



TO:
All parties in interest

Via: E-Mail Transmission

DATE
06/01/2026

RE:
**Notice of Joint Red Book
Safety Committee Meetings
for June 2026**

E-MAIL: MMORRISON@WESTERNLINECA.ORG

The next 2026 Quarterly Red-Book Safety Meeting Date and Location are as follows:

**Wednesday, June 3, 2026
1:00pm
Cal-Nevada JATC Training Center WOODLAND, CA
545 Santa Anita Dr.**

The minutes from our last meeting, held on March 18, 2026 are now posted for review and download on the [WLCC Chapter's](#) website.

Thanks, and stay safe!

Matt Morrison
Assistant Chapter Manager

MEETING MINUTES
IBEW 47-1245 / WLCC-NECA JOINT SAFETY COMMITTEE
March 18, 2026,
Cal-Nevada JATC – Riverside Training Center

Present:

Mgmt:

AJ Zartman- Chairman
David Manderson
Lon Peterson
Scott Williams
Jacob Milhoan
Shawn Howard
Michael Hernandez
Travis Walser
Frank Farwell
Armando Flores
Adam Mata
Ray Lemen
Shane Lund
Luis Fernandez
Chris Burt
Matthew Tedder
Ben Bringhurst
Justin Clegg
Shannon Marchbanks
Griffin Catarius
Richard Briscoe
Avery Fox
Ian Neff
Mike Baeza
Clayton Loback
Raul Guardado
Jeremy Atchison
Janes Halsey
Chris Hess
Blake Edwards
Jules Weaver
James Stapp
Matt Morrison- Secretary

IBEW:

Jeremy Newman
Colin Lavin
Cory Pederson
Charlie Randall
Jesse Newman
Ben Contreras
Eathan Stonecipher

Cal-NEV

JATC/ Guest:

Jimmy Skinner, Cal-Nevada JATC
Cris Cotter

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

Chairman Zartman welcomed the group and had everyone introduce themselves. Mr. Zartman then went over the Red Book Article VI, to remind everyone why we are here

Previous Minutes:

M/S/C to approve the Meeting Minutes of the Joint Safety Committee Meeting held on **December 9, 2025.**

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: Teichert Line Services.

JATC Reports: Executive Director Skinner Noted comments from foreman need to get better. Please have patience with quick base job assignments they are going to move more fully automative. There is 75 line apprentices laid off and 15 Substation apprentices. It was noted again how important the Journeyman Lineman's role and responsibility is in training the apprentices and to the overall success of our JATC program.

Local 47 – Southern California: Had no instances to report. Want to remind everyone to follow agreements on storm and to follow agreements. Also wanted to remind everyone on camera install to follow agreement.

Local 396 – Nevada: Had a crew heat up a 1/0 primary makeup, heated it up and dropped circuit. Also had a crew come to drop off trucks from 769 at a NV Energy Substation and got in a fight in substation.

Local 1245 – Northern California: Ethen Stonecipher Noted Employee sub tech was killed on a head on. Had an incident where an employee was shot by customer, bullet went through his arm and 2 officers were shot also. If you have a weird feeling follow it not worth being injured. 40% of PG&E instances are switching. 25% is crossing over the neutral.

Exhibits attached hereto:

Exhibit B – Contractor Safety Talks from SDG&E

Procte

Observations: It was noted that there is a lack of craftsmanship from the hands and need pride in our work again. Too many cuts from cutting towards body and cut hands need to use knife properly and reiterate to each crew. The most dangerous thing we do is drive. Stay out of the hole / drop zone.

Noted have emergency contact of each employee up to date.

Noted mental Awareness is vital and need to encouraged to get help and call 988.

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

Old Business:

1. Business Manager Colin Lavin noted Jenny Lavin Stress management and has a class for hands who need help or for crew to recognize if someone needs mental health help.
2. Mr. Zartman thanked the Red Book Subcommittee and Professional Safety for their work on the rewrite of the Red Safety Book and noted that printing of new Red Book is happening soon and new Red Books should be ready for next Red Book meeting.
3. Mr. Weaver gave a quick update on EICA’s Safety Wallet and Crane Certification program and the Helicopter Training Class that is available now on the Safety Wallet platform and of 2 more New Safety Wallet - Helicopter Training programs focusing on Rigging of Loads and HEC A general discussion followed.

New Business:

1. Congratulations to Pat Lavin for his dedication to the apprenticeship and many years of service and receiving the Bob Briscoe Award.
2. Every contractor needs to make sure you check Apprentice training list to verify you don’t have lineman on the suspension list supervising Apprentices. A list is on Cal- Nav website and on WLCC Website.
3. It was noted that the **Red Book Subcommittee** is composed of the following 8 individuals from Labor and Management:

Labor

Ethan Stonecipher
Casey Lavin
Cory Pederson

Management

AJ Zartman
Chris Burt
Ryan Ritchie
Ronald Minudri

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

Labor Representatives

Ralph Armstrong
Eathan Stonecipher
Casey Lavin
Colin Lavin
Jeremy Newman

Management Representatives

Jim Stapp
AJ Zartman
Walter Posey
Matthew Morrison
Shannon Marchbanks

Next Meeting Date and Location:

Wednesday – June 3, 2026, at 1:00pm at the Cal-Nevada JATC Training Center located in Woodland, CA.

Meeting adjourned at 3:44pm

IBEW 47 - 1245 / WLCC - NECA 2nd Quarter 2026 Accident/Incident Reports

| <u>Date Of Incident</u> | <u>Occupation</u> | <u>Type of Incident</u> | <u>Body Part / Root Cause</u> | <u>Description</u> |
|---|-------------------|-------------------------|-------------------------------|---|
| Contractor Significant Accidents | | | | |
| 3/24/2026 | Outside Crew | CSI | Lack of Awareness | CSI- March 24, 2026, A Line crew was transferring conductors onto a newly installed TSP structure. While a journeyman lineman and a fourth-step apprentice were in a bucket removing the middle down guy, the apprentice released the guy wire without securing it. The unsecured guy wire fell and struck a journeyman lineman on the ground, causing a laceration to the lip. First aid was provided, the employee was taken to a local emergency room for evaluation, management was notified, and a formal incident investigation will follow. |

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|--|-------------------|-------------------------|-------------------------------|---|
| Contractor Circuit Interruption Incidents | | | | |
| 1/16/2026 | Outside Crew | CCII | Equipment Failure | CCII- January 16,2026 , A crew was tasked with a pole change-out on a 16 kV structure. While working to set a pole at one structure, an equipment failure occurred at another structure, causing a phase to fall and resulting in a circuit interruption. The crew immediately called an all-stop and patrolled the circuit to determine the cause of the event. Upon inspection, the crew observed that the conductor had parted at the sleeve (Figure 3). Appropriate notifications were made to management and SCE. The SCE troubleman arrived and verified that the sleeve had not been crimped properly and had been cut short. The crew was authorized to correct the issue. A journeyman linemen secured the remaining two phases to prevent further damage and inspected the affected area. The crew completed repairs by replacing and properly crimping the sleeves on all three phases. The circuit was re-energized with no further issues. There were no injuries reported. |

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|-----------------------------------|-------------------|-------------------------|-------------------------------|--|
| Contractor Other Incidents | | | | |
| 5/18/2026 | Outside Crew | Property Damage | Stripping Asphalt | Property Damage - May 18, 2026 , While the crew was conducting asphalt removal/stripping operations with an excavator, a piece of asphalt fell back into the previously stripped area. At that time, the spotter left the spotting position to hand expose a water line without communicating with the operator. The operator proceeded with stripping operations using a mini excavator to remove the asphalt, inadvertently damaging a shallow, marked cable TV line housed in 2-inch conduit (Figure 6). Upon recognizing the damage, the operator stopped work and secured the area. The team evaluated the situation and contacted the superintendent, SCE inspector, DigAlert, and the safety team. A Spectrum representative arrived on site, determined the damaged facility was inactive, and confirmed no residents were affected. Spectrum performed "clean" conduit repairs, which were documented and completed. |
| 5/18/2026 | Outside Crew | Property Damage | Stripping Asphalt | Property Damage - May 18, 2026 , A crew responded to ECO call out and was assigned to assist with the bad primary cable run. Upon arrival at the site, the crew conducted their daily tailboard meeting, reviewing the project scope and associated safety measures. While in the process of potholing with hand tools, the crew damaged a marked gas service they were attempting to locate (Figure 5). There were no injuries reported |
| 5/18/2026 | Outside Crew | Property Damage | Trenching | Property Damage - May 18, 2026 ,A crew was assigned to trench from an existing Edison vault in preparation for new conduit tie-ins. The crew began by hand potholing to expose the encased duct bank, where slurry conditions were encountered. Shoring was installed, and a rivet buster and clay spade were used to break up the slurry and surrounding soil. The loosened material was moved to the excavation end and removed by backhoe after shoring was temporarily removed. During one pass, approximately 10 feet from the vault, a section of slurry and duct bank encasement became dislodged. As the material broke free, a backhoe bucket tooth contacted the exposed duct bank, puncturing the top conduit and damaging the cable jacket (Figure 4). It was also noted that the duct bank rose to a shallower grade at an abnormally steep incline, reducing cover and increasing exposure. Work was immediately stopped, the area was secured, and notifications were made to the SCE inspector, Safety, management, and DigAlert. |
| 5/18/2026 | Outside Crew | Property Damage | Installing Stakes | Property Damage - May 18, 2026 , While installing stakes for a header board for an asphalt driveway, the crew struck a concrete duct bank. The drawings specified the use of an 18-inch steel stake; however, the duct bank was above grade and was struck |
| 5/18/2026 | Outside Crew | Close Call | Install and Removal | Close Call - May 18, 2026 ,The crew was tasked with a tangent reframe with secondary reframing at a structure as well as a line and buck pole changeout with a new 100KVA transformer being installed at a different structure (Figure 2). The crew set the new pole and began working on transferring all primary wire then hanging the new transformer, after getting new transformer installed crew began making up their secondary connections. After grounds were removed and clearance was released, the crew performed a non-load test on new 100kVA transformer and proper voltage was attained. The crew then put load to new transformer and attempted to close fuses. Crew then closed the first fuse while attempting to close in the second fuse, the cutout doors opened indicating secondary connections were incorrect. While energizing the new transformer, contract crew cross phased banked 4/0 secondaries when re-energizing transformer. Crew called an all-stop, verified that all employees were safe, made appropriate notification to internal and SCE management. |
| 5/18/2026 | Outside Crew | Injury | Tool feel from Bucket | Injury - May 18, 2026 , A crew was setting a partially framed RSR pole. The groundman assisted in guiding the pole into the hole. Once the pole was landed, the groundman grabbed a cant hook and began adjusting it. This caused the 4/0 jumpers to slide into a material bag containing several tools, including a wire stripper. As the linemen in the bucket boomed away, the jumper inadvertently pulled the wire stripper out of the grunt sack. The linemen called out "headache," and the groundman looked up. The groundman was struck by the wire stripper, resulting in a very minor cut/abrasion to his chin. The groundman stated he was okay and declined medical evaluation. The crew administered minor first aid to clean the small wound, following bloodborne pathogen procedures. |
| 5/11/2026 | Outside Crew | Property Damage | Excavation | Property Damage - May 11, 2026 , The crew was excavating/potholing and struck a direct-buried fiber-optic cable. The cable had approximately 5.5 inches of cover. The foreman contacted the homeowner; however, due to a language barrier, the foreman was unable to determine whether the customer was out of service. The foreman contacted DigAlert, a locator was dispatched, and the foreman was advised that Frontier would be responding (the foreman did not obtain the locator's name). The foreman also contacted Frontier using the number provided on the USA ticket. |

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| 5/11/2026 | Outside Crew | Property Damage | Excavation | Property Damage - May 11, 2026 , While excavating for the new service line installation, the marked sewer line was damaged due to improper potholing of the utility line. The operator was excavating at an approximate depth of 42 inches, while the top of the sewer line was located at approximately 48 inches. The excavation equipment came into contact with the line, resulting in damage (Figure 1). The sewer line should have been properly pothole-exposed and visually identified prior to excavation. No heavy equipment should have been used within the 2-foot tolerance zone of the marked utility line. |
| 5/11/2026 | Outside Crew | Injury | Slip, Trip, Falls | Injury - May 11, 2026 , Contractor employee reported trip and fall when moving a hose. Employee reported the injury to their supervision and notified their safety department. First Aid care was provided. |
| 5/11/2026 | Outside Crew | Injury | Slip, Trip, Falls | Injury - May 11, 2026 , A subcontractor employee reported a trip-and-fall injury that occurred in the afternoon. The individual was provided first aid and is to follow up with the contractor's safety department. |
| 5/5/2026 | Outside Crew | Good Catch | Elevated Carbon Monoxide | Good Catch - May 5, 2026 , During underground distribution inventory operations at a structure, a crew conducted initial atmospheric testing prior to entry. Gas monitors detected elevated carbon monoxide (CO) levels ranging between 12 and 20 ppm. In accordance with confined space protocols, the crew immediately ceased operations and did not enter the structure. The condition was reported to supervision and escalated appropriately. Bump tests were completed prior to use, and both monitors were within calibration requirements (last calibrated on 3/25/26). |
| 5/5/2026 | Outside Crew | Property Damage | Hand Excavation | Property Damage - May 5, 2026 , While performing hand excavation activities to prepare an AccuPunch receiving pit on an emergency re-duct project, a crew member struck and damaged a marked fiber service line (Figure 3). The utility line was located within the designated excavation zone at the time of the incident. Immediately upon recognizing contact with the utility, all work in the surrounding area was stopped to prevent further damage and eliminate potential safety hazards. The incident was promptly communicated to the project superintendent to ensure proper escalation and response. In accordance with utility strike reporting requirements, a dig alert notification was initiated without delay. Additional notifications were made to the SCE inspector overseeing the project and to the safety department. |
| 5/5/2026 | Tree Crew | Injury | Clearing Palm Fronds | Injury - May 5, 2026 , While removing a bucket-accessible date palm, a foreman began clearing dead, loose fronds. During the process of pulling the fronds by hand, he felt a pinch on the top of his right hand. He immediately stopped work and conducted a self-assessment, identifying a small puncture wound caused by a palm thorn, with a small fragment still embedded. He safely descended from his work position, and a crew member administered first aid. |
| 5/5/2026 | Outside Crew | Property Damage | Bucket Truck | Property Damage - May 5, 2026 , The crew was traveling to the next job site when they encountered a water utility crew working in the roadway with traffic control in place and were directed to remain on the right side of the road. While slowing due to low-hanging oak tree foliage contacting the bucket, the bucket truck snagged low communication lines located behind the tree canopy (Figure 1). The driver immediately stopped the vehicle, reversed to a safe position, and secured the scene. The general foreman and safety manager were notified, and the SCE AER was informed. |
| 5/5/2026 | Outside Crew | Property Damage | Bucket Truck | Property Damage - May 5, 2026 , Upon arriving at the job site, the crew identified and maneuvered around two low-hanging internet lines. An additional third line, which was not initially observed, was present further ahead. As the crew proceeded, the boom snagged a communication line, disconnecting it from its connection points. Work was immediately stopped, the area was secured, and the incident was reported to the general foreman. The safety manager was notified and contacted the SCE authorized Edison representative (AER). The investigation identified potential contributing factors, including inclement weather over the weekend and the line being improperly secured to a tree rather than a utility pole, resulting in low clearance. There were no injuries reported. |
| 4/27/2026 | Outside Crew | Property Damage | Excavation | Property Damage - April 27, 2026 , While excavating a service trench, the mini excavator bucket struck a marked communications line, resulting in damage. The line had been identified prior to excavation; however, the crew failed to hand-pothole and expose the communication line to verify its exact location and depth before mechanical digging began. As excavation progressed, the bucket entered the tolerance zone and made contact with the line, causing the damage (Figure 2). There were no injuries reported. |

