, the pilot had discussed the work to be accomplished with the general foreman (GF). The GF was to brief his crews at the remote pole site, where he was the day of the job. That location did not have cell phone service. Materials to be transported by helicopter to the remote pole site included tools, wedges, and copper. The SCE crew had only a tarp to transport the materials. Baskets, sacks or super sacks were not on-site. The SCE crew was instructed by the pilot to secure each item with rope in a daisy chain and then to the tarp itself. When the load was delivered to the remote pole site, it was discovered the tools were hanging out of the tarp and the wood wedges and copper were missing. It was assumed that these materials were lost in flight. During transit, the pilot did not notice any objects depart or free-fall. The remainder of the pole set was completed without incident.
7/8/2024	SCE Crew	CCII	Switching Error	<b>CCII - July 8, 2024</b> , An SCE line crew working in a national forest, rigged five strings of glass insulators to an SCE helicopter to bring back to the landing zone (LZ). During the flight back to the LZ the pilot checked and noticed the load was gone. The crew debriefed and concluded that during the flight, the eye of the insulators must have severed the rigging (sling). The glass insulators could not be found. Appropriate notifications were made.
7/8/2024	SCE Crew	CCII	Switching Error	<b>CCII - July 8, 2024</b> , A contract helicopter was to support an SCE crew on an emergency pole replacement at a remote, mountainous site. The new pole was staged at an access road adjacent to the pole site and other materials such as gravel, tools, and other support materials were staged at the landing zone (LZ) at the local airport. The day of the job, the pilot conducted a tailboard at the LZ with the SCE crew. The night before, the pilot had discussed the work to be accomplished with the general foreman (GF). The GF was to brief his crews at the remote pole site, where he was the day of the job. That location did not have cell phone service. Materials to be transported by helicopter to the remote pole site included tools, wedges, and copper. The SCE crew had only a tarp to transport the materials. Baskets, sacks or super sacks were not on-site. The SCE crew was instructed by the pilot to secure each item with rope in a daisy chain and then to the tarp itself. When the load was delivered to the remote pole site, it was discovered the tools were hanging out of the tarp and the wood wedges and copper were missing. It was assumed that these materials were lost in flight. During transit, the pilot did not notice any objects depart or free-fall. The remainder of the pole set was completed without incident.
7/1/2024	SCE Crew	Injury	Neck injury	<b>Injury - July 1, 2024</b> , Employee 1 was working from a bucket and Employee 2 was working below the bucket, from the pole. Employee 2 was struck in the neck by a flying piece of wooden ground molding that fell from the work being performed above. The upgrade foreman called an all-stop, and he and Employee 1 assisted Employee 2 off the pole. The upgrade foreman called 911 and made other appropriate notifications. The injured employee was transported to a local hospital, where he was evaluated and discharged the same day. The operations supervisor and district manager met the injured employee at the hospital.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
7/1/2024	SCE Crew	CCII	Switching Error	<b>Injury - July 1, 2024</b> , The scope of the switching was to take a capacitor bank offline, open a pole disconnect, and open branch line fuses (BLF). Three troublemen arrived at the jobsite and once the contract crew was set-up and the foreman was on-site, the TM started the switching program for the scheduled planned outage. One TM took the capacitor bank off-line, the second TM opened the pole disconnect, and the third TM opened the BLF. After the switching procedure was complete, the contract crew foreman let one of the TM know a customer was out of power (without prior notification). The TM quickly learned they had switched before they verified if the contract crew bypassed the tap line going north at the pole disconnect, which was to be jumpered to the other side of the disconnects. Although there was a note on the cover sheet of the switching program, that note is usually at the actual switching step to be executed during the switching to ensure proper checks are completed. The troublemen notified district supervision and had the contract crew pick-up the tapline using a load pick-up tool. SCE supervision responded to the job site and collected information from the TM about what occurred. The outage was approximately 20 minutes and involved six transformers.
6/24/2024	SCE Crew	Close Call	Grass Fire	<b>Close Call - June 24, 2024</b> , A crew was working on a Priority 3 compliance order in a residential neighborhood. When they moved a service to mid-span to mitigate the clearance issue, the connectors made contact, hot metal shavings fell to the ground, and a three-by-three-foot section of dry grass at the base of the pole ignited. The foreman immediately grabbed the fire extinguisher and put out the fire, then notified supervision.
6/24/2024	SCE Crew	Injury	Back	<b>Injury - June 24, 2024</b> , A crew dug down to the base on one side of a direct-buried streetlight pole to access and repair cable. The opposite side of the pole had been dug up a day prior. As a crew member dug, the street light pole fell over and pinned him to the ground. Two crew members lifted the streetlight, which allowed the pinned employee to get free. The employee reported no injury, but his arm and leg were sore. The Injury Assistance Program (IAP) and Workers' Compensation packet were offered to the employee. Two days later the employee visited a Workers' Compensation facility and was put on light duty.
6/24/2024	SCE Crew	Injury	Shoulder	<b>Injury - June 24, 2024</b> , An employee waved off flies as he walked up stairs to the office. He did not hold the handrail, and he tripped and broke his fall. The employee notified his supervisor in the morning after the incident. Then, later in the day, the employee's shoulder hurt from the fall.
6/17/2024	SCE Crew	CCII	Operator Error	<b>CCII - June 17, 2024</b> , An underground line crew was tasked to remove a run of idle lead cable on a 16 kV line out of a substation. The crew used remote cutters and cut the first run of cable without incident. Then, the crew rigged onto the next run of cable and when they cut the cable with remote cutters, a flash occurred. The crew called an all-stop and notified the general foreman, and appropriate notifications were made. No injury or load dropped. An SCE troubleman assisted with switching to isolate the energized cables.
6/3/2024	SCE Crew	Property Damage	Driver Error	<b>Property Damage - June 3, 2024</b> , An employee exited a company vehicle but did not fully engage the gear shift into park. The vehicle rolled forward and hit the truck hitch of the company vehicle parked in front of it. The employee verified all crew members were okay and notified their supervisor. Other appropriate notifications were made.
6/3/2024	SCE Crew	CCII	Wire Control	<b>CCII - June 3, 2024</b> , Working over energized 4 kV underbuild, a combined Transmission/Distribution crew was paying out 16 kV conductor into a boom. The 16 kV line was de-energized and grounded on the west side, and the crew held no-test orders. When the bottom phase of the 16 kV line on the east side sagged down and made contact with a 4 kV "tail" sticking out of the shoe two spans away, the 16 kV circuit locked-out and the 4 kV circuit relayed and reclosed. The foreman called an all-stop, notified the Distribution Operations Center (DOC) that everyone was safe, identified the cause, and re-tailboarded. The crew spliced the damaged conductor and got all load up within the hour, and without further incident.
6/3/2024	SCE Crew	Injury	Mouth Injury	<b>Injury - June 3, 2024</b> , Although not crew-caused, this incident reinforces the importance of the safety reminders listed below. After performing switching for contractors, an employee was sitting in his truck. The employee was approached by three members of the public who were angry for an unknown reason. The employee communicated with them through his open truck window and tried to de-escalate the situation, but one of the individuals stepped up to the window and punched the employee in the mouth. Then, the individuals left the scene. The employee called 911 and another SCE employee (just down the street) for assistance, and he notified supervision. Appropriate notifications were made, including the Edison Security Operations Center (ESOC). The employee was not injured by the punch to his mouth and did not require medical attention.

