



TO:

**All parties in interest**

**Via: E-Mail Transmission**

DATE

06/09/2025

RE:

**Notice of Joint Red Book  
Safety Committee Meetings  
for June 2025**

E-MAIL: [JWEAVER@WESTERNLINENECA.ORG](mailto:JWEAVER@WESTERNLINENECA.ORG)

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

- **Wednesday, June 11, 2025, at 1:00 pm** at our Cal-Nevada JATC's Training Center in Woodland, CA.

The minutes from our last meeting, held on March 25, 2025, are now posted for review and download on the [WLCC Chapter's](#) website.

Thanks, and stay safe!

Jules W. Weaver  
Chapter Manager

**MEETING MINUTES**  
**IBEW 47-1245 / WLCC-NECA JOINT SAFETY COMMITTEE**  
**March 25, 2025**  
**Cal-Nevada JATC – Woodland Training Center**

**Present:**

**Mgmt:**

AJ Zartman- Chairman  
James Stapp  
Chris Hess  
Giovanni Rangel  
Scott Williams  
Raul Guardado  
Clayton Loback  
Casey Mitchell  
Jacob Michoan  
Richard Briscoe  
Frank Farwell  
Matt Bates  
Jack Crabbs  
Justin Burtow  
Mike Lewis  
Pete Carter  
Kevin Telford  
Adam Mata  
Ron Minudri  
Jason Alipio  
Nickolas Smith  
Andrew Smoot  
Jay Clark  
Matthew Tedder JR  
Chris Burt  
Chris Campbell  
Mike Baeza  
Ian Neff  
Tyler Udall  
Scott Hudelson  
James Hulsey  
Allen Birch  
Shannon Marchbanks  
Sonny Mendez  
Brian Russell  
Robby Robinson  
Lito Wilkins  
Thiel Harryman  
Ray Lemon  
Jules Weaver  
Matt Morrison – Secretary

**IBEW:**

Ralph Kenyon  
Jesse Newman  
Colin Lavin  
Casey Lavin

**Cal-NEV**

**JATC/Guest:**

Jimmy Skinner, Cal-Nevada JATC  
Eugene Gloudeman  
Chris Cotter  
Clint Kroese

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

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

**Previous Minutes:**

***M/S/C to approve the Meeting Minutes of the Joint Safety Committee Meeting held on December 3, 2024.***

**Review of Accidents & Incidents:**

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

**Contractor's Reports:**

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

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

**Local 47 - Southern California:** Reported by Mr. Casey Lavin and he noted there was a vac truck contractor sucking under a streetlight and the light tipped over. They had no additional accidents/incidents to report beyond those that were reported today.

**Local 1245 - Northern California:** Reported by Mr. Ralph Kenyon and he discussed a PG&E Incident where the bucket became detached with 2 guys in in and only thing holding it in the air was the hydraulic hoses. Noted they had no additional accidents/incidents to report beyond those that were reported today.

**Exhibits attached hereto:**

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

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

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

**Old Business:**

1. Mr. Zartman thanked the Red Book Subcommittee and Professional Safety for their work on the rewrite of the Red Safety Book and noted that ADP (industry publisher) is going to update the graphics and formatting of the Red Safety Book thanks to a grant from WLCC. Mr. Zartman noted that the goal is for the revised Red Book to be ready in PDF format by our next Meeting on March 25, 2025.
2. Mr. Weaver gave a quick update on EICA's Safety Wallet and Crane Certification program and the new Helicopter Training Class that is available now on the Safety Wallet platform and the kickoff of the development of 2 more Safety Wallet - Helicopter Training programs focusing on Rigging of Loads and HEC. Mr. Weaver noted EICA is still working on the new Safety Wallet APP and hopefully it will be available for our next meeting. A general discussion followed.
3. It was also noted that if there is a crane accident/incident, and the operator of the crane holds an EICA Certification that those incidents are to be immediately reported to EICA. Here is a link to **EICA's Website:** <https://eica-us.org/>
4. WLCC President Stapp announced that he had accepted the resignation of Secretary Weaver

as the Secretary of this Red Book Joint Safety Committee and he and the group thanked Mr. Weaver for his near 25 years of service as the Red Book Secretary. In addition, President Stapp announced Mr. Weaver has also resigned from his position on the IBEW/NECA Safety Committee and Mr. Weaver was thanked for his service on that Committee. President Stapp then announced that Mr. Matthew Morrison - Assistant Chapter Manager of WLCC has replaced Mr. Weaver as the Secretary of the Red Book Committee and as a member of the IBEW/NECA Safety Committee, the group then welcomed Mr. Morrison into those positions.