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|-------------------------|-------------------|-------------------------------|-------------------------------|---|
| 4/27/2026 | Outside Crew | Switching, Testing, Operating | Pole Replacement | Switching, Testing, Operating - April 27, 2026, A crew comprised of a foreman (FM), two journeyman linemen (JL), and one 7th step apprentice (AP7)—was replacing a deteriorated pole with a transformer bank. Before taking the tap line clearance the crew needed to shed load on the line, they first successfully de-energized the bank using the load bust tool, then needed to de-energize a padmount. At the fuse dip JL1 and AP7 tested the load bust tool, boomed up in the bucket truck, and opened the first cutout on the 2-phase side without issue. When they swung over to open the single cutout on the single-phase side, a flash occurred, arcing over to the ground and locking out the 12kV. All crew members were wearing required PPE (hard hat, safety glasses, arc rated pants and shirts) and were approximately 9 feet from the flash. No injuries were reported. The FM notified management and the Sub; SCE PGS and troubleman arrived shortly after. The load bust tool was not fully opened post-event. It is believed the apprentice rolled the loadbust while operating it. The loadbust was sent out for testing. |
| 4/27/2026 | Tree Crew | Property Damage | Cutting Tree roots | Property Damage - April 27, 2026, A crew was using a Sawzall to cut through tree roots when they inadvertently struck and damaged a 3/4-inch gas service line (Figure 1). Work was stopped to ensure the safety of the crew and the public. No injuries were reported. |
| 4/13/2026 | Outside Crew | Injury | insect and wildlife incident | Injury - April 13, 2026, A biological monitor and crew observed poison oak along the work site perimeter. No injuries were reported. |
| 4/13/2026 | Outside Crew | Injury | insect and wildlife incident | Injury - April 13, 2026, A contractor employee reported being stung by a bee/wasp when going up the stairs to the parking lot on the way to his car at the end of his shift. |
| 4/13/2026 | Outside Crew | Injury | insect and wildlife incident | Injury - April 13, 2026, A biologist and crew observed numerous bees at the site; one of the crew members is allergic and was not comfortable working the site, so crew members and biologist left the area. No work was conducted. |
| 4/13/2026 | Outside Crew | Injury | insect and wildlife incident | Injury - April 13, 2026, A biological surveyor arrived onsite and, while walking the site, heard the rattle of a rattlesnake 20 feet from the pole. No injuries were reported. |
| 4/13/2026 | Outside Crew | Property Damage | Excavation | Property Damage - April 13, 2026, While cleaning accumulated soil in the main line trench, the marked sewer line became partially covered. During soil removal with the mini excavator, the back of the bucket contacted the exposed clay sewer line, causing it to crack. At the time of the damage, the spotter was approximately 6 feet away and properly wearing a hard hat, long sleeves, and safety glasses. No injuries were reported. |
| 4/13/2026 | Outside Crew | Property Damage | Loading Waste in Railcar | Property Damage - April 13, 2026, A contractor operating engineer, using an excavator to load demolition waste into a railcar, tracked the excavator forward to move closer to the railcar being loaded. When he extended the loaded bucket, the center of gravity changed and the excavator slid down the temporary berm a few feet, causing the load that was sticking slightly out of the bucket to make contact with the railcar. The operator recognized this and stopped, put the machine in a safe condition, and notified supervision. There were no injuries reported. |
| 4/13/2026 | Outside Crew | Property Damage | installing transformer | Property Damage - April 13, 2026, A crew was assigned to install a transformer using a bucket truck. The transformer was rigged by a journeyman lineman (JLM) on the ground to the jib of the bucket operated by another JLM on the crew. During the lifting operation, as the transformer was being raised, the rigging slipped from one side of the load. This caused the transformer to fall approximately 10 feet to the ground (Figure 1). No personnel were in the excavation area at the time of the incident. No injuries were reported. The transformer sustained damage as a result of the fall. An estimated 1–2 gallons of oil leaked from the damaged transformer. Got Spill was contacted and, after assessing the situation, advised that the spill volume was minimal and could be handled internally. Cleanup procedures were initiated and managed on-site. |
| 4/6/2026 | Outside Crew | Property Damage | Prepping work site | Property Damage - April 6, 2026, An electrical related property damage incident occurred in the courtyard area while preparing for trenching operations. During pre-task coordination, electrical equipment located within the work area was discussed for removal to allow access for upcoming excavation activities. The area contained multiple electrical components, including a pull box and a transformer. An excavator was then used to move the transformer after it was believed to be de-energized. During that activity, the transformer remained energized, causing live electrical conductors to make contact and resulting in an electrical short/arc flash event. The event caused a loud noise and a loss of power within the affected area. No injuries were reported. Work was immediately stopped, the area was secured, and the utility owner was notified. Initial review identified contributing factors, including unclear communication regarding which equipment was approved for removal, incomplete verification of equipment status prior to disturbance, and inadequate coordination before performing a high-risk task involving electrical infrastructure. |

| <u>Date Of Incident</u> | <u>Occupation</u> | <u>Type of Incident</u> | <u>Body Part / Root Cause</u> | <u>Description</u> |
|-------------------------|-------------------|-------------------------|-------------------------------|---|
| 4/6/2026 | Outside Crew | Injury | Slip, Trip, Falls | Injury - April 6,2026 , A contractor employee was wearing a safety harness and was securely attached to a skylight scaffold that was already in place. He used his right foot to move conduit out of the way with the intention of placing new scaffold footing in the same area. While doing so, the employee lost his balance and landed on the rooftop, sitting down first. He then lay down fully for approximately 30 seconds. The employee did not fall from a height; he landed on the roof surface he was walking on. Fall protection was not deployed and the employee did not require medical attention. |
| 4/6/2026 | Outside Crew | Injury | Slip, Trip, Falls | Injury - April 6,2026 , The contractor employee was brushing sand off rebar when she stumbled and fell onto her back. She jammed her right ring finger against the ground and struck her back on concrete. She was wearing full personal protective equipment (PPE) and was able to walk out of the trench and pit without difficulty. |
| 3/30/2026 | Outside Crew | Injury | Striking Bollards | Vehicle Incidents - March 30,2026 , A contractor employee working at a substation was moving a truck to a different location within the property. The driver veered off the side of the substation road onto the rock pad due to a water truck positioned near an active work zone. The employee believed there was sufficient space to pass but inadvertently struck a substation bollard due to poor visibility from the sunrise (Figure 3). The truck sustained minimal damage to the front bumper. No injuries were reported. |
| 3/30/2026 | Outside Crew | Vehicle Incidents | Striking Bollards | Vehicle Incidents - March 30,2026 , While using a self-loader to pick up a 65/H5 wood pole from the yard and transport it off-site, the operator was exiting the yard when the rear tire of the trailer struck a yellow bollard. No injuries were reported. |
| 3/30/2026 | Tree Crew | Property Damage | Felling a palm Tree | Property Damage- March 30,2026 ,A foreman was removing a palm tree. He began by making a notch cut and rigging the top to control the direction of the fall. However, due to the steep slope of the terrain and the significant lean of the palm, the weight and angle slightly overpowered the crew. As a result, the top of the palm struck a plastic fence, causing the fence panels to break (Figure 2). The crew immediately stopped work and notified their general foreman (GF). No injuries were reported. |
| 3/30/2026 | Outside Crew | Injury | Slip, Trip, Falls | Injury - March 30,2026 , While moving cables and walking across the work area, a contractor electrician tripped over a lid flap actuator and fell to the same level, landing on his left knee and hands while attempting to break the fall. The incident resulted in a First Aid. |
| 3/23/2026 | Outside Crew | Property Damage | Operating Vehicle | Property Damage - March 23,2026 , A contractor was operating a vehicle inside a substation and traveling at approximately 7 mph. While focusing attention to the left and looking out of the driver-side window, the contractor struck a concrete light pole. The vehicle sustained damage to the driver-side fender and driver-side door, which is now rubbing against the dented fender. No injuries were reported. |
| 3/23/2026 | Outside Crew | Property Damage | Operating Bucket truck | Property Damage - March 23,2026 ,A crew was working on a new getaway pole at a substation when, while transferring existing service wire to a new crossarm, the bucket operator accidentally lowered the knuckle of the bucket boom onto the top of the substation maintenance building, denting the metal roof flashing. Substation maintenance personnel were inside the building at the time of the incident; however, no injuries were reported, and only minor damage to the roof flashing occurred. |
| 3/23/2026 | Outside Crew | Injury | Connecting Piping | Injury - March 23,2026 , The employee was installing grout slick pipe into a low-level operating valve (LLOV) when he pinched his finger in the pipe connection. The employee received first aid and was then taken to a nearby hospital for further medical treatment. |
| 3/23/2026 | Outside Crew | Air Operations | Lack of Awareness | Air Operations- March 23,2026 ,Initial radio communication issues were encountered, consistent with previous operations. Although air frequencies were provided in advance, only one radio had the correct frequencies programmed, rendering the remaining radios unusable for air-to-ground coordination. Company-provided handheld radios were utilized to maintain effective communication throughout the operation. After flight operations had begun and an old pole/new pole swap was completed, the aircraft landed to install a transformer and bump wire. While on the ground, a property owner approached the helicopter and demanded that operations cease, stating that he had not been contacted for permission to use his property as a landing zone and had not received insurance documentation. The situation was de-escalated on site, and the requested insurance documentation was provided. It was subsequently determined that the contractor had not secured proper permission for use of the landing zone prior to operations. The contractor acknowledged the oversight and apologized. Although the matter was resolved without further incident, it had the potential to escalate into a more significant operational and safety concern. |

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| 3/23/2026 | Outside Crew | Air Operations | Lack of Awareness | Air Operations- March 23,2026 , A Bell 205 landed at the project landing zone (LZ) 4 following the morning all-hands tailboard. The LZ had been job walked and inspected for foreign object debris (FOD) prior to the helicopter's arrival. Immediately after landing, the Bell 205 pilot reduced the engine to idle for cooldown. Approximately one minute later, an MD500 approached from the east to land adjacent to the Bell 205. During the MD500's approach, the Bell 205 crew observed a small (2'x2') black piece of netted fabric (Figure 1) become airborne in the downwash generated by the MD500. The fabric passed through the Bell 205 main rotor system and then traveled back toward the tail rotor area. Neither pilot could definitively determine where the fabric originated. Personnel reported it lifting from behind the porta-potty, along the MD500's final approach path, likely from tall grass in that area. After shutdown, the onsite mechanic conducted a thorough inspection of the Bell 205 and found no damage to the aircraft. |
| 3/18/2026 | Outside Crew | Property Damage | Excavation | Property Damage- March 18,2026 , A crew was assigned to install a new electrical conduit. Upon arrival at the site, the crew conducted their daily tailboard meeting, reviewing the project scope and mitigation measures. While potholing with hand tools in hard soil conditions, the crew damaged a ½-inch plastic marked gas service. The gas line was approximately 24 inches deep. There were no injuries reported. |
| 3/18/2026 | Outside Crew | Property Damage | Excavation | Property Damage- March 18,2026 , While hand digging to pothole a marked reclaimed water line, the crew encountered slurry/concrete directly on the mark and assumed it was overpour from a nearby water valve. After exposing the concrete (30–48 inches deep) and hand-tunneling without identifying the line, assuming it was encased in the concrete (Figure 2). The crew proceeded to excavate with an excavator and spotter, inadvertently striking and damaging the marked water line. The crew stopped work, secured the area, and notified supervision, Dig Alert, safety management, and the SCE inspector. The local water district shut down the line and directed backfilling to reopen the roadway and prevent further infrastructure damage. The damaged line was capped and is not affecting nearby landscaping. |
| 3/18/2026 | Outside Crew | vehicle incidents | Lack of Awareness | vehicle incidents- March 18,2026 ,The technician was preparing to take the rental water truck out for a pass. He needed to reverse first, and while backing up at idling speed, he collided with the contractor's pick-up truck that was parked behind him. The pick-up truck incurred body damage to the front corner panel. The rental water truck was not damaged. |
| 3/18/2026 | Outside Crew | Close Call | Landscaping | Close Call - March 18,2026 , A landscaping subcontractor was working on a landscaping improvement project for a main subcontractor. A team member from the main subcontractor was performing a safety observation on the project and observed three landscapers enter a hole to hold a tree while the operator of a skid steer was lifting the tree to position it in the machine bucket. One of the landscapers was also standing on the skid steer bucket holding the tree as it backed up approximately one foot. No injuries were reported. |
| 3/18/2026 | Outside Crew | Switching, Testing, Operating | energizing new underground | Switching, Testing, Operating - March 18,2026 , A crew was tasked with energizing the new underground 16 kV. Over a three-week period, the crew worked alongside civil to install equipment, pull and splice cable, and prepare for energization. The crew performed final checks the day prior. The crew worked with an SCE troubleman (TM) to energize a new section of underground via a pole switch. During switching, the TM informed the foreman that the remote automatic recloser (RAR) had locked out. The crew checked all structures and realized that, during final checks, a structure had been missed and a cable had not been terminated (Figure 1). Nothing was fed by the cable. The crew isolated it and continued energizing the new underground. All employees were wearing arc-rated (AR) pants and shirts, work boots, gloves, safety glasses, and hard hats. The crew was approximately ½ mile away. |
| 3/18/2026 | Outside Crew | Injury | Slip, Trip, Falls | Injury - March 18,2026 , A contractor employee reported that while traversing the silty sand on the west side at the south end of the plant, he tripped on a piece of metal buried in the sand and fell, resulting in an abrasion to his left knee. |
| 3/18/2026 | Outside Crew | Injury | Slip, Trip, Falls | Injury - March 18,2026 , The crew was tasked with replacing two transformers. The crew assessed the job and conducted a tailboard prior to commencing work. A journeyman lineman (JL) was preparing to ascend the pole to begin removing the first transformer. In preparation for his task, the JL was gathering tools from the job box located in the belly of the bucket truck. As he exited the bucket truck onto the street, he lost his balance or tripped forward, falling face-first and landing on his chest. His hard hat then struck the ground, resulting in a 1½-inch laceration above his left eyebrow. He was carrying an ox block and an impact gun, which may have landed under his chest during the fall. He was wearing a hard hat, safety glasses, and other required PPE. |