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
6/3/2024	SCE Crew	Injury	Heat Stroke	<b>Injury - June 3, 2024</b> , A line crew was tasked to replace a deteriorated pole during a recent heat wave. The crew had a tailboard and discussed the anticipated high afternoon temperature (103 degrees) and steps to prevent heat illness, including peer-checking for signs of heat exhaustion. Throughout the job, the foreman checked on the employees, and they replied they were okay and staying hydrated. After lunch, the foreman checked on the employees again and they were fine and continued working. Toward the end of the job, the foreman noticed an employee showed signs of heat exhaustion and asked him again if he was ok and if he needed to cool down. This time the employee replied he did not feel well. The foreman had the employee take a break, drink water, and cool down in an air-conditioned vehicle. After about 20 minutes, the foreman checked on the employee again, and he felt much better but still had cramps. The foreman had the employee continue to rest in the cool vehicle. When asked why the employee did not take a break before he felt this way, the employee responded that others were still working, that he did not want to stop, and that he felt he had something to prove. The foreman reminded the employee that the only thing he needed to prove was that he could work safely, listen to his body, and take breaks if needed. The foreman checked on the employee before the shift ended, when they were back in the yard (work base), and the employee felt better. The next business day, the employee still had some cramps and chills and called in sick. The foreman offered him the Injury Assistance Program (IAP) and notified supervision.
6/3/2024	SCE Crew	Vehicle Incident	Driver Error	<b>Vehicle Incident - June 3, 2024</b> , An employee was in a company vehicle at a jobsite, participating in the group morning safety tailboard on MS Teams (virtual). The employee thought he had parked his vehicle and did not feel the vehicle rolling. The vehicle rolled into a parked line truck. The employee notified his supervisor.
5/6/2024	SCE Crew	Injury	Right Hand Cut	<b>Injury - May 6, 2024</b> , While placing a label on a box, an employee cut the palm of their right hand on the sharp end of metal banding that was secured around a cardboard box and pallet. The employee was taken to the hospital for treatment and released after receiving stitches.
4/29/2024	SCE Crew	Injury	Dog Bite	<b>Injury - April 29, 2024</b> , An employee was aware of dogs in a customer's house and was escorted by the homeowner to the backyard. In the backyard, there were more dogs, and one small dog came from behind and bit the employee. The employee immediately notified his manager of the incident and that medical attention was not required. Other appropriate notifications were made. The manager provided the employee with a Workers' Compensation packet.
4/22/2024	SCE Crew	CCII	Operator Error	<b>CCII - April 22, 2024</b> , To open fuses and de-energize a fixed capacitor bank as part of planned switching on a 12 kV circuit, an employee used a load break tool. He opened the field-side fuse, then repositioned the bucket and opened the street-side fuse, all without incident. When the employee took the load break tool off the second fuse, a phase-to-phase flash occurred. The employee immediately turned and dropped into the bucket. When the flash was over, he noticed the center fuse had dropped open. The employee boomed down and made appropriate notifications, including emergency services. The flash caused a small brushfire adjacent to the pole, which was extinguished by bystanders..
4/15/2024	SCE Crew	Injury	Hip & Knee Injury	<b>Injury - April 15, 2024</b> , When an employee walked on a sloped, gravel surface back to his truck, his right foot slipped. The next morning, he felt discomfort in his right hip and knee and notified supervision. The injured employee completed a Workers' Compensation packet and accepted the Injury Assistance Program (IAP).
4/15/2024	SCE Crew	Injury	Head Strike	<b>Injury - April 15, 2024</b> , An employee was working from the pole at the communications level. A nose bag fell from the bucket where crew members were working above him, and the bag struck the employee in the head. The employee was not injured but was offered the Injury Assistance Program (IAP).
4/15/2024	SCE Crew	Switching Error	Operator Error	<b>Switching Error - April 15, 2024</b> , As part of a switching program to return a circuit to normal, an employee gave orders to a field crew to open a position on a gas switch, believing it would break a box loop. When the crew opened the switch, a loss of voltage alarm was received at the switching center. Upon further investigation, it was discovered the system status incorrectly showed an adjacent remote control switch (RCS) in the closed position, when the switch was actually open. The employee closed the RCS to restore load to de-energized customers and the remaining switching was completed without further incident.
4/15/2024	SCE Crew	Vehicle Accident	Driver Error	<b>Vehicle Accident - April 15, 2024</b> , An employee driving on a rural road saw an out-of-place vehicle. As he continued driving, he looked in the rearview mirror to see if the vehicle was occupied. When he turned his eyes back onto the road, he saw a roadrunner, swerved to avoid it, and drove into a boulder. The vehicle sustained extensive damage.
4/1/2024	SCE Crew	CCII	Improper Transformer Connection	<b>CCII - April 1, 2024</b> , A crew tailboarded in the yard (work base) about work material and how the work would be completed, then tailboarded on-site with the crane operator. They discussed hot reads, TTR and meggering, means of de-energizing, and the marking of the cable. A transformer with two bushings and binoculars was replaced with a coil, looped, and switched transformer with 4 bushings, all without incident. When the crew energized at the adjacent transformer, branch line fuses blew. Appropriate notifications were made, and supervision asked if there were any injuries and if the crew was ok to proceed or if a relief crew to finish work was needed. The crew was okay to proceed and after investigating why the fuses blew, they discovered a wiring error on the high side of the transformer. A new transformer was sent to the job site and the job was completed without further incident.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