**New Business:**

1. Mr. Kroese Discussed the use of hand tools for Apprentices and how they need training a discussion followed.
2. It was noted that the **Red Book Subcommittee** is composed of the following 8 individuals from Labor and Management:

**Labor**

Ralph Kenyon  
Ethan Stonecipher  
Casey Lavin  
Cory Pederson

**Management**

AJ Zartman  
Chris Burt  
Ryan Ritchie  
Ronald Minudri

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

**Labor Representatives**

Ralph Armstrong  
Ralph Kenyon  
Casey Lavin  
Colin Lavin

**Management Representatives**

Jim Stapp  
AJ Zartman  
Walter Posey  
Matthew Morrison

**Next Meeting Date and Location:**

Wednesday – June 11, 2025, at 1:00pm at the Cal-Nevada JATC Training Center located in Woodland, CA.

*Meeting adjourned at 3:20pm*

# IBEW 47 - 1245 / WLCC - NECA

## 2nd Qrt 2025 Accident/Incident Reports

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
<b>Contractor Significant Accidents</b>				
5/19/2025	Outside Crew	Injury	Aerial Lift Bucket	<b>Injury - May 23,2025</b> , During the vehicle inspection and gear retrieval, an employee was struck by a bucket of an aerial lift being lowered without an observer/spotter. An all stop was called, the area was secured, and the General Forman attended to the injured employee, who was not seriously injured thanks to wearing Personal Protective Equipment (PPE) (Figure 1). The safety department was also notified.
1/6/2025	Outside Crew	Injury	Lack of Awareness	<b>Injury - January 6, 2025</b> , A crew had successfully topped the old, deteriorated pole down to ground level, then jackhammered around the old pole so they could install a setting chain to attempt removal of the old pole. An employee stepped into the area with his left foot where the jackhammer had been working to attempt to readjust the setting chain, when his left foot slipped on a rock, and his right leg remained in place. This put his right leg in an awkward position causing it to bend inward towards his left leg. The Foreman assisted the employee who was able to contact the mobile medical provider for treatment information.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
<b>Contractor Circuit Interruption Incidents</b>				
5/19/2025	Tree Crew	Unplanned Outage	Vegetation Management	<b>Unplanned Outage - May 19, 2025</b> , The crew was cutting a branch approximately 25 feet long, tied off to a zipline to avoid all the wires. About 3 feet from the tip broke off as the branch was coming down on the rig line and hit the service line, causing an outage (Figure 3). The crew had cut and rigged a branch larger than usual. The worksite was secured and the General Foreman contacted the SCE Vegetation Management team and the ESOC to report the incident. There were no injuries reported.
5/19/2025	Outside Crew	Unplanned Outage	Lack of Awareness	<b>Unplanned Outage - May 19, 2025</b> , A crew was working on a project performing tasks that included pulling in new covered conductor and completing pole changeouts. The work was completed for the day without any reported issues. On the following day, a foreman was contacted by an SCE Troublemaker regarding a 'no lights' service call in the vicinity of the previous day's work. Upon investigation, the foreman discovered that a service wire had become disconnected and was hanging in a nearby tree (Figure 5). The foreman promptly made the necessary repairs, and power was successfully restored to the affected service.
5/12/2025	Outside Crew	Unplanned Outage	Breaker Control Switch	<b>Unplanned Outage - May 19, 2025</b> , A crew member was preparing to drill a hole in the bottom of the circuit breaker (CB)cabinet on the No. 1Bank 66kV CB. Upon moving a bundle of wire, the crew member accidentally bumped the CBcontrol handle(Figure 1), dropping all 4kV load. The crew member stopped work immediatelyand informed the foreman and site representative. SCE Test was onsite and investigated and verified that no equipment was damaged. SCE Test was in direct contact with Operations and closed the CB, restoring all 4kV load.
5/12/2025	Outside Crew	Unplanned Outage	Lack of Awareness	<b>Unplanned Outage - May 19, 2025</b> , Crew members arrived to replace deteriorated poles and spans of wire with new covered conductor. Crew 1 (C1) successfully managed the outage, while Crew 2 (C2) worked on a different pole and opened transformer fuses to prevent back feed. After completing their task, C2 moved to assist with the wire pull, which was successfully completed and re-energized. However, C2 forgot to close the fuses at the transformer, resulting in a power outage for three customers lasting approximately 10 hours and 45 minutes