| <u>Date Of Incident</u> | <u>Occupation</u> | <u>Type of Incident</u> | <u>Body Part / Root Cause</u> | <u>Description</u> |
|-------------------------|-------------------|-------------------------|-------------------------------|--|
| 3/18/2026 | Tree Crew | Injury | Tree Trimming | Injury - March 18,2026 , After completing the job setup, the crew conducted their job safety analysis (JSA), during which the foreman determined that the tree would need to be climbed to perform the work. Shortly after, the crew began tree trimming operations. While in the tree, the foreman was using a handsaw to prune limbs. He was holding the handsaw in his right hand and multiple branches he intended to cut in his left hand. As he pulled the branches toward him to make the cut, the branches suddenly folded, causing the handsaw to come into contact with his left hand and cut his left pinky finger. The engaged observer immediately communicated with the foreman to check his condition. The foreman stated he was okay and was able to rappel down safely. Once on the ground, the crew used the first aid kit to assess and treat the wound. The crew then contacted the general foreman to report the incident, who then notified the Safety Manager. The incident was then reported to an Edison representative. |
| 3/9/2026 | Outside Crew | Property Damage | Rigging | Property Damage - March 9,2026 , A five-person crew was assigned to prepare an excavated tubular steel pole (TSP) foundation for concrete placement. A morning tailboard was completed prior to the start of work, covering the day's scope, identified hazards, equipment requirements, and applicable safety protocols. The crew utilized a 12K rough-terrain forklift to suspend a 2,000-pound rebar cage. The cage was rigged using a lifting chain rated for a 12,000-pound load capacity. The 20-foot cage was suspended vertically and positioned over the excavation. While the crew was lowering the cage into the 20-foot-deep hole, a link on the lifting chain failed. The chain broke, causing the rebar cage to fall approximately eight feet to the bottom of the excavation. All personnel were positioned outside the fall zone at the time of the failure. No employees were injured, and no contact with the cage or equipment occurred as a result of the incident. |
| 3/9/2026 | Outside Crew | Vehicle Incident | Lack of Awareness | Vehicle Incident - March 9,2026 , While completing inspections at a site, a contractor backed a piece of equipment into a fleet vehicle that was parked on the side of a dirt road. The contractor was attempting to park the equipment and did not realize how close he was to the truck. There were no injuries to the operator and no damage to the equipment. The employee was not in the fleet vehicle at the time and did not witness the incident. The top of the tailgate sustained minor damage. |
| 3/9/2026 | Outside Crew | Vehicle Incident | Lack of Awareness | Vehicle Incident - March 9,2026 , While reversing the truck to leave for lunch, the right front tire made contact with the corner of a cable trench. The vehicle was traveling at approximately 1 mph or less at the time of the incident. No spotter was present during the maneuver. As a result of the contact, the corner of the concrete curb and the attached steel angle iron sustained damage. There was no damage to the vehicle (white 2019 Ford F-150), and no injuries were reported. |
| 3/9/2026 | Outside Crew | Injury | Dog Bite | Injury - March 9,2026 , An inspector was walking to the front gate of a property when a loose dog came out and bit him on the right arm. The gates of the property were wide open. The employee was provided first aid and taken to a nearby clinic for further treatment. |
| 3/9/2026 | Civil Crew | Injury | Cutting a plate | Injury - March 9,2026 , While cutting out the heat recovery steam generator (HRSG) plate on 3A, the craftsman cut his finger while finishing a cut made with a Matabo (grinder). The employee was taken to a nearby hospital for medical treatment. |
| 3/9/2026 | Outside Crew | Injury | Cutting tape | Injury - March 9,2026 , The crew was building a shoofly and setting three poles, stringing in 2 spans of 1/0 ACSR, when they needed to get aluminum conductor steel reinforced (ACSR) over some duplex. The ACSR was taped to throw the coil over the duplex from the bucket. While cutting the tape on the ground to uncoil the ACSR, a journeyman lineman (JL #1), wearing gloves, held the coil with his left hand. The knife snagged on the ACSR and released, causing the blade (Figure 1) to continue into JL #1's thumb through his glove, resulting in a laceration. The JL #1 immediately reported the injury to the foreman, who called an all-stop and 911. Emergency services arrived, provided first aid, and transported JL #1 to the hospital. |
| 3/2/2026 | Outside Crew | Unexpected Hazard | Snake Encounter | Unexpected Hazard- March 2, 2026 , A biologist observed a rattlesnake while working at a site. The snake fled and sought refuge within a rat burrow. The snake was not seen for the rest of the day. |
| 3/2/2026 | Outside Crew | Property Damage | Lack of Awareness | Property Damage- March 2, 2026 , The crew was performing a service installation on a lot when a parked vehicle was struck and damaged by the blade of a mini excavator (mini-X). The incident occurred while the operator was repositioning the equipment in preparation to begin excavation. The assigned spotter for the day had momentarily stepped away to perform another task while the equipment was being moved. The vehicle was stationary and parked across the street in front of another lot at the time of the incident. |

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|-------------------------|-------------------|-------------------------|-------------------------------|--|
| 3/2/2026 | Outside Crew | Property Damage | Lack of Awareness | Property Damage- March 2, 2026, A crew had completed the removal of steel trench plates along a road and began repositioning the excavator to continue other work activities. During equipment movement, the excavator boom arm was raised while traveling south. As the excavator passed beneath an existing overhead cable owned by a home builder, the designated spotter became focused on removing the rigging chain from the steel plates. The excavator boom made unintended contact with the overhead cable. The tension exerted on the cable by the excavator boom caused the utility wood pole to break below grade and fall to the ground (Figure 2). A worker attempted to alert the operator; however, contact had already occurred. The operator immediately stopped and shut down the equipment, and all work was halted. The area was secured, and the utility owner was notified. No injuries occurred. No other property damage occurred. |
| 3/2/2026 | Outside Crew | Property Damage | Lack of Awareness | Property Damage- March 2, 2026, A crew was loaded with a two-piece composite 65-foot pole on a trailer for a job involving a deteriorated pole with an approved commercial outage at a church and a preschool. When the crew arrived, they realized a 60-foot pole was needed instead. A lineman and a groundman entered the digger to unload the incorrect pole and load the correct one. Both employees were in the vehicle. As they were pulling out the 65-foot pole, the tail swing struck an adjacent bucket truck, causing damage to the vehicle (Figure 1). There were no injuries reported. |
| 3/2/2026 | Outside Crew | Injury | Installing Ground Rods | Injury- March 2, 2026, A crew consisting of a foreman (FM) and two groundmen (GM) was tasked with installing ground rods at a pole structure in a customer’s backyard. GM 1 was using a ground rod pounder to drive the rod. GM 2 went to the front yard to retrieve a pneumatic device to assist with driving the rods. While GM 1 continued driving the rod with the pounder, he struck himself in the head, sustaining a laceration to the top of his head. GM 1 was not wearing his hard hat personal protective equipment (PPE) at the time of the incident. GM 2 and the FM immediately called an all stop, and GM 1 was transported by the foreman to a medical facility for evaluation. He was treated, received three stitches, and was released. |
| 2/23/2026 | Outside Crew | Vehicle Incident | Lack of Awareness | Vehicle Incident- February 23, 2026, An employee was backing out of a position near a stack of wooden boxes equipped with metal corner braces. He entered the company vehicle and reversed out of his parking spot, stopping near the boxes. Once stopped, the employee realized he had forgotten his phone and exited the vehicle to retrieve it. Upon returning, the employee inadvertently left the vehicle in reverse instead of shifting it into drive. As he pressed the brake and began to move, the vehicle traveled backward a short distance—estimated to be between a few inches and a few feet—at a very low speed. The employee reported that no reverse sensors or warnings were activated, and he did not hear or feel any impact during the movement. After later washing the vehicle, the employee observed a scratch on the rear bumper. Based on the location and appearance of the mark, he believed the damage was caused by contact with the metal corner brace of one of the wooden storage boxes. The employee reported the damage to his supervisor. There were no injuries reported, and the vehicle remained operable. |
| 2/23/2026 | Outside Crew | Injury | Slip, Trip, Falls | Injury- February 23, 2026, A contractor equipment operator reported that his left foot slipped while he was climbing off his machine, causing his right leg and knee to overextend and resulting in pain. Contractor Safety was notified, evaluated the employee’s condition, and provided first aid under the direction of a medical professional via the telemedicine kiosk. The individual was transported to a medical facility, where he received an X-ray and first aid treatment. The individual returned to work with no restrictions. |
| 2/23/2026 | Outside Crew | Injury | Slip, Trip, Falls | Injury- February 23, 2026, Two groundmen were tasked with digging a hole for a pole replacement. During the digging, one of the groundmen temporarily lost his footing and contacted his hard hat against the adjacent cinder block wall next to the hole. The employee felt some immediate discomfort in his neck and shoulder area but stated it was not an issue. The employee was offered a medical evaluation but refused. He stated that he was fine, reported the incident per expectations, and did not want a medical evaluation. The employee worked the remainder of the day with no issues. |
| 2/23/2026 | Outside Crew | Injury | Slip, Trip, Falls | Injury- February 23, 2026, The employee was assigned to tie dobies into rebar foundation cages and reported that, while walking between the cages, they tripped on a bundle of staged rebar and fell to the rock dust, impacting their left knee. |

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|-------------------------|-------------------|-------------------------|-------------------------------|--|
| 2/23/2026 | Outside Crew | Injury | Fall From Truck | Injury- February 23, 2026 , During end-of-task wrap-up on a bucket truck, the operator accessed the aerial device using the normal route—climbing the access ladder behind the cab and stepping onto the cab protector/cab guard to reach the bucket/basket entry point—while another employee was positioned near the front of the truck (hood area), blowing debris off the hood. With the bucket positioned at the cab area, the operator began handling the bucket cover while standing on the cab protector/cab guard and worked to pull and stretch the cover into place over the bucket. As he focused on the cover and applied force to extend it, he stepped backward with his right foot to gain leverage, did not recognize that he had reached the edge of the cab guard, and stepped off the available surface. The operator lost balance and fell to the ground on the right side of the truck; his right hand contacted the pavement first, followed immediately by a back-first impact, and he came to rest on the ground with his feet oriented away from the cab. |
| 2/13/2026 | Civil Crew | Property Damage | Lack of Awareness | Property Damage- February 13, 2026 , A driver loaded a pallet on top of two steel structure poles. While on his way to make the delivery, the pallet fell off the poles and landed on the trailer. The pallet was loaded with small steel plates. There were no injuries reported. |
| 2/13/2026 | Civil Crew | Property Damage | Excavation | Property Damage- February 13, 2026 , An inspector was excavating at the base of a pole to perform an intrusive inspection when he struck a direct-buried conductor, causing a small flash (Figure 3). The service was not interrupted. The conductor is buried at 20 inches below grade. The inspector was not harmed during the incident. |
| 2/13/2026 | Tree Crew | Property Damage | Tree Removal | Property Damage- February 13, 2026 , The crew was assigned to remove a dead liquid amber tree measuring approximately 19 inches diameter breast height (DBH) and 49 feet in height. The tree showed significant decline, with visible beetle burr holes and multiple broken branches. A job briefing was conducted to review hazards, including the nearby service drop, and a drop zone was established. The crew began removing a 4-inch DBH limb measuring 12–15 feet in length near the service drop (Figure 2). The crew leader used proper climbing gear and a 201 chainsaw, establishing a traditional face cut with a tagline to help direct the limb. Due to increasing wind gusts up to 17 mph, work was temporarily stopped and later resumed when conditions subsided. As the cut was completed, a sudden wind gust pushed the limb off its intended path, causing it to contact the home's service drop. The impact damaged approximately one-third of the service drop, affecting two conductors and resulting in an outage. The climber immediately stopped work, exited the tree safely, and reported the incident. The crew leader later stated he did not feel safe cutting the limb smaller due to the tree's deteriorated condition. There were no injuries reported. |
| 2/13/2026 | Outside Crew | Injury | Setting Crossarm Down | Injury- February 13, 2026 , A crew consisting of a Foreman, two linemen, and a groundman arrived at the jobsite to reframe a pole. The scope of work included reframing the structure with a riser, splicing new potheads, performing an outage with an extensive switching program, and installing new 4kV crossarms, a pothead/lightning arrestor arm, a secondary dead-end arm, and new 4kV primary conductor. A job tailboard was conducted to review the scope, safety considerations, and task assignments. After completing the outage and switching, the Linemen ascended the pole and began wrecking out existing conductors and crossarms. One dismantled crossarm was lowered to the ground for staging, where the groundman transported the materials to a designated area. While setting the crossarm down, the groundman's finger was caught between the V-braces of the dismantled arm and a second crossarm (Figure 1), resulting in a laceration. The injury was immediately reported, and the Foreman initiated an All-Stop to secure the area, assess the injury, and notify management per company protocol. |
| 2/9/2026 | Outside Crew | Injury | Walking or Standing | Injury- February 9, 2026 , A subcontractor employee reported that he rolled his ankle on a piece of broken concrete and fell forward to the ground. He was able to get up immediately but felt pain in his left ankle. |
| 2/9/2026 | Outside Crew | Vehicle Accident | Heavy Fog | Vehicle Accident- February 9, 2026 , The employee was traveling in heavy fog conditions, where visibility was significantly reduced and roadway lane markings were barely visible due to fading. While navigating a slight left-hand curve, the employee lost visual reference of the road and lane lines. With multiple oncoming vehicles present, the vehicle continued straight, left the roadway, and rolled once before coming to rest on its side (Figure 1). The employee was able to open the vehicle door and exit without assistance. They contacted 911, and the California Highway Patrol (CHP) responded to the scene. No injuries were reported. |
| 2/2/2026 | Outside Crew | Vehicle Collision | Towing Mini-Excavator | Vehicle Collision- February 2, 2026 , An employee was operating a company vehicle towing a mini-excavator on a trailer while descending the upper portion of a canyon road, which is steep, narrow, and uneven. The transmission was placed in low range, and the driver was traveling approximately 5 mph while applying the brakes to control the descent. As the vehicle approached a series of speed bumps near the exit of the road, braking effectiveness diminished, and the truck began gaining speed downhill. To avoid a potential rollover, the driver steered toward the mountainside on the right in an attempt to slow the vehicle. The vehicle left the roadway and went over the embankment. The driver was not injured. |

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|-------------------------|-------------------|-------------------------|-------------------------------|---|
| 2/2/2026 | Outside Crew | Injury | | Injury- February 2, 2026 , The employee was actively pulling new homerun cable in a new 66kV cable trench. He stated that he did not get eyes on the path before he turned around and headed in the direction of travel. He did not notice how close he was to the steel crossover (Figure 1), and as he turned around, he smashed his knee into the steel and fell to the ground. He described feeling his knee “wobble” on impact and fell to the ground while trying to minimize the impact to his knee. The injured employee was wearing knee pads. His finger also hurt from the fall, but no injury to the finger was sustained. |
| 1/26/2026 | Outside Crew | Property Damage | Excavation | Property Damage- January 26, 2026 , A civil crew was performing excavation work to install 5-inch conduit for future SCE underground utilities. Prior to starting work, the crew foreman conducted a documented job briefing, signed by all members, and verified that they were working under a valid dig ticket, with all utilities—including SoCal Gas—having positively responded. During the site walkdown, the crew identified a marked ½-inch SoCal Gas plastic service line within their planned trench path on the road. The work plan required potholing within the tolerance zone to visually locate the gas line ahead of backhoe trenching. A crew member began potholing but was reassigned before completing the task and did not locate the gas service line. Believing the gas line had already been fully exposed and cleared, the backhoe operator continued trenching. The backhoe struck a 2-inch plastic gas line located 24 inches from the surface mark at a depth of 61 inches, resulting in a gas line hit. No crew members were injured. |
| 1/26/2026 | Outside Crew | Close Call | Rigging | Close Call- January 26, 2026 , The crew had rigged the rebar cage to the drill rig; GEAX DTC 80 Piling Rig with a main winch pull of 24,730lbs. The rebar cage is 5’ in diameter and 24’ tall. Consisting of 16 vertical #11 rebar equally spaced in a circle standing vertically and 37 Spiral #4 spaced at 9” and tied together with tie wire. The total weight of the rebar cage is 2,390lbs (10% of the Piling Rig capacity). The rigging was done with a single yellow sling (Lift-All Webmaster WLL 6,400lbs (12,800lbs basketed)) with shackles at both ends (Chicago 7/8” Dai. 6.5-ton WLL). The shackles were attached to the vertical sections of the cage only and were not around the spiral portions of the rebar. When they began lifting the cage, the shackles slipped past the horizontal spirals tearing the tie wire. The cage eventually came loose on that side and dropped to the ground approximately 3” landing upright. The remaining sling location was too high to access from the ground. There were no injuries reported. |
| 1/26/2026 | Outside Crew | Property Damage | New Pole Installation | Property Damage- January 26, 2026 , A crew was performing installation work to set a new tangent double circuit pole. The foreman operated the digger derrick, and the crew properly rigged a pole-set chain onto the pole and connected it to the digger derrick load line to fly the new pole into the pole claws for placement into the excavation. The load line and rigging were inspected prior to use and were found to be in a serviceable and safe condition. As the pole was being raised, a Journeyman Lineman (JL) and Apprentice (AP) worked the butt of the pole toward the open hole in order to properly align and angle the top of the pole into the pole claws. The foreman winched up and may have inadvertently got the load line eye in a bind in the boom tip. Before the pole claws were able to grab the pole, the digger derrick load line failed at the eye and the pole was nearly upright. The pole fell away from the digger derrick toward a grounded 115kV conductor, bringing it to the ground and damaging the protective grounds, then continued down an embankment and came to rest on the hood of a nearby bucket truck. No crew members were in the bite or fall zone at the time of the failure. |
| 1/26/2026 | Outside Crew | Injury | skinning wire | Injury- January 26, 2026 , A crew was tasked with a composite pole with fixed capacitor bank replacement. A lineman was skinning insulated ground wire for the replacement. As he was skinning toward his left hand, rather than away from it, the knife slipped and penetrated his glove, resulting in a laceration that required two external stitches |
| 1/16/2026 | Outside Crew | Injury | Removing Trench Lid | Injury- January 16, 2026 , An employee was assigned to remove fiberglass trench lids in preparation for the day’s electrical operations. While positioning one of the lids adjacent to the trench, the employee inadvertently pinched the tip of the left middle finger between the lid and the concrete cable trench (Figure 2). Due to wearing leather gloves, the employee did not immediately recognize the injury and continued the task. Upon completing the activity and removing the gloves, the employee observed a minor laceration on the fingertip caused by the impact. |
| 1/16/2026 | Outside Crew | Injury | Unloading Equipment | Injury- January 16, 2026 , A crew was assigned to trench for conduit installation and to complete paving following the installation. A driver arrived on site to deliver a roller and asphalt to be used later in the day for paving. The driver exited the dump truck, chocked the wheel, lowered the ramp, fastened his seat belt, and proceeded to unload the roller without a spotter (Figure 1). While backing up, for unknown reasons, the weight of the roller shifted and tipped to the left. The rear roller came off the ramp while the front roller remained half on the ramp. In response, the driver extended his left arm to brace himself, resulting in an injury to his left arm. Nearby crew members heard the incident and immediately rushed to assist. With the crew’s assistance, the driver exited the area safely. The foreman assessed the driver and transported him to the nearest hospital for treatment to his injured left arm. |