4/1/2024	SCE Crew	Vehicle Accident	Driver Error	<b>Vehicle Accident - April 1, 2024</b> , An employee conducted a Department of Transportation (DOT) inspection on a heavy vehicle that had returned from a third-party engine repair. The inspection identified the rear brakes required adjusting. After the brake adjustment, the employee backed the vehicle to the garage apron to close the three-post hoist covers. After he parked and walked away from the vehicle, the vehicle rolled down a slight slope in the service center approximately 30 feet and struck a parked SCE vehicle.
3/25/2024	SCE Crew	Switching Error	Operator Error	<b>Switching Error - March 25, 2024</b> , While clearing the West 115kV bus at a substation, the GCY relay selector switch was turned to the West bus position instead of the East bus position. This caused a loss of potential to the GCY relay and an operation of the relay. The relay switch was immediately turned to the correct position.
3/25/2024	SCE Crew	Close Call	Operator Error	<b>Close Call - March 25, 2024</b> , A line crew was tasked to perform human external cargo (HEC) work in a remote, mountainous area. Work on a tower was complete, and an employee was ready to be picked up by helicopter. When he was being lifted from the tower, his secondary safety belt got caught on the nut of a tower shackle. The pilot immediately felt tension on the line and saw the belt was hung-up. The employee signaled to the pilot to be placed back on the tower, and the pilot lowered him. The employee inspected the secondary safety belt, deemed his harness not okay for flight, and radioed his foreman about what happened. They determined it was safest for the employee to climb down the tower. The employee was then picked up at a safe landing area near the tower and flown back to the landing zone (LZ). Additional crew members were also picked up from adjacent towers and flown back to the LZ for an all-stop, where they debriefed on and discussed the incident. The work was completed without further incident.
3/25/2024	SCE Crew	Injury	Hand Laceration	<b>Injury - March 25, 2024</b> , An employee was at a location to inspect and set self-contained meters in multiple pedestals. To inspect the pull section on one of the panels, the employee used one hand to loosen the wingnut at the bottom of the cabinet. His other hand was underneath for support. When the bolt was removed, the panel door sprang out and down onto the employee's support hand and cut his finger. The employee was not wearing gloves. He felt a hot, sharp pain and treated the cut, but the bleeding could not be controlled. The injured employee notified his supervisor, who instructed him to contact the Injury Assistance Program (IAP). The injured employee contacted the IAP, then visited a local, SCE-approved urgent care facility where he received medical treatment.
3/18/2024	SCE Crew	Close Call	Equipment Failure	<b>Close Call - March 18, 2024</b> , After a pole was replaced, two employees climbed the pole to perform work. Due to soft earth from recent rain, the pole leaned over with the employees still on it but did not fall to the ground. The crew grabbed the pole with a truck boom and rescued the employees using the bucket.
3/18/2024	SCE Crew	Switching Error	Operator Error	<b>Switching Error - March 18, 2024</b> , When working from a switching program to return a 220 kV line to service, an employee closed the circuit breakers at a substation before he received the switching orders. Appropriate notifications were made, and the circuit was returned to service without further incident.
3/18/2024	SCE Crew	Close Call	Improper Rigging	<b>Close Call - March 18, 2024</b> , Two Sono tubes were attached to the long-line of a helicopter, separate from other cargo that was being lifted. The tubes weighed approximately 20 pounds each. Directly after the helicopter take-off, the Sono tubes came free from the rigging and fell into a canyon. All personnel were clear of the flight path/drop zone at the point of the dropped load. Appropriate notifications were made, and the Sono tubes were retrieved by crew members on-foot.
3/11/2024	SCE Crew	Good Catch	Improper Switching	<b>Good Catch - March 11, 2024</b> , At a substation, a contract checker cleared-off a 66 kV line and reported work complete to the switching center. An SCE substation field employee was dispatched to switch the line to normal status early, but his attention to detail and questioning attitude stopped the switching before it began. Further inquiry revealed that SCE technicians still had two days' worth of work pending on the secondaries and relay testing on that line. It was confirmed the technicians would return the line to normal status, as scheduled. The good catch was communicated to all parties involved, and the importance of a thorough group tailboard was reviewed.
3/11/2024	SCE Crew	Vehicle Accident	Driver Error	<b>Vehicle Accident - March 11, 2024</b> , When an employee drove a bucket truck out of a riverbed, the truck snagged a low-hanging communications line, and the tension broke the customer-owned pole. The employee made appropriate notifications.
3/11/2024	SCE Crew	Injury	Shoulder Injury	<b>Injury - March 11, 2024</b> , When an employee working in a service center lifted a coil of 4-strand aluminum triplex from a wire rack, he felt pain in his right shoulder. He rested for a few minutes, went to lift the coil onto a truck, and this time felt extreme discomfort and pain in his shoulder. Although the employee attempted to complete his shift, he could not, due to the extreme shoulder pain. The employee accepted and contacted the IAP and was given a Workers' Compensation packet.
3/11/2024	SCE Crew	Injury	Back Injury	<b>Injury - March 11, 2024</b> , To prepare for a job, an employee in the yard (work base) was pulling cable from a reel. He had the cable over his right shoulder and walked forward to pull the cable out of the reel. Two other employees helped roll the reel out to ease the strain on the employee pulling the cable. At the end of the 100-foot cable pull, the employee felt a sharp pain in his right lower back, stopped work, and notified the yard general foreman. He was able to walk to the main office, was assessed by the field and operations supervisors, and requested to seek medical attention. Supervision gave the employee a Workers' Compensation packet, and the employee chose to drive himself to an urgent care. Other appropriate notifications were made.
2/26/2024	SCE Crew	Injury	Knee Laceration	<b>Injury - February 26, 2024</b> , A composite pole was being framed on the ground and when an employee stepped over it, the heel of his boot got caught on the pole. As he fell forward, his left knee hit a self-tapping screw head drilled into the pole. The injured employee sustained a laceration above his kneecap.



Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
2/19/2024	SCE Crew	CCII	Operator Error	<b>CCII - February 19, 2024</b> , While working in a primary high-voltage environment, a crew left a hot stick in the bucket behind them. As they were repositioning the bucket, they inadvertently got two phases together causing a Crew Caused Circuit Interruption (CCCI).
2/19/2024	SCE Crew	CCII	Operator Error	<b>CCII - February 19, 2024</b> , While a crew was performing work, the boom made contact with the a 4kv under build, causing the circuit to lock out. The Field Safety Advisor was notified.
2/19/2024	SCE Crew	Switching Error	Operator Error	<b>Switching - February 19, 2024</b> , An employee inadvertently left the pot secondary knife switch in the closed position when clearing a 66kv line for transmission work. A clearance was issued with the pot secondary knife switch still closed. Work was completed and the knife switch was found in the closed position by a different employee during return switching.
2/16/2024	SCE Crew	Injury	Fall - Laceration	<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	Injury	Shin Laceration	<b>Injury - February 12, 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.
2/12/2024	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.
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.

<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	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).
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.



# Contractor Safety Talks

## Access Protocol for SDG&E Projects

### Special Points of Interest:

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

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



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

### Did you know:

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

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

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

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

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

### FAQ

**Q:** How do I learn more about Workplace Violence?

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



## OBSERVATIONS FROM THE FIELD

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

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

## NOTABLE AT-RISK OBSERVATIONS

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

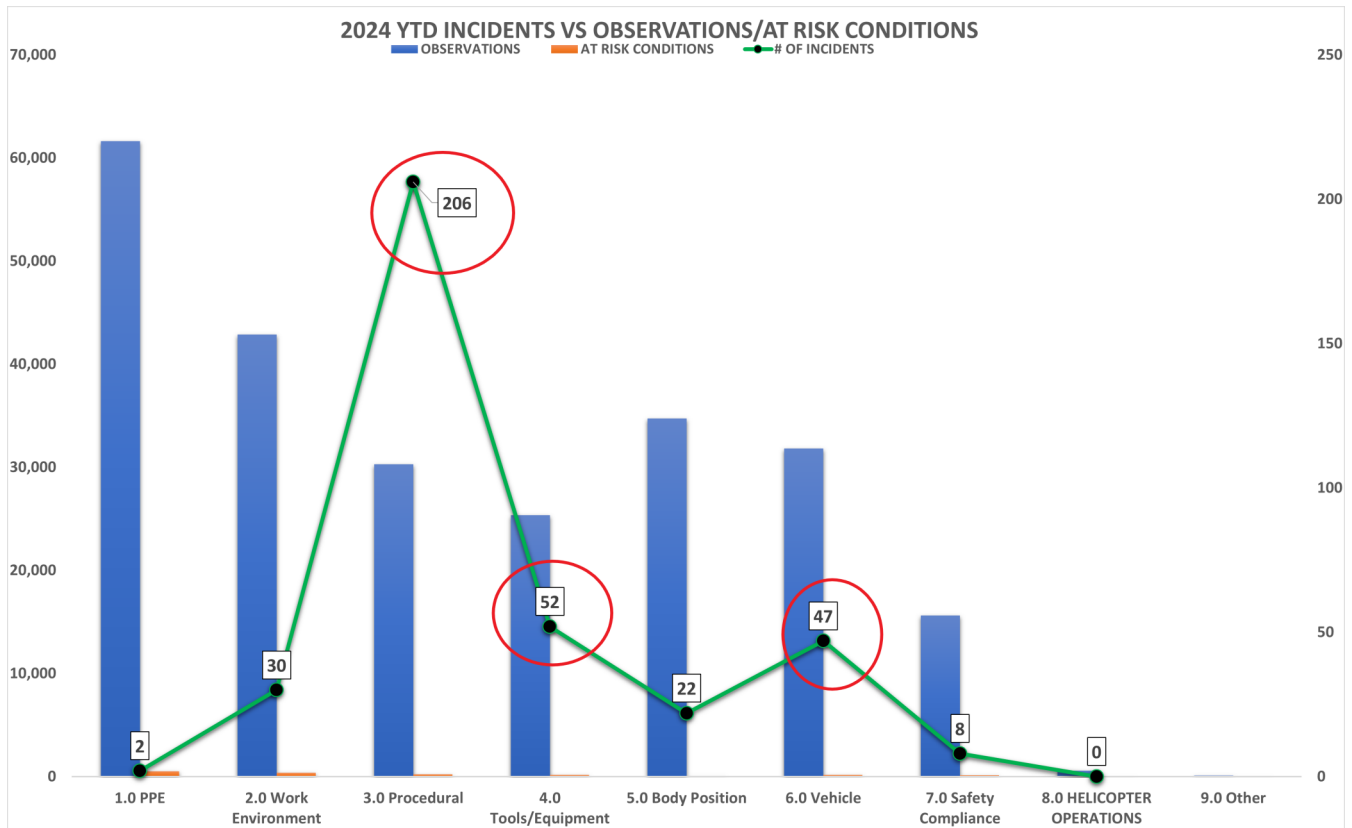
## NOTABLE MONTHLY INCIDENTS/NEAR MISSES

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

### INCIDENT SUMMARY (JULY)

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

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



## FUTURE FOCUS AREAS

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

- Procedural
- 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>.

### ISN Site Tracker Reminders:

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

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