1/27/2025	Civil Crew	CCII	Hand Digging	<b>CCII - JANUARY 27, 2025</b> , A contract crew consisting of two groundmen were tasked with digging and installing an anchor plate for a structure. The crew completed their job briefing and began their assigned task of hand-digging the anchor plate hole. The hole had previously been excavated to a depth of 5 feet by a different crew. The crew resumed digging by hand using a jackhammer to reach the required depth. At approximately 7 feet, they unintentionally contacted a 12 kV underground line, causing a circuit interruption. The crew immediately stopped work and notified management. Southern California Edison (SCE) was dispatched to assess the situation. No injuries or additional damage were reported. The incident was the result of an oversight by the crew in failing to positively locate underground service alert (USA) markings. After onsite review, USA markings were noted approximately 15 feet away on the opposite side of a fence. Dense vegetation and the separation from the roadway may have further contributed to the markings being overlooked.
1/6/2025	Outside Crew	CCII	Pruning	<b>CCII - JANUARY 6, 2025</b> , A Foreman was trimming branches away from open wire secondary lines to prevent the wind from causing the vegetation to contact the lines. Instead of repositioning himself to get a better view of where the final cut would be or piecing apart the branch and removing smaller branches to give the engaged observer a better view, the Foreman attempted to remove the whole branch from the main leader with limited visibility. This resulted in the Foreman hooking the service wire with the pole pruner. There were no injuries reported.
1/6/2025	Outside Crew	CCII	Lack of Awareness	<b>CCII - JANUARY 6, 2025</b> , A contract electrical crew was preparing to install insulators in a 66kV substation switchrack. Crew members informed the SCE checker they were going up in the manlift and identified hot lines and positions. When the crew raised the manlift, a section of the boom made contact with an energized conductor causing an electrical flash, resulting in a circuit interruption and no injuries.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
<b>Contractor Other Incidents</b>				
4/1/2020	Outside Crew	Vehicle Incident	Operator Error	<b>Vehicle Incident - April 1, 2020</b> , A 5-man crew was tasked with replacing a run of deteriorated CIC from a vault to a 3-phase transformer in support of a 12 kV CIC replacement project. The crew arrived on-site at approximately 07:00 a.m. to prepare for the scheduled outage taking place at 08:30 a.m. They tailboarded on-site, discussing the specific tasks for each person along with notable items including clearance information and the proper testing and grounding procedures, as well as back-feed prevention. Once remote spiked, the deteriorated CIC was successfully removed with the aid of a Grasshopper (tractor), and the new cable was pulled in without incident. By approximately 14:15 p.m, most of the cable had been made up and crew members not making up cable were cleaning the site. The foreman tasked the apprentice with prepping the Grasshopper to be loaded onto the trailer. All cable had already been offloaded from the Grasshopper, so the apprentice just needed to drive it to the trailer. He put his seatbelt on, started the tractor, and lifted the outriggers in preparation to move forward. At this point, he realized that he could not see the clearance between the bottom of the witches hat and the inclined slope in front of him, so he began lifting the boom to see if that would improve his visibility. As soon as he released the controls for the boom-up, the boom jerked to a stop, causing the Grasshopper to shake and begin to tip on the uneven terrain. Despite the apprentice having the instinct to immediately boom down, it was already too late and the Grasshopper rolled on its side. The apprentice was able to unbuckle himself without assistance and radioed to the foreman while walking over to him, explaining what had just happened. The foreman immediately asked if he was okay and needed any medical assistance, to which the apprentice said no. The foreman then called an all-stop and got the crew together to evaluate steps moving forward.