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|-------------------------|-------------------|-------------------------------|-------------------------------|--|
| 1/12/2026 | Outside Crew | Close Call | Operating Vehicle | Close Call - January 12, 2026 , While driving a fleet vehicle, the employee experienced a loss of braking power during a downhill descent. The employee was able to bring the vehicle to a safe stop along a highway shoulder using the vehicle's emergency braking system while downshifting. Notifications were immediately made to the project manager, and arrangements were made to have the vehicle towed to a repair shop. There were no injuries reported. A replacement rental vehicle was provided to the employee. The vehicle inspection vendor has been changed for all fleet vehicles as a result of the incident. |
| 1/12/2026 | Outside Crew | Switching, Testing, Operating | Removing Grounds | Switching, Testing, Operating- January 12, 2026 , Crews responded to emergent restoration work after multiple relay events on a 115kV circuit caused by storm damage and downed wire. Over ten days, they completed tasks including wire splicing, installing anchors, down guys, double dead-ends, and spar arms, working between established EPZ grounds on H-structures #1, #2, and #3. Poor weather conditions caused the helicopter support to be grounded. After reaching a stopping point, the GF began patrolling the line, and the foreman planned removal of personal grounds by dividing the crew into two teams. Before grounds removal was completed, SCE patrols redirected the crews to address insulator adjustments. Upon returning, the crews removed the perimeter grounds and one of the crews patrolled structure #3 from a distance, not accessible by truck because of snow conditions. The crew saw no grounds on the structure from their position and assumed the other crew removed them at some point. The foreman did not verify the line before reporting all grounds cleared. During energization, the line relayed, prompting the GF to return and find grounds still installed on structure #3. After notifying contractor management, the GF and foreman inspected all equipment, found no damage, and removed the remaining grounds. |
| 1/12/2026 | Outside Crew | Injury | Exiting an Excavator | Injury- January 12, 2026 , An employee operating an excavator exited the equipment to change the controls. When the employee stepped down, the employee's right boot was penetrated by a nail, puncturing the sole of his right foot |
| 1/5/2026 | Outside Crew | Injury | Operating a Backhoe | Injury- January 5, 2026 , The backhoe was positioned and set up to allow hand digging into the front bucket. The operator lowered the bucket to the ground and shut the machine off. While exiting the operator's seat, the operator rotated in the seat to dismount. During this movement, the bucket control was inadvertently contacted, causing the front bucket to lower at the same time the spotter was in the red zone. The unexpected bucket movement resulted in the bucket lowering onto the spotter's foot, causing an injury. Work was immediately stopped. |
| 1/5/2026 | Outside Crew | Switching, Testing, Operating | Cutover Work | Switching, Testing, Operating- January 5, 2026 , Several crews were working on a cutover/underground road widening project. The crews were tasked with transferring phases to new structures, building components, and removing existing wire. After work had been completed, the crews energized a 12kv line and verified phasing. Four additional locations were energized and phased correctly. After the last switch was phased and closed in, the troubleman proceeded to make and break parallel. During this time, several crew members heard a noise and noticed smoke coming from a vault approximately 100 feet away. The crew members went to the location but kept their distance, remaining approximately 10 feet away. A few minutes later, there was a quick flash inside the hole and the circuit relayed. Upon further review, a 600-amp component failed due to a lug not being properly seated to the stud. There were no injuries reported. |

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|-------------------------------------|-------------------|-------------------------------|-------------------------------|---|
| Customer Accidents/Incidents | | | | |
| 5/18/2026 | SCE Crew | Substation Checker | Operating Crane | Injury- May 18,2026 , A couple pre-meets were conducted at a substation with Transmission HALO, cable manufacturer reps, substation maintenance, and substation operations to jobwalkcrane work needed to move, test, and loadlarge cable reels for an emergent transmission underground repair project. However, no checklists or post-job walkdowns were completed. The requirement for a checker was discussed but potentially not clearly communicated to all parties. During Friday–Saturday activities, the transmission crew performed a tailboard, but the checker requirement was not discussed. There were transmission QEW’s on site and the crane did not encroach onminimum approach distance. On Monday, an SC&M supervisor observed a crane with outriggers deployed and no equipment ground at the site (Figure 1). The job was stopped and a checker was requested and provided. The crane was then appropriately grounded, and the remaining work was performed under the direct observation a substation electrical checker without incident. |
| 5/18/2026 | SCE Crew | Injury | Walking through Jobsite | Injury- May 18,2026 , An employee was walking through a job site and stepped on a small stone, causing them to roll their right ankle. The employee was offered the IAP, but declined. |
| 5/18/2026 | SCE Crew | Injury | Skinning Wire | Injury- May 18,2026 , While employee was skinning wire, employee sustained a laceration injury to their left thumb. |
| 5/18/2026 | SCE Crew | Injury | Applying Grounds | Injury- May 18,2026 , An employee was working off a pole applying grounds. While twisting in his belt to apply grounds with a hot stick, the employee felt a pop in his back and experienced immediate pain and discomfort. The employee came down from the pole, and a call was made to the field supervisor. The employee was brought in and sent home. The employee was offered the Injury Assistance Program (IAP), which was accepted. |
| 5/18/2026 | SCE Crew | Injury | climbing | Injury- May 18,2026 , An employee was on the ground preparing to climb a pole when a pole band was dropped by another employee from the pole, striking the employee below on the right shoulder. The employee was offered the Injury Assistance Program (IAP), which was accepted. |
| 5/18/2026 | SCE Crew | Injury | Sprains and Strains | Injury- May 18,2026 , An employee was loading hand coil in the back of a foreman’s work truck and injured his back. The employee was offered the IAP, which was accepted |
| 5/18/2026 | SCE Crew | Injury | Sprains and Strains | Injury- May 18,2026 , While pulling underground cable, an employee felt a strain in their lower back. The employee was offered the Injury Assistance Program (IAP), which was accepted |
| 5/18/2026 | SCE Crew | Injury | Tool Fell From Bucket | Injury- May 18,2026 , A crew was setting a partially framed RSR pole. The groundman assisted in guiding the pole into the hole. Once the pole was landed, the groundman grabbed a cant hook and began adjusting it. This caused the 4/0 jumpers to slide into a material bag containing several tools, including a wire stripper. As the linemen in the bucket boomed away, the jumper inadvertently pulled the wire stripper out of the grunt sack. The linemen called out “headache,” and the groundman looked up. The groundman was struck by the wire stripper, resulting in a very minor cut/abrasion to his chin. The groundman stated he was okay and declined medical evaluation. The crew administered minor first aid to clean the small wound, following bloodborne pathogen procedures. |
| 5/11/2026 | SCE Crew | Switching, Testing, Operating | Lack of Focus | Switching, Testing, Operating- May 11,2026 , A troubleman was switching and opened the wrong pole switch. There were no injuries reported. |
| 5/11/2026 | SCE Crew | Switching, Testing, Operating | Trip Testing | Switching, Testing, Operating- May 11,2026 , During trip testing of a bus protective voltage differential (PVD) relay, three 115kVCBs opened unexpectedly. No load was dropped, and there were no injuries reported. Investigation to follow |
| 5/11/2026 | SCE Crew | Injury | Optaining Material | Injury- May 11,2026 , An employee was grabbing primary bypasses from a bucket truck coffin bin when the lid closed on the employee’s left hand due to wind. The employee was offered the Injury Assistance Program (IAP) but declined. |
| 5/11/2026 | SCE Crew | Injury | Slip, Trip, Falls | Injury- May 11,2026 , While performing an underground detail inspection (UDI), the employee slipped and fell due to decomposed granite on the ground. The employee landed on the back, then rolled over, injuring the face and bilateral arms and legs. |
| 5/5/2026 | SCE Crew | Property Damage | Forklift Operation | Property Damage- May 5,2026 , The west-side roll-up door in the warehouse was open but not fully raised. While operating the forklift, the groundman (GM) entered the warehouse to pick up a reel of 4/0 copper. As he backed out with the load elevated approximately 8–10 inches off the ground, he looked around but did not look upward. The forklift mast struck the bottom of the partially open roll-up door, causing the door to come off its track (Figure 2). There were no injuries reported. |
| 5/5/2026 | SCE Crew | Property Damage | Bucket Trucks | Property Damage- May 5,2026 , An employee was maneuvering the bucket truck and made contact with the secondary connectors when a flash occurred. There were no injuries reported. |

| <u>Date Of Incident</u> | <u>Occupation</u> | <u>Type of Incident</u> | <u>Body Part / Root Cause</u> | <u>Description</u> |
|-------------------------|-------------------|-------------------------------|------------------------------------|---|
| 5/5/2026 | SCE Crew | Injury | Sprains and Strains | Injury- May 5,2026 , An employee felt a strain in his left hip while climbing down from a heavy line truck. The employee was offered the IAP, but he declined. |
| 5/5/2026 | SCE Crew | Injury | Sprains and Strains | Injury- May 5,2026 , An employee was setting new meters at a commercial building and felt soreness from his back down to his leg after completing the work. The employee was offered the Injury Assistance Program (IAP), which was accepted. |
| 4/27/2026 | SCE Crew | Switching, Testing, Operating | Cutting Wire | Switching, Testing, Operating- April 27,2026 , Energized wire made contact with a customer's building. The wire had been safe-ended in the primary isolator shoe. When the E-crew cut the wire to open the isolators, it slipped out of the shoe and made contact with the building, causing arcing and pitting damage to the customer's building. There were no injuries reported. |
| 4/27/2026 | SCE Crew | Property Damage | De-Energizing section of a Circuit | Property Damage- April 27,2026 , TheSCE crew was in the process of de-energizing a section of circuit by opening taps, utilizingaloadbust tool one phase at a time, single-phasing a 3-phase padmount transformer. The crew forgot to open the coil switch. Air conditioner motors that were damaged as a result. There were no injuries reported. |
| 4/27/2026 | SCE Crew | Injury | Opening Transformer | Injury- April 27,2026 , While opening a padmount transformer, the lid slipped and mashed the employee's finger. The employee was offered the IAP, which was accepted. |
| 4/27/2026 | SCE Crew | Injury | Removing Shrink Wrap | Injury- April 27,2026 , The employee was removing shrink wrap from a wooden pallet. The employee held a hawk bill knife in their right hand and was cutting the shrink wrap from left to right. While cutting through the shrink wrap, the employee's right index finger made contact with the knife, resulting in a laceration. The employee was offered the Injury Assistance Program (IAP), which was accepted. |
| 4/13/2026 | SCE Crew | Injury | insect and wildlife incident | Injury- April 13 ,2026 , An employee was stung by a bee while performing groundwork at a jobsite. The IAP was offered but declined. The employee has no knowledge of being allergic to bee stings. |
| 4/13/2026 | SCE Crew | Switching, Testing, Operating | Inadvertent Trip | Switching, Testing, Operating- April 13 ,2026 , At a substation, two test technicians were tasked to perform annual maintenanceon the protectionrelays in the #2 Bank 16/4kV position. The #2 Bank 16/4kV was cleared, with high side interrupter switch open and low side circuit breaker (CB) racked out. The tie CB was closed in order for the #1 Bank 16/4kV to pick up all the station load. When the test technician's trip tested the #2 Bank 4kV CB, the tie CBopened inadvertently. This event dropped load to the B Section 4kV Operating Bus, including two separate 4kV lines. There were no injuries reported. |
| 4/13/2026 | SCE Crew | Close Call | exiting from a vehicle | Close Call- April 13 ,2026 , An employee fell while exiting the cab of a Freightliner and landed on his hip. The IAP was offered, but the employee declined. |
| 4/13/2026 | SCE Crew | Injury | climbing | Injury- April 13 ,2026 , An employee was preparing to climb a pole and had gaffs on. While pulling on his tool belt, he lost his footing and tripped, stepping on his own foot and causing a minor injury. The Injury Assistance Program (IAP) was offered, but the employee declined. |
| 4/6/2026 | SCE Crew | Vehicle Incidents | Striking Fixed Object | Vehicle Incidents - April 6 ,2026 , The employee had just completed offloading an SCE trailer when he received a call from another employee instructing him to stop the material transportation driver from leaving the yard. At the time, the driver was in his vehicle preparing to depart. The employee ended the call with the intention of immediately advising the driver to wait. While still seated on the forklift, he turned the steering wheel to make a U-turn, unaware of how close he was to the stop sign, and struck the pole. Upon contact, he stopped the forklift, froze the scene, and took photos of the incident. There was no damage to the forklift or materials; however, the stop sign pole was damaged. |
| 4/6/2026 | SCE Crew | Vehicle Incidents | Striking Fixed Object | Vehicle Incidents - April 6 ,2026 , An employee was driving out of a tight driveway and sideswiped a power pole. There were no injuries reported. |
| 4/6/2026 | SCE Crew | Switching, Testing, Operating | Inadvertent Trip of open CB | Switching,Testing,Operating - April 6 ,2026 , While setting up for a routine inspection of a primary voltage circuit breaker (CB), an employee connected a gas analyzer adapter and hose, causing a momentary gas release that tripped the in-service CB open. The employee stopped work, contacted their working partner, notified the switching center, and spoke with the system operator to determine next steps to return the station to normal. The supervisor was notified. No injuries were reported. |
| 4/6/2026 | SCE Crew | Injury | Setting A Pole | Injury- April 6 ,2026 , An employee injured their wrist while assisting with setting a pole as part of apprentice assessments. The injury assistance program (IAP) was offered and accepted. |
| 4/6/2026 | SCE Crew | Injury | Physical Limitation | Injury- April 6 ,2026 , An employee was pulling a pump out of a vault when they felt a sharp pain in their upper right shoulder. |
| 4/6/2026 | SCE Crew | Injury | Physical Limitation | Injury- April 6 ,2026 , An employee was lifting a heavy tool in the tool room when they felt a pop on the inside of their elbow. The IAP was offered and accepted. |