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

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

# Contractor Safety Talks

## Wildfire Smoke Protection

### Special Points of Interest:

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

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

[News Release Link](#)



### AQI Index:

The current AQI is divided into six categories as shown in the table below.

Air Quality Index - Particulate Matter	
301 - 500	Hazardous
201 - 300	Very Unhealthy
151 - 200	Unhealthy
101 - 150	Unhealthy for Sensitive Groups
51 - 100	Moderate
0 - 50	Good

As of late, there has been an increase in temperatures and wildfires not only in California, but all over the United States. When dealing with wildfire, there is always the presence of smoke, which can be very harmful due to the many hazardous chemicals it contains, but there is also particulate matter that can be very harmful as well to those who are not very close to the fire. There are some proactive measures that can be taken when dealing with wildfire smoke and particulate matter.

When planning for work, one can look at the Air Quality Index (AQI) to measure how polluted the air is to determine if its safe to work and also if any additional PPE is needed based on the AQI. The AQI is a measure of how polluted the air is and uses a scale from 0-500 to indicate good to hazardous air quality. The smallest and usually most harmful particulate matter is called PM2.5 since it has the diameter of 2.5 micrometers or smaller. California's regulation for wildfire smoke only uses the AQI determined for PM2.5 particulate matter. Per Cal/OSHA 5141.1, if employees may be exposed to wildfire smoke that has a current AQI for PM2.5 of 151 or more, then the company should check the AQI before and during each shift, ensure training is provided to the employees, lower employee exposure, and must provide the proper respirators for voluntary use. If the AQI is 501 or greater, respirator use if required. Ensure that all employees are trained on how to properly wear a respirator. Another helpful resource to check prior to work beginning that could affect to the AQI is the daily Fire Potential Index (FPI) to determine the fire potential for that day and can found online at [SDG&E Fire Potential Index \(sdgweather.com\)](https://sdgweather.com) or through the SDG&E Weather App.

### FAQ

**Q:** How do I learn more about Protection from Wildfire Smoke?

**A:** Go to "Cal/OSHA 5141.1 "Protection from Wildfire Smoke" and/or click [here](#)





# OBSERVATIONS FROM THE FIELD

During the past month, SDG&E safety observers performed jobsite inspections and observed 37,372 construction activities. Of these there were 150 at-risk conditions documented and corrected in the field. Of the at-risk conditions observed, 94% were low risk, with the majority of them being PPE gaps. There were 7 medium at-risk observations and 0 high risk observations during the month.