5/23/2025	Outside Crew	Snake Bite	Lack of awareness	<b>Snake Bite - May 23, 2025</b> , While walking in the SCE yard, an employee inadvertently stepped on the tail of a gopher snake. The snake struck the employee's left leg; however, they were wearing snake guards, which prevented injury. The employee confirmed there was no bite or break in the skin and declined medical attention, stating they were shaken but unharmed. The snake retreated under a nearby white concrete slab (Figure 1). The employee notified his supervisor and reported the incident to the ESOC.
5/23/2025	Outside Crew	Secondary Panel Flash	Loose Hardware	<b>Secondary Panel Flash- May 23,2025</b> , An employee was in the process of removing a meter on a T-126 120/240V residential panel. While removing the meter, a phase-to-ground panel flash occurred. The top left line-side clip of the meter socket came forward with the meter, making contact with the grounded panel. Signs of existing damage caused by overheating were visible. No injuries were sustained.
5/24/2025	Civil Crew	Close Call	Forklift Incident	<b>Close Call - May 23,2025</b> , While offloading the padmount transformer from the delivery truck, the forklift was operating on uneven gravel. When the unit was approximately 6 to 12 inches above the ground, the load became unstable and tipped off the forks, falling onto the gravel surface. The padmount was returned to its proper position, the supervisor was notified, and no injuries were sustained by the employee.
5/19/2025	Outside Crew	Air Operations	No Fly Zone	<b>Air Operations - May 19, 2025</b> , A contractor-operated helicopter entered a 43-mile long by 6-mile wide SCE restricted airspace, mistakenly perceiving it as a cautionary area rather than a no-fly zone. The crew assumed they were clear of the project area based on previous communications with the SCE Air Ops team and the SitRep for May 14th. When they encountered activity, they deviated, communicated, and maintained clear of the work site.
5/19/2025	Outside Crew	Close Call	Targeted Drone	<b>Close Call - May 19,2025</b> , A two-person inspection crew was conducting drone-based aerial inspections of a lattice transmission structure in the Santa Barbara region. Before starting, they informed and obtained verbal approval from the property resident and a neighboring resident. The drone was launched from a safe vantage point uphill. Shortly after takeoff, while capturing imagery, the crew heard a loud "crack" resembling a gunshot. The drone's gimbal malfunctioned, but the pilot managed to land the drone safely. Upon inspection, they found damage to the gimbal assembly consistent with a high-velocity projectile (Figure 2). No employees were injured. The drone was likely targeted by an unknown individual in the vicinity. Despite prior homeowner notification and approval, it appears a neighboring party discharged a firearm at the unmanned aerial system (UAS). The crew safely recovered the UAS and immediately notified their supervisor. 911 was called to report the suspected shooting, and the incident was reported to SCE Corporate Security.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
5/19/2025	Outside Crew	Switching Testing Operating	Relay lost Power	<b>Switching/Testing/ Operating - May 19, 2025</b> , The crew was preparing to anchor new relay racks in a substation MEER. During the operation, cables shifted and tightened, which caused a small secondary disconnect to inadvertently open. Upon hearing an unusual alarm, an immediate all-stop was called, and the Foreman began investigating. The team discovered that a primary protection relay was not powered on and found an opened top terminal block. The Foreman reported the findings to the Testman and Operations department, and the crew awaited further direction from the SCE team before continuing work. There were no injuries reported and no primary circuits interrupted.
4/28/2025	Outside Crew	Switching Testing Operating	Flash	<b>Switching/Testing/ Operating - April 28, 2025</b> A substation contractor was relocating a small relay on a control board to make room for new devices. During this relocation process the back of the in service device made contact with a metal bracket causing a small secondary flash (Figure 2). The contact also caused the associated control board lights to short out on the front side of the panel. No one was injured from the incident, and no load was interrupted.