| <u>Date Of Incident</u> | <u>Occupation</u> | <u>Type of Incident</u> | <u>Body Part / Root Cause</u> | <u>Description</u> |
|-------------------------|-------------------|-------------------------------|-------------------------------|---|
| 3/30/2026 | SCE Crew | Property Damage | Repositioning a wood pole | Property Damage- March 30,2026 , At an SCE location, an SCE vehicle was parked and stationary while a crane operator was repositioning a wooden pole nearby. During the lift, the pole slipped from the rigging and struck the vehicle. Initial contact occurred on the upper passenger door, and the pole continued down along the right side of the vehicle (Figure 1). No personnel were inside the vehicle at the time, and no injuries were reported. |
| 3/30/2026 | SCE Crew | Switching, Testing, Operating | Communication | Switching, Testing, Operating- March 30,2026 , While switching on the 4KV system, the operator inadvertently opened the wrong 4KV circuit breaker. No injuries were reported. |
| 3/30/2026 | SCE Crew | Switching, Testing, Operating | Communication | Switching, Testing, Operating- March 30,2026 , While issuing real-time “No Test Orders,” the system inadvertently opened the 16KV circuit breaker, momentarily de-energizing the circuit. No injuries were reported. |
| 3/30/2026 | SCE Crew | Injury | Slip, Trip, Falls | Injury- March 30,2026 , An underground civil crew had open holes on either side of the curb, exposing duct. An employee stepped from one side of the curb to the other, rolled an ankle, and fell into a 3-foot trench. The IAP was not offered, as the employee was transported to a nearby hospital for medical treatment. |
| 3/30/2026 | SCE Crew | Injury | Struck by Falling Object | Injury- March 30,2026 , While a bucket truck was being utilized, a socket fell and struck a groundman below on the right arm/shoulder. The IAP was offered and accepted. |
| 3/30/2026 | SCE Crew | Injury | Rotary Hammer | Injury- March 30,2026 , While drilling into concrete with a rotary hammer, the drill kicked back and struck the employee on the right side of the forehead above the eyebrow. The Injury Assistance Program (IAP) was not offered due to the employee receiving immediate medical attention. |
| 3/23/2026 | SCE Crew | Good Catch | Preventative | Good Catch- March 23,2026 , During scheduled preventive maintenance on the MCC, the technician was performing work inside a motor control bucket that had been placed under an established and verified lockout/tagout (LOTO). Although the feeder breaker for the bucket was mechanically in the off position and tagged out, the technician followed required electrical safety practices by performing a live–dead–live (LDL) verification prior to beginning intrusive work. During the “live” portion of the test, the technician detected 277 VAC to ground on all three phase conductors (A, B, and C) within the bucket. This indicated that the circuit remained energized downstream of the breaker, suggesting a failed or internally welded breaker mechanism that did not open its contacts despite its handle position. Recognizing the presence of unexpected voltage on a circuit presumed to be de energized—a significant LOTO breach and arc flash hazard—the technician immediately stopped work, maintained safe approach distance, and reported the abnormal condition to the foreman. Work was halted pending further investigation, breaker replacement, and re-establishment of an effective energy isolation. The technician demonstrated strong situational awareness by recognizing the hazard and taking immediate action to keep everyone safe. The following takeaways and reminders can help prevent a serious incident. |
| 3/23/2026 | SCE Crew | Property/ Equipment Damage | Secondary Flash | Property/ Equipment Damage- March 23,2026 , An employee was working a routine service order and discovered the service panel was cut in flat. The employee conducted a tailboard and donned personal protective equipment (PPE) prior to beginning work. Before removing jumpers from the meter socket, the employee performed voltage checks using a Knopp tester (Wiggie) across the A clip to B clip. This action caused the left jumper to be pushed into contact with the 5th clip ground leg, resulting in a phase-to-phase electrical flash. No injuries were sustained; however, minor damage occurred to the three-phase 240-volt socket. |
| 3/23/2026 | SCE Crew | Property Damage | Operating Bucket Truck | Property Damage- March 23,2026 , An employee was operating a bucket truck in a tight alley where an air conditioning (AC) unit was located on the roof. The employee swung the knuckle of the boom, striking the AC unit. Minor damage occurred, and no injuries were reported. |
| 3/23/2026 | SCE Crew | Switching, Testing, Operating | Prewiring CB | Switching, Testing, Operating- March 23,2026 , A hot step apprentice was prewiring in the secondary compartment of a 33kV circuit breaker (CB) at a substation. He was putting the cover back on the cable raceway inside the CB when his hand slipped and accidentally hit the operating handle causing the CB to open, interrupting load. After contacting the switching center, the CB was closed and load restored. No injury or damage to equipment, all notifications were made. |
| 3/23/2026 | SCE Crew | Property Damage | Landing Fuse | Property Damage- March 23,2026 , While using a 40-ft. stick, the employee was landing a fuse into a fuse holder when the fuse was dislodged, causing it to fall and strike a vehicle. There were no injuries reported. |

| <u>Date Of Incident</u> | <u>Occupation</u> | <u>Type of Incident</u> | <u>Body Part / Root Cause</u> | <u>Description</u> |
|-------------------------|-------------------|-------------------------------|---------------------------------|--|
| 3/18/2026 | SCE Crew | Vehicle Incidents | Lack of Awareness | Vehicle incidents- March 18,2026 , The arrow board made contact with a shade structure on third-party customer property while the vehicle and arrow board trailer were in motion. No injuries were reported. |
| 3/18/2026 | SCE Crew | Vehicle Incidents | Lack of Awareness | Vehicle incidents- March 18,2026 , While backing up with a backer, an underground (UG) van struck a carport made of steel beams. No damage occurred to the carport; however, the UG van was damaged on the right rear top corner. The corner of the carport beam punctured the van approximately 6–8 inches. No injuries were reported. |
| 3/18/2026 | SCE Crew | Switching, Testing, Operating | Maintenance of relay protection | Switching, Testing, Operating- March 18,2026 , Substationoperating bus trippedon differential and load was interrupted during routine maintenance of transformerprotection relays. Load was quickly restored and there were no injuries reported. |
| 3/18/2026 | SCE Crew | Heat Illness | Work on hot day | Heat Illness- March 18,2026 , While working, the employee stood up and immediately felt dizzy and nauseated. The employee was placed in a vehicle with the air conditioning on to rest and was given water and Gatorade. Supervision was notified, and the IAP was offered and accepted. |
| 3/18/2026 | SCE Crew | Injury | Slip, Trip, Falls | Injury- March 18,2026 , While on the center median maneuvering around a streetlight pole that had previously been struck by a vehicle, the employee stepped off the center median and rolled their ankle. |
| 3/18/2026 | SCE Crew | Injury | Slip, Trip, Falls | Injury- March 18,2026 , An employee assisted another employee with a trouble call. He exited the truck, walked around the vehicle, and tripped, resulting in an injury to his right foot. The IAP was offered and accepted. |
| 3/18/2026 | SCE Crew | Injury | Knife | Injury- March 18,2026 , While removing a new knife from its packaging, the knife slipped, causing a laceration to the employee’s middle and ring fingers of his right hand. The employee received medical treatment which required stitches. |
| 3/18/2026 | SCE Crew | Injury | Rigging pole | Injury- March 18,2026 , An employee (EE1) was rigging a pole to be topped in bucket truck 1 when another employee (EE2) swung bucket truck 2 and pinched EE1’s arm between the pole and the jib. EE1 was offered, but declined, the Injury Assistance Program |
| 3/9/2026 | SCE Crew | Forklift Incident | Lack of Awareness | Forklift Incident - March 9, 2026 , An employee was offloading his sixth truck consecutively. During the unloading of a buried underground residential distribution (BURD) switch, the forklift forks extended approximately one foot beyond the pallet. The forks contacted the Omni switch crate, causing the crate to be pushed off the trailer. There were no injuries reported. |
| 3/9/2026 | SCE Crew | Forklift Incident | Lack of Awareness | Forklift Incident - March 9, 2026 , While transporting a transformer to the prefab area for strapping to a pallet, the forklift mast was fully extended and contacted a door frame. No injuries were reported. |
| 3/9/2026 | SCE Crew | Forklift Incident | Lack of Awareness | Forklift Incident - March 9, 2026 , The material handler was asked by the warehouse supervisor to offload a box trailer while the primary off-loader was working in another area. The material handler was hesitant as she had limited routine experience. There was no tailboard or spotter used. After offloading eight double-stacked pallets, she began removing triple-stacked pallets. While raising the forks to remove a pallet, the forklift mast extended into the trailer ceiling, puncturing it. The material handler lowered the forks, backed out of the trailer, and reported the incident to the supervisor. There were no injuries reported. |
| 3/9/2026 | SCE Crew | Forklift Incident | Lack of Awareness | Forklift Incident - March 9, 2026 , While transiting a load on a forklift, the load made contact with a standing object and damaged an overhead transformer bushing that was staged on a pallet in the prefab area. No injuries were reported. |
| 3/9/2026 | SCE Crew | Vehicle Incidents | Lack of Awareness | Vehicle Incident - March 9, 2026 , The employee attempted to gain access to a gated community and, due to heavy traffic, entered the covered area and made contact with the height sign, resulting in damage to the mounting bracket holding the sign. |
| 3/9/2026 | SCE Crew | Injury | Slip, Trip, Falls | Injury - March 9, 2026 , Employee tripped over an irrigation hose leading to a planter while walking to his personal vehicle. The employee grabbed onto a nearby tree to help arrest his fall resulting in a cut to his left index finger. |
| 3/9/2026 | SCE Crew | Injury | Slip, Trip, Falls | Injury - March 9, 2026 , The employee was working on notifications when they rolled their left ankle on uneven terrain. The IAP was offered and accepted. |
| 3/9/2026 | SCE Crew | Injury | Securing Manhole | Injury - March 9, 2026 , While attempting to secure a manhole, an Edison employee (EE) smashed their right middle fingertip and nail with the lid. The Injury Assistance Program (IAP) was offered butdeclined. |
| 3/6/2026 | SCE Crew | Circuit Interruption | Lack of Awareness | Circuit Interruption- March 6,2026 , On March 6, a crew was tasked to change out a deteriorated pole. With the new pole installed, the crew began installing arm guys. As the linemen were coming up on the guy wire, it contacted the energized 12 kV conductor, causing a flash between the guy-wire tail and the de-energized secondaries below the bucket. At the same time as the flash, one fuse on operated (opened). The crew stopped work, re-tailboarded, made proper notifications, secured the work zone, and completed the remainder of their work without further incident. |
| 3/2/2026 | SCE Crew | Injury | Insect Sting and Bite | Injury- March 2, 2026 , An employee was working next to their truck when they felt something on their neck. As they brushed it away, a bee stung the employee. |

| <u>Date Of Incident</u> | <u>Occupation</u> | <u>Type of Incident</u> | <u>Body Part / Root Cause</u> | <u>Description</u> |
|-------------------------|-------------------|-------------------------------|-------------------------------|--|
| 3/2/2026 | SCE Crew | Injury | Insect Sting and Bite | Injury- March 2, 2026 , An employee allergic to bees was stung on the neck and was brought back to the yard for observation. The employee felt fine at the end of the work shift, went home, and declined the Injury Assistance Program (IAP). |
| 3/2/2026 | SCE Crew | Injury | Insect Sting and Bite | Injury- March 2, 2026 , An employee working in a rural area had to hike through high grass to access a water line in need of repair. A few hours into the work, the employee noticed discomfort in the upper right rib cage. The employee found and removed a tick and experienced some burning in the area but decided to continue working. The incident was reported when the employee returned to the service center later that afternoon to the foreman and then to a supervisor. The supervisor took the report and offered the IAP; however, IAP was declined. The employee will continue to monitor. |
| 3/2/2026 | SCE Crew | Injury | Insect Sting and Bite | Injury- March 2, 2026 , While performing a pole load, a field technician was stung by a bee. There was no immediate indication of bees being present during the job tailboard. A bee landed on the employee's nose and stung the employee immediately. |
| 3/2/2026 | SCE Crew | Switching, Testing, Operating | Lack of Awareness | Switching, Testing, Operating- March 2, 2026 , A supervising test technician (TST) was tasked with performing routines on 220kV bus differential relays at a substation. When the TST rolled out the Bus Diff CT roto in a 220kV CB, the South 220kV Bus tripped. Shortly after rolling out the roto, the TST realized that he had forgotten to install the jumper on the PVD thyrite stack, which caused the PVDs to pick up and led to the South 220kV Bus tripping. |
| 3/2/2026 | SCE Crew | Switching, Testing, Operating | Lack of Awareness | Switching, Testing, Operating- March 2, 2026 , During commissioning of newly installed metering equipment on a 220kV line at a substation, secondary current injection was performed to validate new metering circuits. The 220 kV line, which was already open-ended at the substation, unexpectedly tripped at the other terminal. Because the relay at the first substation was not isolated, it detected the injected current as real system current and interpreted it as a fault condition. The relay issued a transfer-trip signal to the relay at the other terminal, which then opened the circuit breakers at the terminal, causing the line to de-energize. No load was dropped, no personnel were injured, and no equipment was damaged as a result of the event. |
| 3/2/2026 | SCE Crew | Switching, Testing, Operating | Lack of Awareness | Switching, Testing, Operating- March 2, 2026 , While working a switching program, a troubleman (TM) inadvertently opened the wrong position on an AB Transformer. |
| 3/2/2026 | SCE Crew | Switching, Testing, Operating | Flash | Switching, Testing, Operating- March 2, 2026 , An employee closed in SMU style cutout. The fuse opened back up drawing large arc that went phase to phase on high side of cutout, locking out circuit. No injuries were reported. Supervision was notified. |
| 3/2/2026 | SCE Crew | Injury | Using Circular Saw | Injury- March 2, 2026 , The employee was cutting an automatic down guy attachment with a circular saw equipped with a 5 3/8-inch blade when the saw and the automatic slid up and cut his right pinky finger. The employee was offered and accepted the IAP. |
| 3/2/2026 | SCE Crew | Injury | Backing Forklift | Injury- March 2, 2026 , An employee was walking across the parking lot when a forklift driven by another employee backed up and struck them. The employee was hit in the arm, causing them to drop the boxes they were carrying. The employee was not seriously injured and did not feel pain until later that evening. The employee was offered but declined the Injury Assistance Program (IAP). |
| 2/23/2026 | SCE Crew | Vehicle Incidents | Lack of Awareness | Vehicle Incident- February 23, 2026 , While moving a truck in the yard, a truck-mounted snowplow made contact with an SCE truck. No injuries were reported. |
| 2/23/2026 | SCE Crew | Vehicle Incidents | Lack of Awareness | Vehicle Incident- February 23, 2026 , An employee struck an SCE truck that was parked in an SCE parking lot. No injuries were reported. |
| 2/23/2026 | SCE Crew | Close Call | Lack of Awareness | Close Call- February 23, 2026 , The work task for the day was to replace the seal oil regulator on 3A Combustion Turbine Generator (CTG). After signing onto the Lock Out Tag Out (LOTO) for 3A CTG and submitting a work authorization (WA), with a tailboard, the mechanic went to the device to start disassembly. During the disassembly, the mechanic recognized that he was on the wrong unit. The mechanic had gone to unit 3B CTG's seal oil regulator. Realizing his mistake, he corrected his actions and reported his mistake. The facility has 4 gas turbines that are identical design by General Electric. The seal oil regulator is used to seal the generator that is filled with hydrogen. Both 3A CTG and 3B CTG are currently in outage, and both have been cleared by LOTO. But only unit 3A CTG LOTO had been issued to the mechanic and his work authorization was approved so he could work on 3A. |
| 2/23/2026 | SCE Crew | Injury | Changing out Crossarm | Injury- February 23, 2026 , An employee reported that he was changing a cross arm on an electrical pole when he possibly tweaked his back and felt stiffness in his lower back. The employee was not offered the Injury Assistance Program (IAP) because this was a late-reported injury. |
| 2/23/2026 | SCE Crew | Injury | Slip, Trip, Falls | Injury- February 23, 2026 , The employee was taking a call on speaker while walking in the yard between two buildings. The employee noticed a small patch of debris but did not think anything of it. The employee continued walking, slipped on the debris, and fell to the ground, landing on his left side. |