At-Risk Observations (August 2024)	At-Risk Behaviors
Lack of proper barricade set up	There has been an increase in observations where the crew did not have the proper barricades and signage in place at the jobsite.

## NOTABLE AT-RISK OBSERVATIONS

Medium-High Risk Observations (August 2024)	Potential Mitigation
Crew members were organizing storage materials in a laydown yard. One crew member climbed on top of a Conex box to place three 500' rolls of poly gas pipe with out using adequate fall protection and improper use of a ladder.	Ensure fall protection is being used when required and when handling larger materials, utilize a two person lift method or a piece of equipment to safely handle those materials. Also, when organizing and storing materials, store in a place that is easy to access.
A tree trimming crew had completed work and began to pick up their cones with out notifying the flaggers, presenting a struck by hazard due to traffic not being held by the flaggers.	There should be constant and clear communication between the crews and traffic control to ensure the flow of traffic is controlled to prevent any injuries.
During the pre-fielding of the site, a crew member did note an active beehive, but only saw a few bees at the time. Once work began a at a later date, there were several bees flying around in the work area. The job was shut down so the bee hive hazard could be eliminated.	If a hazard such a beehive is identified, that hazard should be eliminated if possible to prevent any future bee stings to the crew members, especially if there is anyone on the crew who may have an allergic reaction to a bee sting.
At the east side of the back of a building, there was an exposed electrical panel next to the exit door, which was not properly secured.	Restrict access to an area that presents an electrical hazard by using methods such as caution tape, delineation cones, or warning signs so patrons or visitors aren't exposed to an electrical hazard.

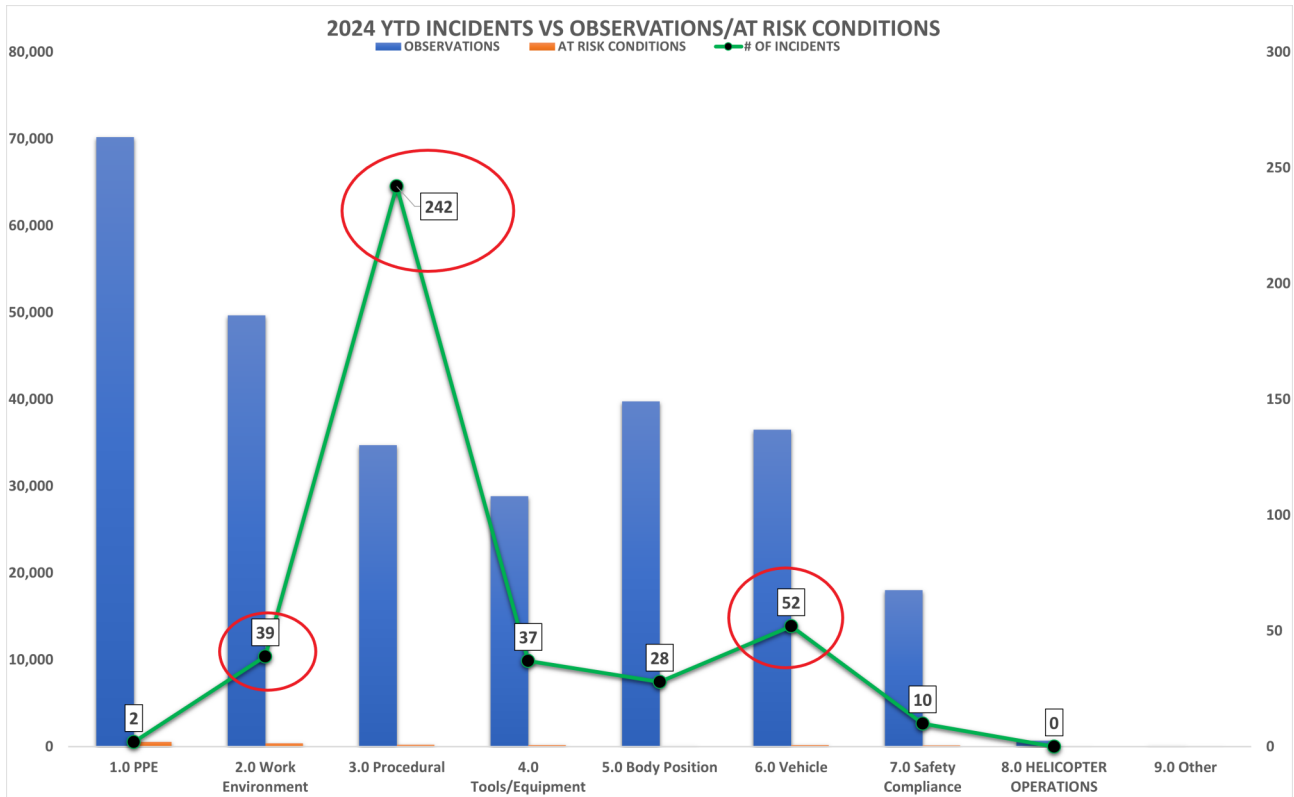
## NOTABLE MONTHLY INCIDENTS/NEAR MISSES