4/28/2025	Civil Crew	Property Damage	Communication Cable	<b>Property Damage - April 28, 2025</b> A 3 man excavation crew, including a foreman, an operator, and a groundman, was tasked with potholing and trench excavation for a splice box installation. After a job briefing and verifying utility locations, they began work. The crew successfully located and exposed energized SCE cable in conduit (CIC) and Frontier communication cables, noting both were mismarked. While using a mini excavator, the crew lost situational awareness and accidentally re-covered the Frontier cable, which was then damaged by the excavator bucket. The damaged cable was identified as a 100 pair Frontier communication cable.
4/28/2025	Outside Crew	Injury	Slip, Trips, Falls	<b>Injury - April 28, 2025</b> , A worker tripped on a limb while carrying limbs to the chipping area (Figure 1), causing him to fall and injure his right arm and elbow. Another worker stopped all work to assist him. Despite minor discomfort, the injured worker completed his task and reported the incident to the General Foreman.
4/28/2025	Civil Crew	Injury	Vehicle Accident	<b>Injury - April 28, 2025</b> , The employee was in the process of setting up a 45 ton crane for a pole replacement. As he was walking towards one of the outriggers, a vehicle drove very close to the line of cones, and the side mirror made contact with the employee's hand. The employee was evaluated but stated they were fine.
4/21/2025	Tree Crew	Property Damage	Vegetation	<b>Property Damage - April 21, 2025</b> , While removing a tree over a carport, a branch being rigged hit another branch, causing a piece to break off and fall onto the carport roof. This resulted in minor damage to the aluminum sheet (Figure 1), but no injuries occurred. The crew called an all stop and secured the job site. The General Foreman arrived at the scene to investigate the incident.
4/14/2025	Outside Crew	Close Call	Traffic Control	<b>Close Call - April 14, 2025</b> , A crew was assigned to replace ground molding staples on a transmission pole, a task expected to take 10-15 minutes. Due to limited workspace, the bucket truck's front right outrigger extended 12 inches over the road's fog line (Figure 1). Despite having an approved County encroachment permit, the crew did not follow established traffic control procedures. To mitigate the hazard, three crew members were positioned for traffic control, wearing high visibility clothing and using "Stop/Slow" paddle signs. They communicated via handheld radios. However, they did not deploy the required signage or cones as per the California Manual on Uniform Traffic Control Devices. Once flaggers were in place, traffic was stopped, allowing one car through at a time while the crew completed the task. After 10 minutes, the work was finished, and normal traffic resumed.
4/14/2025	Outside Crew	Injury	Maneuvering in Bucket Truck	<b>Injury - April 14, 2025</b> , An employee was backing out of a tree in a lift truck bucket. They had a telephone cable line beneath, and a service drop above. They bent down to clear the service drop while backing the bucket out and turned the bucket around, not noticing their elbow was in the way. Their elbow got pinched between the bucket and their upper arm. The employee safely brought the bucket of the lift to the ground and notified their General Foreman, who then arrived on the scene and assessed the employee.
4/14/2025	Outside Crew	Property Damage	Vehicle Fire	<b>Property Damage - April 14, 2025</b> , A driver operating a digger derrick truck detected an odor of overheated brakes and saw smoke from the rear. He safely maneuvered the truck onto the shoulder and found small flames near the rear axle. Using a fire extinguisher, he tried to suppress the fire, but a tire ruptured, causing the fire to spread rapidly (Figure 2). The truck was part of a convoy with line crews, a safety manager, and a mobile fleet mechanic. The mechanic provided an additional fire extinguisher and detached the trailer to prevent further damage. Together, they suppressed the fire and removed equipment from the truck. No employees were injured. The fire was likely caused by a failed wheel seal, allowing oil to leak onto hot surfaces. The truck had undergone recent inspections and maintenance, with no issues reported. Before the drive, all contractor employees discussed safety, terrain, driver fatigue, the planned route, and convoy requirements.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