| <u>Date Of Incident</u> | <u>Occupation</u> | <u>Type of Incident</u> | <u>Body Part / Root Cause</u> | <u>Description</u> |
|-------------------------|-------------------|-------------------------------|-------------------------------|--|
| 2/23/2026 | SCE Crew | Injury | Adjusting Forks on Forklift | Injury- February 23, 2026, An employee was manually adjusting forks on a forklift when they inadvertently smashed their finger. The employee received medical attention prior to the reporting of the incident; therefore, IAP was not offered. |
| 2/23/2026 | SCE Crew | Injury | Stepping Down From Truck | Injury- February 23, 2026, An employee twisted their left knee while stepping down from a troubleman truck. The employee was offered but declined the Injury Assistance Program (IAP). |
| 2/13/2026 | SCE Crew | Vehicle Incidents | Lack of Awareness | Vehicle Incident- February 13, 2026, An SCE heavy transportation driver arrived at the substation to pick up materials scheduled for return. After returning to the yard at the end of his shift, the driver notified supervision that damage had occurred to the step of the 10-ton truck while at the substation. The supervisor inspected the damage and directed the driver to notify the garage for further evaluation and repair. During follow-up, the driver stated the damage occurred while loading switches against the headache rack of the truck inside the substation. |
| 2/13/2026 | SCE Crew | Vehicle Incidents | Lack of Awareness | Vehicle Incident- February 13, 2026, The employee was working at an apartment complex and decided to park his truck in a covered parking space. In the process, the vehicle's go-light hit the lip of the cover and broke. |
| 2/13/2026 | SCE Crew | Vehicle Incidents | Lack of Awareness | Vehicle Incident- February 13, 2026, While traveling to a turnaround point in a shopping center cul-de-sac, the SCE vehicle operator needed to perform a three-point turn. The employee noticed a vehicle tailgating behind them, so they pulled forward into the entrance of a parking garage to allow the vehicle to pass. As the SCE vehicle moved forward, the vehicle's spotlight made contact with the overhead entrance sign. There was no damage to the third-party sign, and no injuries were reported. |
| 2/13/2026 | SCE Crew | Vehicle Incidents | Lack of Awareness | Vehicle Incident- February 13, 2026, The planner misjudged the height clearance of a driveway overhang and ended up knocking out the light on top of the truck; the beacon was also scratched. |
| 2/13/2026 | SCE Crew | Injury | Hand | Injury- February 13, 2026, While removing a cutting edge on a skidsteer, an employee cut his finger on the bolt head being removed. The normal process for removing the sharpened carriage bolt is to apply backing pressure with a hammer; however, the employee chose to use a gloved finger instead. When the bolt head rotated, his finger came into contact with the sharpened bolt head, cutting through his leather glove and causing a laceration. The employee was offered, but declined, the Injury Assistance Program |
| 2/13/2026 | SCE Crew | Injury | Hand | Injury- February 13, 2026, The employee was skinning #4 protected ground wire (PGW) when he cut through his glove and the end of his thumb. The employee was not offered the Injury Assistance Program (IAP) due to receiving immediate medical treatment. |
| 2/13/2026 | SCE Crew | Injury | Induction Event | Injury- February 13, 2026, During the process of replacing 66kVline disconnects at a substation, the personal grounds became trapped behind the circuit breaker lead. To correct this, the personal ground was lifted from the ground grid to free it; however, during this action, the personal ground made contact with the employee, resulting in an induction shock. |
| 2/9/2026 | SCE Crew | Switching, Testing, Operating | Lack of Awareness | Switching, Testing, Operating- February 9, 2026, An operator inadvertently closed the 2AA reactor 13.8kV bus disconnects while the program called for closing #2 Ground Detector Bank 13.8kV bus disconnects. There were no injuries reported. |
| 2/9/2026 | SCE Crew | Switching, Testing, Operating | Performing Routine Testing | Switching, Testing, Operating- February 9, 2026, A test crew was assigned to perform routine testing on two 220kV LFBF relays. After successfully completing the relay routines, the crew proceeded to perform a resistance test (meggar) on the secondary circuit. This type of relay shares the same current transformer (CT) circuit, therefore the crew opened the current secondary test knife (FT) switch to prevent potential damage to the relay during megger testing. The megger testing was completed successfully. Once testing was complete, the crew restored the equipment but inadvertently left the FT switches open. When operations attempted to return the bank to service, the bank tripped on differential protection due to the open current FT switches. Test was notified and returned to the substation to close the current FT switches. After the switches were properly restored, the bank was returned to service. There were no injuries reported. |
| 2/9/2026 | SCE Crew | Vehicle Incidents | Lack of Awareness | Vehicle Incidents- February 9, 2026, An employee arrived at an apartment complex through an alley to replace two meters. The employee exited the vehicle and walked through a space between carports to the cabinets located at the rear of the apartments. The employee then decided to go back and bring the vehicle to the panels. After driving through a narrow space and completing the work orders, the employee attempted to exit the same way they had entered. While doing so, they misjudged the turn and wedged the vehicle between the two carports, causing a significant scratch on the driver-side bumper and paint. The employee immediately called their supervisor. No injuries were reported. |
| 2/9/2026 | SCE Crew | Vehicle Incidents | Lack of Awareness | Vehicle Incidents- February 9, 2026, An employee struck a pole butt with the prefab golf cart. The pole was cradled on a digger truck in the yard. No injuries were reported. |

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|-------------------------|-------------------|-------------------------|-------------------------------|---|
| 2/9/2026 | SCE Crew | Vehicle Incidents | Lack of Awareness | Vehicle Incidents- February 9, 2026 , An employee driver arrived at the warehouse to pick up a will-call order that had already been loaded and was ready for departure. While exiting the premises, the employee made a sharp right turn and struck pallets staged in the staging area. After realizing he had made contact with the pallets, the employee stopped, inspected the situation, and turned his truck around to seek assistance. The employee then spoke with the warehouse supervisor to explain the incident. The supervisor documented the occurrence and took photographs. No injuries were reported. |
| 2/9/2026 | SCE Crew | Equipment Damage | Loading/ Unloading | Equipment Damage- February 9, 2026 , In the process of off loading a pad mount transformer, an employee tipped over the EZ Hauler. There were no injuries reported. |
| 2/9/2026 | SCE Crew | Injury | Walking or Standing | Injury- February 9, 2026 , While on a night job to replace a buried underground residential distribution (BURD) transformer, the employee exited the back of the underground (UG) van to retrieve material. The employee turned to the right and stood on the edge of an open trench in the asphalt that had been sectioned off with cones and caution tape by the city. The asphalt the employee was standing on at the edge of the trench gave way and fell into the trench, and the employee fell in with it. The employee was able to catch himself at the top of the trench with both arms and one knee. He sustained minor injuries from the fall, including a laceration to the left wrist and scrapes to the knees and left rib area. The employee was offered the injury assistance program (IAP) but declined. |
| 2/9/2026 | SCE Crew | Injury | Booming Down Bucket | Injury- February 9, 2026 , The employee was booming down in the tub bucket when a hydraulic line burst, causing fluid to land on the back of the employee's neck. First aid was administered, and supervision was notified. Out of an abundance of caution, supervision transported the employee to urgent care, where he was evaluated and released back to work with no restrictions. |
| 2/2/2026 | SCE Crew | Good Catch | Moving Load To Other Circuits | Good Catch- February 2, 2026 , While operating from an approved switching order for a Rule 20 cutover, the system operator, along with district crews, was tasked with moving load to other circuits. After completing several steps, the crew's next action was to verify that Pos. 3 of a remote control switch (RCS) was open and de-energized, but they found it to be open and energized. The crews called an All Stop, and after investigating, it was determined that the tags and circuit maps were incorrect. There were no injuries reported. |
| 2/2/2026 | SCE Crew | Vehicle Collision | Lack of Awareness | Vehicle Collision- February 2, 2026 , A troubleman (TM) was stopped by security while driving through a parking lot. After a brief conversation, the TM turned right and struck a small low-profile bollard. There were no injuries reported. |
| 2/2/2026 | SCE Crew | Vehicle Collision | Lack of Awareness | Vehicle Collision- February 2, 2026 , While entering a right of way, the passenger side bin door fell open and scraped a fence post. There were no injuries reported. |
| 2/2/2026 | SCE Crew | Vehicle Collision | Lack of Awareness | Vehicle Collision- February 2, 2026 , While backing out of a narrow driveway, the employee's passenger side mirror made contact with a concrete wall. There were no injuries reported. |
| 2/2/2026 | SCE Crew | Vehicle Collision | Lack of Awareness | Vehicle Collision- February 2, 2026 , An employee was operating a vehicle when the passenger side mirror hit a block wall. There were no injuries reported. |
| 2/2/2026 | SCE Crew | Close Call | Re-Installing Cutover Can | Close Call- February 2, 2026 , An employee was in the process of re-installing a cutover can on a T-126 120/240V residential panel. The cutover can was mistakenly installed upside down, causing a secondary phase-to-phase flash to occur. No injuries were sustained |
| 2/2/2026 | SCE Crew | Close Call | Lack of Awareness | Close Call- February 2, 2026 , The crew positioned at the tower attached the ladder to the helicopter's longline (Figure 2). The longline carried the ladder, an old insulator, and various tools. Upon arrival at the landing zone (LZ), a crew member observed that the rope's eye splice had failed. After gathering all remaining tools, it was noted that a grunt sack and a chain hoist were missing. The loss is believed to have occurred during the flight back to the LZ. No injuries were reported. |
| 2/2/2026 | SCE Crew | Injury | Walking Around Truck | Injury- February 2, 2026 , The employee was walking around the truck when they slipped on the icy surface, causing knee discomfort. The employee was offered the Injury Assistance Program (IAP) but declined. |
| 1/27/2026 | SCE Crew | SSE | Flash | SSE- January 27, 2026 , On Jan. 27, an SCE Transmission Heavy Crew was assigned to perform QC remediation work involving installation of armor rod on energized conductors. During the process, a phase-to-phase fault and arc flash occurred when the armor rod contacted an exposed insulator, causing the 4 kV circuit to relay and lock out. The crew immediately stopped work, returned to the ground, and no injuries were reported. PPE inspections showed no damage, and after confirming the conductor's integrity, the circuit was safely re-energized and work was completed without further incident. |
| 1/26/2026 | SCE Crew | Property Damage | Striking Fixed Object | Property Damage- January 26, 2026 , Edison Employee was removing a pallet from picking location, which is positioned on the top level of the racks in the aisle. While backing out of the location, he made contact with a steel beam attached to the ceiling. The impact caused a slight bend to the forklift mast (Figure 3). No injuries or damage to the steel beam. |

| <u>Date Of Incident</u> | <u>Occupation</u> | <u>Type of Incident</u> | <u>Body Part / Root Cause</u> | <u>Description</u> |
|-------------------------|-------------------|-------------------------------|-------------------------------|--|
| 1/26/2026 | SCE Crew | Property Damage | Striking Fixed Object | Property Damage- January 26, 2026 , The employee was maneuvering the sit-down forklift to plug it into the charger. He pulled forward into the charging bay with the intention of shifting into reverse, but before he could do so, the forklift's momentum caused the forks to strike the yellow cement post, knocking it over. He secured the scene and notified the upgrade supervisor. |
| 1/26/2026 | SCE Crew | Switching, Testing, Operating | Lack of Awareness | Switching, Testing, Operating- January 26, 2026 , While setting up for the day's work at a jobsite, an Edison employee inadvertently tripped off a 12KV circuit by bumping into the line's control handle. There were no injuries reported. |
| 1/26/2026 | SCE Crew | Property Damage | Vehicle Incident | Property Damage- January 26, 2026 , While traveling east on a highway and coming around a blind right-hand corner, the employee driver encountered a vehicle traveling west across the center line. The employee moved right within their lane to avoid a collision and struck the passenger-side mirror on a rock, damaging the mirror's turn signal. There were no injuries reported |
| 1/26/2026 | SCE Crew | Injury | Pulling on switch rope | Injury- January 26, 2026 , The employee was pulling on a switch rope to operate an underground (UG) gas switch. The rope was wrapped around the employee's hand and caused a strain to the right thumb. The employee was offered, and accepted, the Injury Assistance Program (IAP). |
| 1/22/2026 | SCE Crew | Injury | Falls | Injury- January 22, 2026 , On Jan. 22, during a scheduled crew operation to replace and commission a padmounted regulator, an apparatus foreman working alone on an 8-foot A-frame ladder fell while attempting to secure the cabinet doors of the new regulator bank. The District Field Supervisor insisted the apparatus foreman go to the hospital, and due to rural location, he self-transported. He has been discharged, is with family now, with recommendation to follow-up with his doctor. |
| 1/16/2026 | SCE Crew | Switching, Testing, Operating | Communication | Switching, Testing, Operating- January 16,2026 , A crew was in the process of return switching on a 12kv circuit when the load was dropped. A power supply (PS) was left open during return switching between clearance points. The crew closed taps, energizing the open PS, and then the substation continued with the program to make and break the box loop using remote control switches (RCS). Once the breaking RCS was opened, the line section was de-energized to the crew-opened PS. The PS was then closed to restore all load. |
| 1/16/2026 | SCE Crew | Switching, Testing, Operating | Communication | Switching, Testing, Operating- January 16,2026 , While clearing the west16kv operating bus at a substation, the transmission system operator (TSO) inadvertently opened a west 16kv CB prior to closing a different east 16kv CB. No load off due to the looped feed through another line at a different substation. |
| 1/16/2026 | SCE Crew | Switching, Testing, Operating | Circuit Breakers | Switching, Testing, Operating- January 16,2026 , While attempting to place an alarm inhibit on multiple circuit breakers (CB), employee instead opened two 12kv CBs, dropping load. |
| 1/16/2026 | SCE Crew | illness | Rodent Feces | Illness- January 16,2026 , An employee entered a commercial meter room and discovered the presence of rodents and rodent feces. The following day, the employee reported experiencing nausea, diarrhea, and a headache. The employee was offered but declined the IAP. |
| 1/16/2026 | SCE Crew | Injury | Securing pole | Injury- January 16,2026 , While securing a bundle of pole pieces, onepiece settled and landed on the employee's foot. |
| 1/16/2026 | SCE Crew | Injury | Slip, Trip, Falls | Injury- January 16,2026 , On January 16, a 3rd step apprentice was working a job to pre-dig a pole hole for a Deteriorated Pole project. He slipped on a plastic pole hole cover while exiting the work area. He fell and twisted his right ankle. He was transported by the field supervisor to a medical facility for observation and additional evaluation. |
| 1/15/2026 | SCE Crew | Injury | Hole | Injury- January 15, 2026 , Transmission / Oak Hills Grid –On January 15, while replacing an H-frame structure a third-step apprentice dropped his Klein pliers from the structure, striking a journeyman lineman's hand below. The lineman, who was wearing gloves, sustained a minor abrasion, promptly received first aid per IAP nurse recommendation, and experienced no significant pain or complications. He completed his shift without issue and returned to work the following day. |
| 1/15/2026 | SCE Crew | SSE | Injury | SSE- January 15, 2026 , Metro East Transmission –On January 15, while replacing a pole a fourth-step apprentice fell while removing grounds, resulting in a severe laceration to his upper neck/lower jaw and chipped teeth. The apprentice was treated and released the same evening, returning to work the next day. |
| 1/13/2026 | SCE Crew | Injury | Flash | Injury- January 13,2026 , On January 13, a crew was replacing a damaged section of mainline cable and identified the proximity of energized taps as a hazard. While removing the center-phase pothead tap, a flash occurred on a phase previously damaged by vandalism. The foreman called an All Stop, provided first aid, and coordinated with the switching center as emergency services were dispatched. One lineman reported visual spots and the other had neck redness; both were transported to the medical center, released, and later evaluated at the Grossman Burn Center, where they were cleared. |