Incidents (August 2024)	Potential Mitigation
SIF Potential - A crew member was on the scaffolding pumping grout into a block wall using a concrete vibrator. A crew member had removed the railing so a pallet of block caps could be moved into position. While the railing was removed, a crew member stepped backwards towards the opening in the railing and fell, landing on a basket full of materials. Other crew members pulled him from the basket, moved him to a safe location, and called 911.	Guardrails should be installed before other work (that is not directly related to scaffold erection) is permitted to begin. During work operations, guardrails should remain in place at all times.
DART - While pouring slurry, a crew member was standing between two holes to tamper the slurry with a broom. After finishing the first hole, he stepped backwards not realizing how close he was to the other hole and ended up falling into the 4' hole behind him. The employee was initially fine, but when later evaluated, he was determined to have strains to various muscles.	Maintain situational awareness when working around open excavations/holes to avoid a potential slip/trip/fall hazard.
DART - A crew member visited a homeowners address to share with them about some future work to be conducted. While the homeowner went to grab her husband, she left the door slightly open and their German Shepard dog pushed through the door and bit the crew member in his upper right leg.	If entering a residence or their property, make sure all proper notifications were made and you verify if there are any animals on the property that need to be secured prior to work being conducted for the crew's safety.
Electric Incident - A crew was performing a scheduled outage when they mistakenly disconnected the wrong load break elbow (LBE) due to the foreman nor his crew not verifying the map, causing an unplanned outage that affected over 100 customers.	Ensure the switching plan and maps are reviewed prior to beginning work so the crew can follow all the correct steps to ensure an unplanned outage doesn't occur.

### INCIDENT SUMMARY (AUGUST)

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

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



## FUTURE FOCUS AREAS

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

- Procedural
- Vehicle
- Work Environment

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# Contractor Safety Talks

## Slips, Trips, & Falls

### Special Points of Interest:

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

You can click on this link for more information.

[Heat Illness Info](#)



Construction sites are full of hazards, but slips, trips, and falls are hazards that can sometimes be overlooked, but can cause some serious injuries. There are several precautions that can be taken to prevent an injury from a slip, trip, or fall.

### Did you know?

Falls are the number one cause of construction worker fatalities, accounting for 1/3 of all on-the-job deaths in the industry.

In 2020, 805 workers died from falls and 211,640 suffered severe injuries requiring days away from work.

In 2022, there were 423 fatal falls out of 1,056 total fatalities in construction.

Fall hazards are found in various work settings, but construction has the most fatal falls out of all industries and represents 49% of all falls nationally.

Slips can be caused by wet surfaces, spills, or weather hazards such as ice. Slips typically occur if one is in a hurry, not wearing the correct shoe wear for the surface they are walking on, or they are simply not paying attention to where they are walking. To prevent slip hazards, one can clean up any spills and be careful when walking on any smooth surfaces.

Trips can occur when your foot makes contact with an object or gets stuck while you are moving with enough momentum to be thrown off balance. To prevent a trip hazard, be aware of your surroundings when walking in any direction and keep the workplace organized/tidy so there are not objects in anyone's walking path.

Most falls are caused by a combination of risk factors. Most falls in the workplace frequently involve unprotected edges, unsafely positioned ladders, misused fall protection or lack of fall protection, contaminants on the floor, or clutter in walkways. To avoid falls, ensure fall protection is used when required and worn properly, use guardrails when needed, position ladders in a stable position, maintaining good housekeeping, and maintain awareness of your surroundings.

If you get injured while on the jobsite, the injury should be reported immediately to your supervisor so you can receive medical attention if needed. While some slips, trips, or falls may seem minor at first, it's always best to get checked out to ensure there are no sprains, strains, or broken bones.

### FAQ

**Q:** How do I learn more about fall protection?

**A:** Go to "Cal/OSHA 1670 "Personal Fall Arrest Systems, Personal Fall Restraint Systems and Positioning Device" and/or click [here](#)

# OBSERVATIONS FROM THE FIELD

During the past month, SDG&E safety observers performed jobsite inspections and observed 33,460 construction activities. Of these there were 132 at-risk conditions documented and corrected in the field. Of the at-risk conditions observed, 90% were low risk, with the majority of them being PPE gaps. There were 12 medium at-risk observations and 0 high risk observations during the month.

At-Risk Observations (September 2024)	At-Risk Behaviors
Job Hazard Analysis (JHA) not detailed	There has been an increase in observations where the crew does not have a thorough JHA on site and doesn't include all tasks/hazards that the crew will encounter for the day.

## NOTABLE AT-RISK OBSERVATIONS

Medium-High Risk Observations (September 2024)	Potential Mitigation
While crew members were performing work on a roof, the skylight was exposed with no board covering for securement, exposing the workers to a potential fall hazard.	Ensure all skylights or openings on a roof are secured by board covers and caution tape for safety awareness of the crew.
While an excavator was actively operating in the trench, the spotter was talking on the phone and not actively spotting.	During heavy equipment operations, there should be a trained/designated spotter there to assist the operator and their full focus should remain on the work being performed.
While on the jobsite, there were several vehicles on site that did not have wheel chocks present to prevent a rolling hazard.	Wheel chocks should be put in place to prevent movement of any vehicle on site, especially if vehicle is on an incline/decline.
On a roadway where the speed limit is 55mph, a crew member made a wide turn while backing up, blocking 3 oncoming traffic lanes. There was no communication to request assistance from a spotter to help stop traffic while backing up into traffic.	When conducting work where traffic is present, there should be a traffic control plan in place and flaggers present to help direct traffic for the safety of the public and the crews.