| <u>Date Of Incident</u> | <u>Occupation</u> | <u>Type of Incident</u> | <u>Body Part / Root Cause</u> | <u>Description</u> |
|-------------------------|-------------------|-------------------------------|-------------------------------|---|
| 1/12/2026 | SCE Crew | Injury | Residential Work | Injury- January 12,2026 , Two SCE Field Techs (FTs) arrived at a customer's home to collect pole loading data. After gaining access to the backyard with the customer's help, they completed their work without incident. While discussing next steps at the front door, the customer was on a cell phone and was blocking the door to prevent the dogs from escaping. One of the customer's dogs escaped, bit one of the SCE FTs on the right buttocks and caused multiple scratches. The FT kicked the dog off of him and climbed onto a car to avoid further attack. The other FT used a metal clipboard to keep the dogs away. The customer eventually secured the dogs. First aid was offered but declined onsite; the incident was reported to management, who took the employee to the emergency room as a precaution. No stitches were needed, and all required notifications were made. The employee was offered and accepted the Injury Assistance Program |
| 1/12/2026 | SCE Crew | Circuit Interruption | Replacing Transformer | CCCI- January 12,2026 , While replacing a looped transformer, the primary cable was cross phased and locked out the circuit. There were no injuries reported. |
| 1/12/2026 | SCE Crew | Switching, Testing, Operating | Removeing Grounds | Switching, Testing, Operating- January 12,2026 , Crews responded to emergent restoration work after multiple relay events on a 115kV circuit caused by storm damage and downed wire. Over ten days, they completed tasks including wire splicing, installing anchors, down guys, double dead-ends, and spar arms, working between established EPZ grounds on H-structures #1, #2, and #3. Poor weather conditions caused the helicopter support to be grounded. After reaching a stopping point, the GF began patrolling the line, and the foreman planned removal of personal grounds by dividing the crew into two teams. Before grounds removal was completed, SCE patrols redirected the crews to address insulator adjustments. Upon returning, the crews removed the perimeter grounds and one of the crews patrolled structure #3 from a distance, not accessible by truck because of snow conditions. The crew saw no grounds on the structure from their position and assumed the other crew removed them at some point. The foreman did not verify the line before reporting all grounds cleared. During energization, the line relayed, prompting the GF to return and find grounds still installed on structure #3. After notifying contractor management, the GF and foreman inspected all equipment, found no damage, and removed the remaining grounds. |
| 1/12/2026 | SCE Crew | Property Damage | Operating Vehicle | Property Damage- January 12,2026 , An employee was driving a Ford F-150 when they came into contact with a yellow swinging security gate, which was recently installed. There were no injuries reported. |
| 1/12/2026 | SCE Crew | Property Damage | Operating Vehicle | Property Damage- January 12,2026 , The passenger-side bin on a line truck was damaged while slowly driving downhill on a narrow road. There were no injuries reported. |
| 1/12/2026 | SCE Crew | Property Damage | Operating Vehicle | Property Damage- January 12,2026 , While maneuvering closer to the curb on a residential street, the employee made contact with customer mailbox causing damage to it. There were no injuries reported. |
| 1/5/2026 | SCE Crew | Property Damage | Operating Vehicle | Property Damage- January 5,2026 , After completing a chemical offload, the driver was exiting the facility when the passenger side of the truck bed made contact with the pump house building. There were no injuries reported. |
| 1/5/2026 | SCE Crew | Circuit Interruption | Switching | CCCI- January 5,2026 , A crew replaced car-hit pad-mounted equipment (PME) and attempted to switch the circuit back to normal. The crew closed the pole switch (PS), which tripped the remote automatic recloser (RAR). The crew obtained approval to open PS, breaking a box loop and restoring all load. There were no injuries reported. |
| 1/5/2026 | SCE Crew | Injury | Pulling Cable | Injury- January 5,2026 , While pulling cable from the vault to the structure, the lineman stumbled on rigging and struck a plastic work step, causing a cut on the side of his face. The lineman exited the vault, cleaned the area, and applied a band-aid. The employee declined the Injury Assistance Program (IAP) and continued working. |
| 1/5/2026 | SCE Crew | Injury | Using a Ratchet Tool | Injury- January 5,2026 , An employee received a laceration to the left eyebrow while helping another employee who was trying to break free a seized nut and bolt. The injury occurred when the seized nut sheared off the bolt, and the employee was struck by the ratchet tool being handled by the other employee. The employee was offered, but declined, the Injury Assistance Program (IAP). |

Special Points of Interest:

A Public Hearing took place on January 15, 2026 on the **proposed** regulatory changes to the First Aid Kit regulations for both Construction and General Industry.

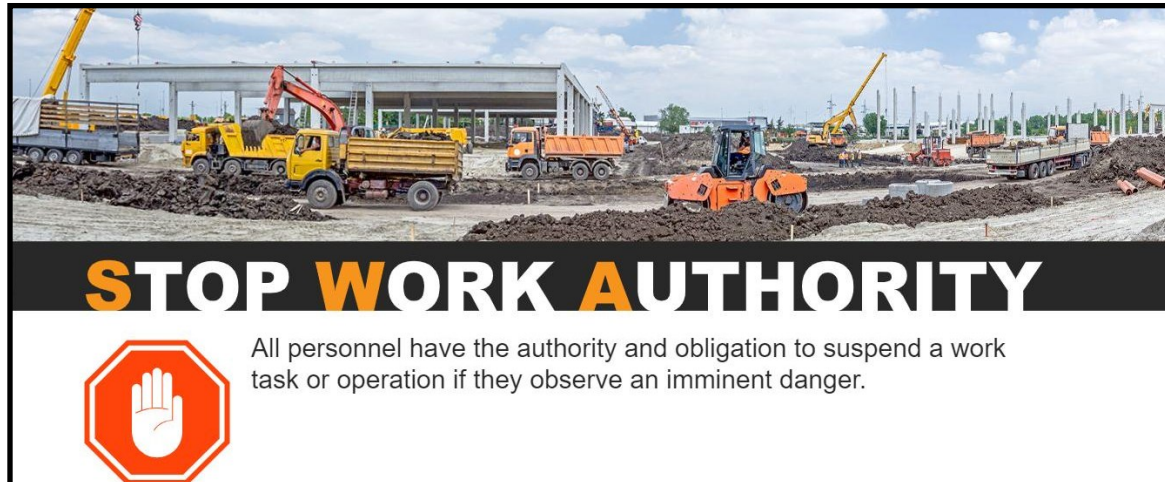
December 2026 is the deadline for Cal OSHA Standards Board to vote to Adopt/reject this rule.

To review the most current proposed language, please click this link: [First Aid](#)

Did you know?

SWA ensures that hazards are addressed proactively. Under the OSH Act's General Duty Clause, employers must provide work "free from recognized hazards" that are causing, or likely to cause, death or serious physical harm. SWA is specifically designed to address unsafe work conditions before they result in harm.

OSHA explains that employees may have the right to refuse dangerous work when several perceived unsafe conditions are met, including a good-faith belief of imminent danger, a reasonable person would agree there is a real danger of death or serious injury, the employer was asked to correct the hazard where possible and there is not enough time to go through regular enforcement channels.

Stop Work Authority

All personnel have the authority and obligation to suspend a work task or operation if they observe an imminent danger.

Stop Work Authority (SWA) is one of the most critical safeguards in construction, giving every employee, regardless of role, experience, or seniority, the absolute right and responsibility to halt work whenever something feels unsafe. Construction environments can change rapidly where equipment moves unexpectedly, weather alters footing, or new hazards emerge as tasks progress. SWA ensures that anyone on the crew can interrupt the operation the moment they notice a risk, preventing incidents before they happen.

Strong use of SWA often starts with small but meaningful actions. For example, stopping work when a spotter loses visual contact, when a piece of equipment enters a congested area, when excavation walls look unstable, or when energized systems haven't been fully verified. These pauses are not a sign of slowing productivity, they are a sign of professionalism and vigilance. Many near-misses across the industry have been avoided simply because a worker spoke up and suggested taking a step back to look at the task at hand to see if there is a safer way to approach the situation.

A company's culture plays a defining role in whether SWA is used effectively. Organizations with healthy safety cultures encourage open communication, eliminate fear of retaliation, and treat SWA activations as positive interventions, not inconveniences. In these environments, leaders thank employees for speaking up, supervisors pause to reassess conditions without hesitation, and crews understand that production goals never outweigh personal safety. This type of culture doesn't happen overnight, it develops through consistent leadership, clear expectations, and team members watching out for one another.

At its core, Stop Work Authority reflects a simple principle: every worker has the right to stay safe, and every company has the responsibility to support them in doing so. By reinforcing SWA in daily operations, toolbox talks, and crew conversations, we build jobsites where safety is shared and actively practiced, ensuring that everyone goes home safe at the end of the day.

FAQ

Q: How do I learn more about Injury and Illness Prevention and stop work authority?

A: Go to Cal/OSHA 8406 "Injury and Illness Prevention Program" and/or click [here](#)



OBSERVATIONS FROM THE FIELD

During the past month, safety observers for SDG&E performed job site inspections and observed 21,007 construction activities. Of these, there were 92 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 9 medium-risk observations and 0 high-risk observations during the month.

| At-Risk Observations (February 2026) | At-Risk Behaviors |
|---|---|
| Job Hazard Analysis (JHA) | There has been an increase in observations where the crew did not have the JHA filled out and onsite or it was not filled out thoroughly. |

NOTABLE AT-RISK OBSERVATIONS

| Medium-High Risk Observations (February 2026) | Potential Mitigation |
|---|--|
| A pedestrian entered the drop zone during bucket trimming operations, while the spotter was positioned in a location that did not provide a clear visual of the pedestrian. | Ensure spotters are positioned with full visibility of the drop zone and approaching pedestrian pathways, and establish clearly marked, controlled access zones to prevent the public from entering active work areas. |
| A crew member entered a 7-foot-deep pole hole to remove a rock at the bottom, but no shoring or protective system was in place. | Proper shoring, shielding, or a trench box is required before any employee enters an excavation deeper than 5 feet, and entry is prohibited until a competent person verifies the excavation is protected and safe. |
| The crew member was preparing to begin chipping the encasement without first putting on the required rubber gloves and leather protectors. | Ensure all required PPE is worn, verify that the HLO is active for all circuits involved, and use safe chipping techniques at all times. |

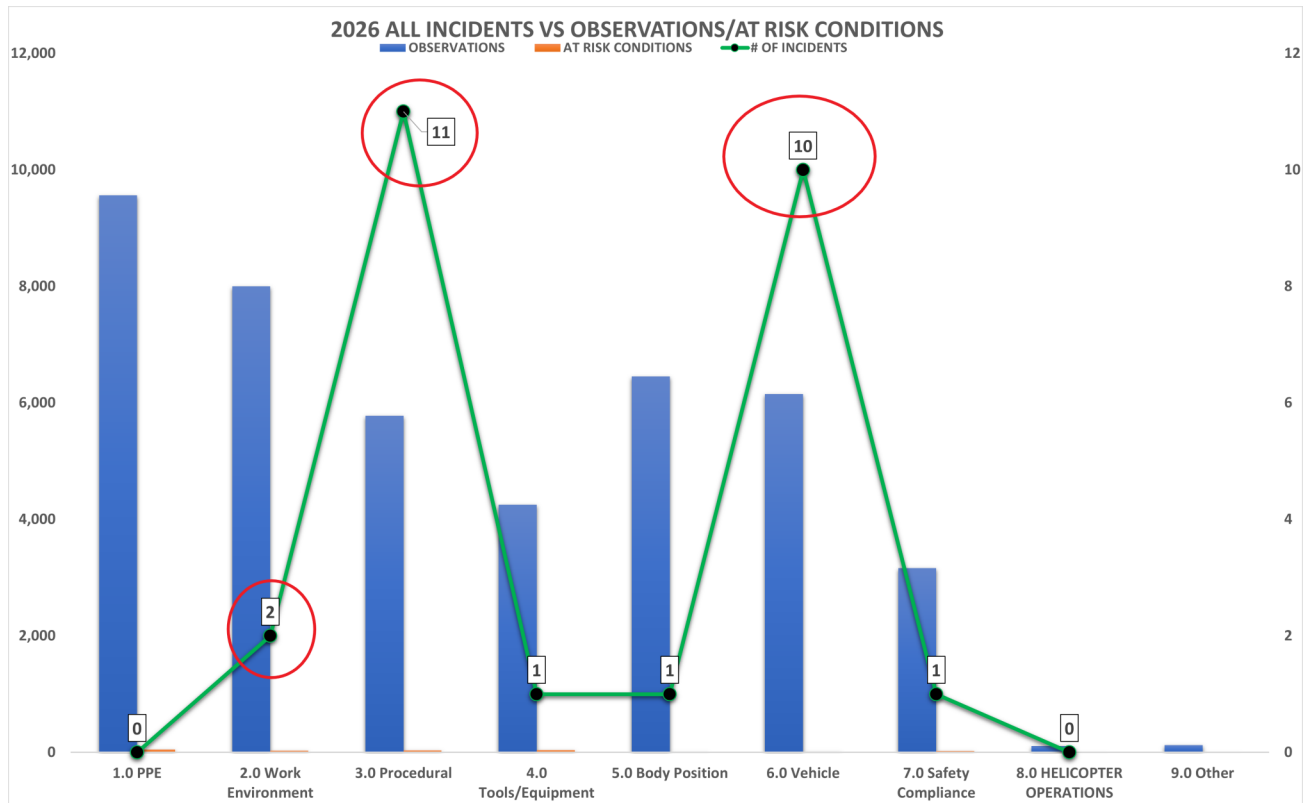
NOTABLE MONTHLY INCIDENTS/NEAR MISSES

| Incidents (February 2026) | Potential Mitigation |
|--|--|
| DART - The crewmember was using a jackhammer to break concrete when the tool broke through a section of the material. This caused the jackhammer to drop and shift, creating a pinch point between the tool and an adjacent block wall. The resulting injury was limited to the small finger on the employee's left hand. The employee needed stitches and was placed on modified duty. | Use proper hand placement on designated handles and maintain a stable stance to avoid pinch points and keep fingers out of the path of sudden tool movement. |
| Electric Incident - A standby lineman began chipping and removing concrete around encased conduit before a Hot Line Order (HLO) had been officially issued, after mistakenly believing he had already received authorization. The oversight was discovered when he later attempted to release the HLO, prompting an investigation that revealed he had never called back to obtain it and that a misunderstanding occurred during his call to extend the switch plan. | Crews should verify the job request details, circuits, switch plan, structures, and address for every work location, and ensure HLO acceptance and release times are clearly confirmed before starting any task. |
| Property Damage - A crew was installing the middle and top sections of a new pole next to a recently constructed building. After the wire transfer was completed, a 55' bucket truck leaving the area contacted a temporarily tensioned SDG&E fiber line, pinching it against the building and breaking it. Approximately 900 feet of fiber fell, causing property damage to the building and a vehicle, but no injuries were reported. | Use spotters when moving equipment in tight areas, ensure adequate lighting during night operations, and maintain strong situational awareness among all crew members to prevent similar incidents. |

INCIDENT SUMMARY (FEBRUARY 2026)

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

*SIF Potential Event = Serious Injury/Fatality Potential



FUTURE FOCUS AREAS

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

- Procedural
- Vehicle
- Work Environment

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

ISN Site Tracker Reminders:

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

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

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

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

SDG&E Contractor Incident Debrief

INCIDENT SUMMARY

This debrief outlines an incident that occurred in January of 2026, in which a third-party saw cutter was performing asphalt saw cutting toward the intersection when sparks were observed from the cut. Operations stopped immediately and notifications to project and city contacts were initiated, with the City of San Diego Traffic Signal Department arriving to de-energize the damaged traffic signal infrastructure so repairs could be made. The internal investigation determined that utility locations and depths had been clearly marked on the pavement and a one-call ticket was active, but the depth information was not explicitly confirmed verbally with the saw cutter during the pre-work briefing; the saw cutter proceeded using an 18-inch blade followed by a 30-inch blade to cut variable asphalt thickness (12–21 inches) and did not adjust blade height to maintain clearance above a traffic-signal conduit measured at approximately 12 inches below grade, leading to the strike.



CONTRIBUTING FACTORS:

1. Failure to verbally communicate and confirm the marked utility depth information with the saw cutter during the pre-work briefing, leading the operator to cut through the marked-out traffic signal line.
2. The foreman assumed the saw cutter would observe and interpret the visible markings without explicit clarification
3. The saw cutter used an 18-inch blade followed by a 30-inch blade to cut through asphalt ranging from 12–21 inches thick and did not raise the blade to maintain clearance above the traffic-signal conduit located approximately 12 inches below grade
4. The saw cutter stated that he did not see layout identifying the conduit and saw only a patch area, but he did not stop to ask for clarification.

MITIGATIONS:

1. The incident and lessons learned were shared with all crew members for awareness.
2. On the job training was conducted covering hand dig zone policy, potholing, and the transfer of information to anyone performing work on the project.
3. The contractor developed a “How To” guide for crews to follow prior to starting work and before any digging takes place, which included information about clear communication between all members on the job.

Please share this Incident Debrief with all affected employees

Special Points of Interest:

Cal OSHA COVID-19 Prevention regulation:

All requirements (including recordkeeping) in Cal/OSHA’s COVID-19 Prevention regulation ended on February 3, 2026.

This means that, as of February 3, 2025, there will no longer be a specific set of regulatory requirements relating to COVID-19 prevention in the workplace.

[Cal/OSHA COVID-19 Guidance & Resources](#)

Did you know?

Wildlife-related workplace incidents are more common than many may realize. Findings of a research published in the American Journal of Industrial Medicine revealed that between 2015 and 2021, [OSHA recorded 788 severe injuries caused by animals](#). Most incidents (60.4%) involved mammals, followed by insects, arachnids, and mites (23.2% combined), and finally, reptiles (16.1%)

The highest risk occupations for wildlife encounters are the following: Construction & landscaping, agriculture & farming, forestry & logging, wildlife management & research, and utility & pipeline maintenance.

Wildlife Encounters on the Jobsite



Construction projects often take place in areas where wildlife is present, making encounters with animals a potential jobsite hazard.

Workers may come across snakes, birds, rodents, coyotes, or other wildlife, especially during early morning hours, near undeveloped land, or around stored materials and equipment. While most animals avoid human activity, construction activity can disturb habitats and lead to unexpected interactions. If a wildlife encounter occurs, workers should remain calm, stop work in the immediate area, and keep a safe distance. Never attempt to approach, feed, capture, or scare an animal, as this can provoke defensive behavior and increase the risk of injury. The encounter should be reported promptly to a supervisor, who can determine whether wildlife professionals or local authorities need to be contacted. Work should not resume in the affected area until it is deemed safe.

Preventive measures are key to reducing wildlife-related incidents. Crews should conduct jobsite walkdowns before starting work, be alert when moving materials or equipment, and avoid placing hands or feet in areas that are not clearly visible. Keeping the site clean by properly disposing of food waste, securing trash, and minimizing clutter reduces attraction for animals. Wearing appropriate PPE, including long pants, gloves, and sturdy boots, also provides added protection. Staying aware, following procedures, and reporting hazards immediately help ensure both worker safety and respect for wildlife on and around the jobsite.

As an additional resource, SDG&E has developed a [Project Environmental Manual](#) to help address items related to wildlife such as access to the project site, reporting biological interactions, wildlife encounters/removals, and natural resources.

FAQS

Q: How do I learn more about protecting yourself from rodents, snakes, & insects?

A: Go to OSHA Quick Card “Rodents, Snakes, & Insects” and/or click [here](#)

Q: How do I learn more about Wildland Services?

A: Go to “Wildland Services” and/or click [here](#)

OBSERVATIONS FROM THE FIELD

During the past month, safety observers for SDG&E performed job site inspections and observed 26,430 construction activities. Of these, there were 119 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 8 medium-risk observations and 0 high-risk observations during the month.

| At-Risk Observations (March 2026) | At-Risk Behaviors |
|--------------------------------------|--|
| Barricades and warning signs | There has been an increase in observations where the crew has inadequate worksite delineation and barricading. |

NOTABLE AT-RISK OBSERVATIONS

| Medium-High Risk Observations (March 2026) | Potential Mitigation |
|---|--|
| A worker was observed feeding material into the chipper from the traffic side while wearing faded and loose hi-vis apparel, creating both traffic-strike and entanglement hazards. | Workers should feed the chipper from the non-traffic side of the equipment to avoid being struck and always wear well maintained hi-vis clothing. |
| The crew staged utility trucks on the roadway shoulder and began aerial work, during which an outrigger extended into an active travel lane, creating a struck-by hazard and causing motorists to deviate from their lane. | Reposition the utility truck so outriggers do not encroach into active travel lanes, or implement proper traffic control measures, such as lane closures, cones, and advance warning signage, before deploying outriggers. |
| A crew member was observed holding a cell phone between his shoulder and chin while working near a suspended load. This distraction reduced situational awareness and increased the risk of serious injury due to moving equipment and failure to recognize existing hazards. | Workers should not use their cellphone while working on the jobsite and maintain full situational awareness of their surroundings. |

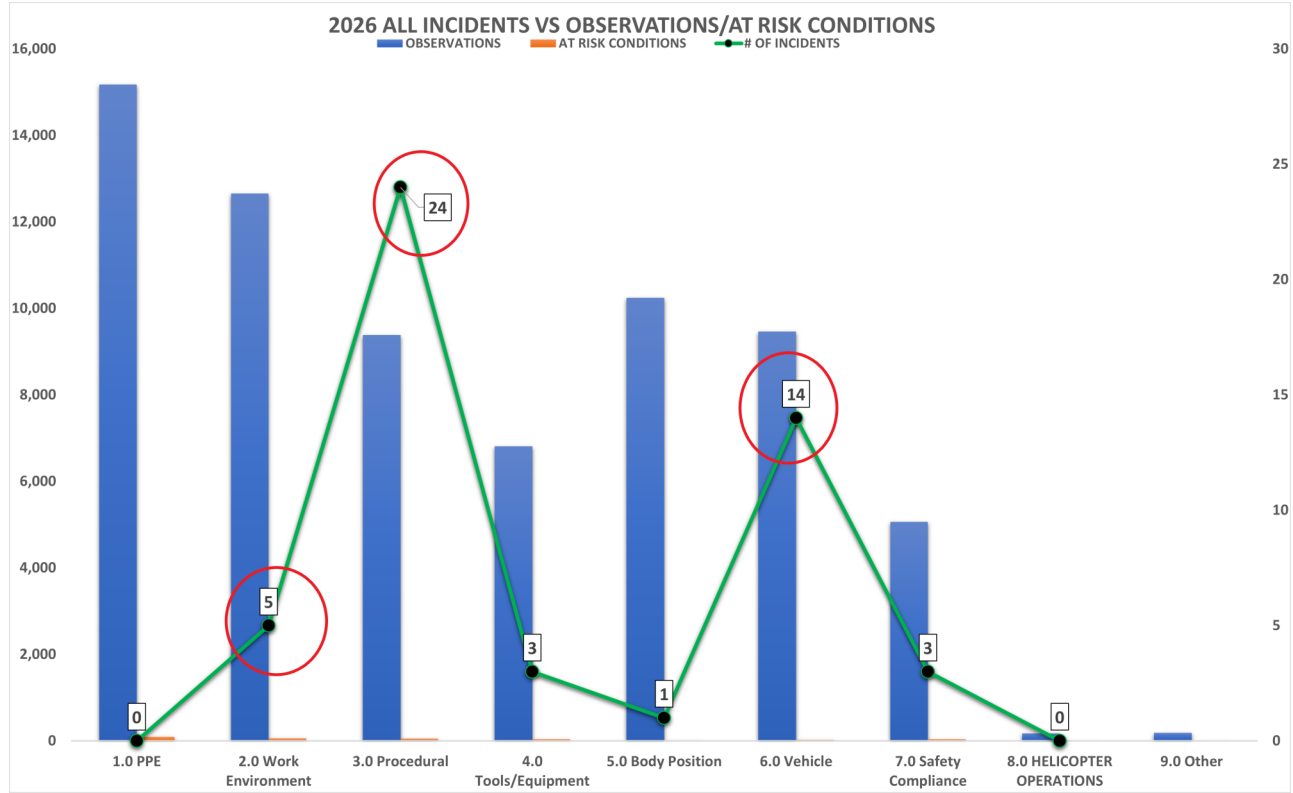
NOTABLE MONTHLY INCIDENTS/NEAR MISSES

| Incidents (March 2026) | Potential Mitigation |
|---|---|
| Electric Incident - While a crew was performing switching operations, the Foreman did not review the entire switching plan, and the incorrect switch was closed, causing a switching error. The Foreman identified the discrepancy shortly thereafter and corrected the error. | The switching plan should be thoroughly reviewed prior to execution, with peer verification added to reduce the likelihood of switching errors. |
| Non-Serious Near Miss - While a conductor was being repositioned from approximately 20 feet in elevation during a secondary intercept, the conductor made incidental contact with a step bolt installed on the structure, causing the bolt to become dislodged and fall. The step bolt struck a civil subcontractor's worker on the hard hat and glanced off. | If performing overhead activities on the jobsite, ensure there is an adequate exclusion zone below the elevated work to protect workers from falling objects. |
| Non-Serious Near Miss - While flaggers were working within a lane closure, a driver failed to stop as directed, accelerated, and entered the oncoming traffic lane. The driver proceeded through the work zone at a high rate of speed, nearly losing control of the vehicle. A flagger on the east side of the intersection was forced to run out of the way to avoid being struck. | Enhance traffic control and worker protection measures, including the use of additional advance warning signage, reduced-speed enforcement, and physical barriers where feasible. |

INCIDENT SUMMARY (MARCH 2026)

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

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



FUTURE FOCUS AREAS

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ISN Site Tracker Reminders:

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

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

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

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

SDG&E Contractor Incident Alert



[Gate involved in incident]

ACTIVITY: A contracted worker was doing QA (quality assurance) testing including verifying function and identifying punch list items on a newly installed double sliding gate.

INCIDENT SUMMARY:

On April 20, 2026, at an existing substation where a fence and gate upgrade project was in construction, a contracted worker was performing QA activities on a newly installed double sliding gate. While manually pulling the gate panels together, the worker simultaneously contacted both fence panels and received an electrical shock. Electrical induction from nearby energized lines had caused the gate to become electrically charged.

The contracted worker was immediately transported to the hospital by a co-worker for medical evaluation and was later released. No further injuries were reported.

STATUS: The incident remains under investigation

MITIGATIONS and POTENTIAL MITIGATION(S):

1. Temporary grounding was installed on all four gates at the facility to eliminate induced voltage hazards.
2. The four completed gates were secured in the open position.
3. Hazard warning signage was attached to the ground clamp connection points and the gate handles.
4. An immediate safety stand-down was conducted to review the incident and reinforce electrical hazard awareness.
5. Follow the Job Safety Analysis (JSA) process and verify hazard controls are in place before interacting with newly installed or incomplete equipment.

SDG&E Contractor Good Catch Alert



Crew put out a vehicle fire while at a gas station for fuel

ACTIVITY: A contracted vegetation tree trimming crew was fueling at a gas station when they encountered a member of the public in need of assistance.

GOOD CATCH SUMMARY: A contracted crew was fueling up the equipment when they noticed a travel trailer pull in with significant smoke coming from one of its tires. The driver parked and requested assistance, stating the trailer had caught fire. A member of the crew immediately responded with a fire extinguisher and successfully extinguished the fire in the trailer's undercarriage. No injuries were reported as a result of the incident. The incident occurred at a gas station in Alpine, involving two significant fire risk areas, and the crew did an excellent job protecting the public and the surrounding area.

CONTRIBUTING FACTORS TO SUCCESS:

1. San Diego has a high fire potential, check your fire tools daily, as they may be needed.
2. Review and be familiar with the esp113.1 for project site fire tool requirements prior to site visits.
3. Review with employees when to support fire fighting and when to back away to protect their safety.

SDG&E Contractor Incident Alert

ACTIVITY: Internal crew and contractor support were performing pre-construction activities within a United States military base Safety Danger Zone (SDZ).

INCIDENT SUMMARY: On May 1, 2026, an incident occurred at a United States military base involving internal crew and contracted worker performing pre-construction activities ahead of a construction crew. While traveling to a SDG&E asset the crews drove through a firing range SDZ without confirmation the range would be cold or shut down for the duration of their work. Upon the crews return from their work range personnel observed the vehicles traveling within the SDZ and immediately halted live-fire operations once the vehicles were spotted. The incident was identified and escalated to SDG&E by the United States military base Range Control. SDG&E leadership and Contractor Safety were notified of the event. No injuries occurred.

STATUS: All work within the military base was immediately suspended, and all personnel exited the area safely. The incident is currently under investigation, and SDG&E is reviewing access procedures, communication gaps, and control measures prior to resuming any future work in this area.

POTENTIAL MITIGATION(S): Preliminary, pending further investigation and review

To prevent recurrence of similar incidents, the following mitigation measures must be considered and reinforced:

1. Working with the United States military base to identify potential mitigation measures.
2. Internal procedures are being reviewed.
3. Future work on United States military bases should be reviewed with supervision prior to starting.
4. Contractors should work with SDG&E contacts to ensure all protocols are met prior to traveling through firing ranges.
5. Ensure Job Hazard Analysis (JHA) is completed prior to travel through potential hazardous areas such as firing ranges.

SDG&E Contractor Incident Debrief

INCIDENT SUMMARY:

This debrief documents an incident that occurred in March 2026 during helicopter-assisted installation of a 3-bank transformer on a distribution pole. The work was performed by a contracted line crew using a helicopter (helo) to deliver multiple loads throughout the day.

A 3-bank transformer is mounted to a metal bracket (see attached photo) and was transported by the helicopter using approved rigging equipment and a remote cargo hook. The remote hook allows the load to be released either by the helicopter pilot or manually at the hook if required.

The scope of work for the day involved several helicopter lifts to various locations. The final lift of the day was the placement of the 3-bank transformer onto a newly set distribution pole. Two linemen were positioned on the pole and prepared to receive the load. Both linemen were working on the same side of the pole, while the helicopter delivered the load from the opposite side.

The helicopter positioned the transformer smoothly into place. The linemen then attempted to seat the transformer bracket onto the mounting pegs. This positioning was attempted approximately three times within a 20–30 second period, which is considered normal practice. During this time, the load experienced minimal movement, estimated at approximately one foot, while the helicopter continued to hover.

On approximately the fourth attempt to seat the transformer, the load was prematurely released from the remote hook and fell to the ground. No injuries occurred, and all ground personnel were clear of the drop zone at the time of the release.

Work was stopped immediately following the incident. The helicopter returned to the landing zone, and the remote hook involved in the incident was removed from service pending further evaluation.

CONTRIBUTING FACTORS:

Based on the completed investigation—which included interviews, research, and testing of the helicopter and rigging equipment, including third-party evaluation of the remote hook—and after eliminating all other reasonably identifiable causes, the only potential contributing factor identified was an unintended activation of the hook release from within the helicopter.

MITIGATIONS:

1. Conduct a daily pre-job briefing outlining the plan of operation and clearly defining roles and responsibilities for both the pilot and ground crew.
2. Test cargo hooks both electronically and mechanically prior to use. All testing shall be performed by a competent person.
3. Verify that all loads are within approved size and weight limits and that load connections to the helicopter and associated rigging equipment meet design specifications and operational requirements.
4. Ensure linemen are positioned in a safe and stable location to receive the load and maintain clear communication with the pilot at all times.
5. Confirm all personnel remain outside of the fall zone and are clear of suspended loads at all times.
6. Conduct periodic reviews of helicopter operations, including equipment performance, crew coordination, and procedural compliance.



Please share this Incident Debrief with all affected employees