## NOTABLE MONTHLY INCIDENTS/NEAR MISSES

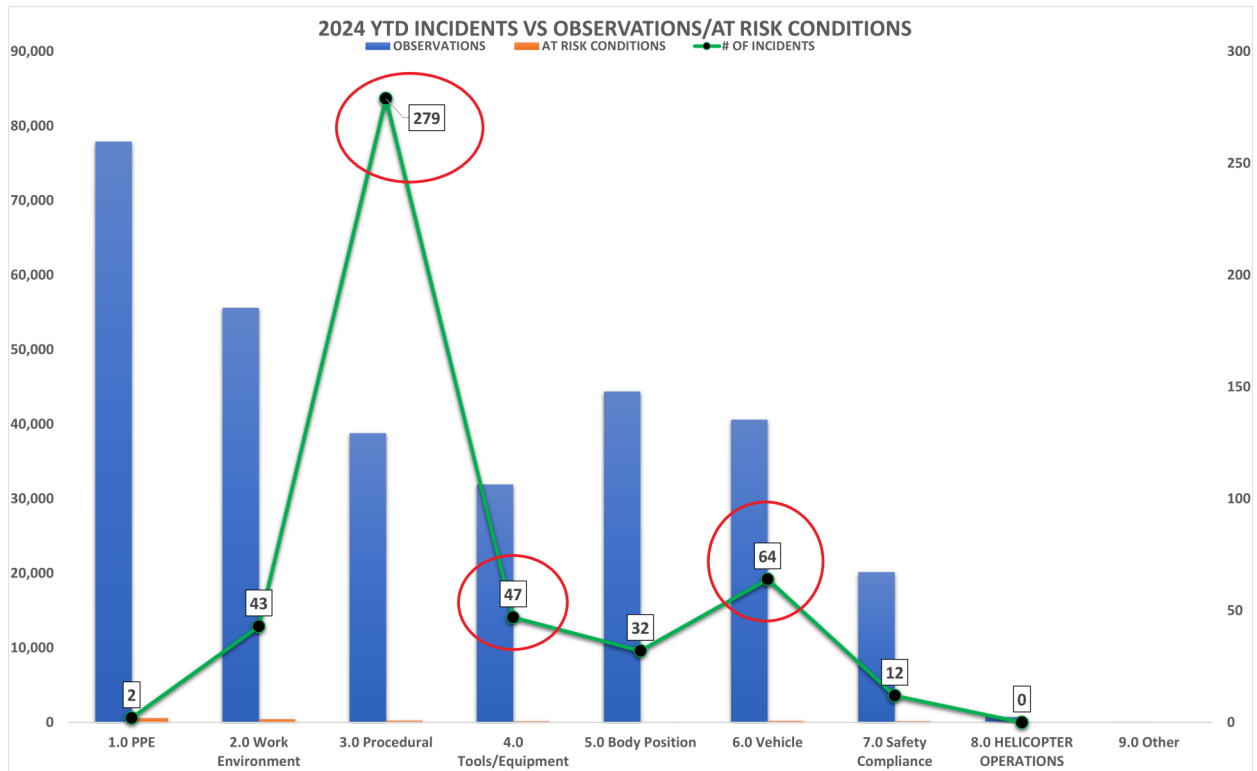
Incidents (September 2024)	Potential Mitigation
DART Incident - A crew member was at the base of a pole to strip insulation of the end of a covered copper wire so it could be attached to a ground rod. While wearing leather gloves, the crew member used a hook knife to strip the wire when the knife slipped and cut his right thumb. The crew member received medical attention and was placed on modified duty.	When performing any cutting tasks, ensure the proper gloves are being worn and to also cut away from your body/limbs to avoid cutting oneself.
OSHA Incident - A surveyor had just arrived at his first pole location and parked his vehicle. Upon exiting the vehicle, the surveyor stepped into a dirt hole and somewhat fell forward with his foot stuck in the hole. This caused a strain on his knee, leading to this employee needing physical therapy.	If exiting a piece of equipment or a vehicle, take your time to exit safely and ensure you are aware of your surroundings to assess if there is a slip/trip/fall hazard in the vicinity.
OSHA Incident - Crew was assigned to remove some temp power cables. During this process, one crew member used his cable skinning utility knife to remove the tape that was around the Polaris lug so he could access the termination points. The knife blade got caught, so the worker pressed harder away from his body, and the knife moved further than intended and cut through the glove, cutting his pinky finger on his left hand which was holding the Polaris lug.	When performing any cutting tasks, ensure the proper gloves are being worn as well as not only cut away from your body but also cut away from your hands.
Vehicle Incident - A crew member was backing a bucket truck down a dirt access road without a spotter and came to an area where he could make a 3-point turn so he could exit the access road going forward. While attempting to turn around, the bucket truck tipped over on its side due to the uneven terrain.	Before operating, perform a thorough site survey to identify any potential hazards, such as uneven ground, slopes, or obstacles.

### INCIDENT SUMMARY (SEPTEMBER)

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

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





## FUTURE FOCUS AREAS

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

- Procedural
- Vehicle
- Tools/Equipment

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

### ISN Site Tracker Reminders:

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

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

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

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