4/14/2025	Outside Crew	Injury	Hand Lacerations	<b>Injury - April 14, 2024</b> , A worker was assigned to prepare large bushings for shipment the next day. They received a 2 inch cut on the back of their hand, requiring a few stitches. The worker was wearing outer rubber gloves with inner nitrile gloves. Their hand was cut on a large ceramic bushing that was chipped while banding it to a pallet. The worker received first aid treatment and was taken to a nearby clinic.
4/14/2025	Outside Crew	Injury	Dog Bite	<b>Injury - April 14, 2025</b> , An employee was performing a distribution vault maintenance program (DVMP) patrol when they approached a property with a gardener working in the front yard, who told them it would be okay to enter the backyard. As they entered the yard, a small dog charged and bit the employee through their pants on the upper thigh. The only injury noted was bruising. The employee was encouraged to seek medical attention but said that they felt okay and decided to continue patrolling.
4/14/2025	Outside Crew	Property Damage	Vehicle struck Fixed Object	<b>Property Damage - April 14, 2025</b> , An employee was returning to the tailboard after performing a job walk for a project. While passing by a rock, he misjudged the clearance and accidentally clipped a trim piece of the truck. He managed to fix and reattach the trim piece, but it now has some scratches from the rock and from using a hammer to remove and repair it (Figure 3).
4/7/2025	Civil Crew	Injury	Dog Bite	<b>Injury- April 7, 2025</b> , A Customer Coordinator (CC) spoke to the homeowner, who approved the removal of trees. She informed the homeowner that she would be measuring and photographing all the trees up to the fence, including those in the backyard. The homeowner agreed and assured the CC that the dogs were friendly. After the CC entered the backyard, she was bitten by the dog. The homeowner came out, and the dog stopped. The homeowner said she didn't realize the CC needed to go into the backyard. The CC notified the General Foreman of the area, who then contacted their safety department.
4/7/2025	Outside Crew	Customer Complaint	Aggressive Interaction	<b>Customer Complaint - April 7, 2025</b> , A crew requested permission from a customer to inspect two poles on their property. The customer became verbally aggressive, demanded they leave, and threw rocks at their truck, hitting it twice. This caused small indentations and knocked off the F 150 plastic emblem while the crew was inside the cab. The crew was able to leave safely and were not injured. They reported the incident to their supervisor and the corporate security team, who instructed them to notify local law enforcement.
4/7/2025	Outside Crew	Customer Complaint	Aggressive Interaction	<b>Customer Complaint - April 7, 2025</b> , After arriving on site and conducting their morning safety tailboard meeting, the weed abatement crew began their work. At approximately 11:45 AM, one of the crew members was alerted by the sounds of gunshots near the parcel where the crew was operating. The crew evacuated the area to a safe location and promptly reported the situation to the project manager. Workers will not be assigned to work in this area until it is determined to be safe.
4/7/2025	Outside Crew	Customer Complaint	Aggressive Interaction	<b>Customer Complaint - April 7, 2025</b> , A property owner adjacent to a pole that was being worked on was verbally hostile to a Field Biologist, threatening to have their car towed. The Field Biologist de-escalated the conflict, accessed the pole via a neighboring property, and completed the work as scheduled. The Field Biologist noted several cars parked on the street without any 'no parking' signs, and residents passed by without commenting on the parking location.
3/17/2025	Civil Crew	Injury	Dog Bite	<b>Injury - March 17, 2025</b> , The Customer Coordinator (CC) visited a property to request access for tree trimming. When he attempted to get the homeowner's attention by calling out "hello," the homeowner opened the gate with two dogs beside her. She allowed him onto the property. As the CC took a few steps inside the gate to speak with her, the dogs moved towards him. The smaller dog made contact first, followed by the larger dog. The CC quickly exited and closed the gate behind him to allow the homeowner to secure the dogs. Once the dogs were contained, the homeowner returned, and she and the CC proceeded back onto the property to complete his tree inspection together. After finishing, the CC returned to his truck, where he checked his leg and realized he had sustained bites and pinch marks on his calf and back. The CC notified his manager, who reported the incident to SCE.
3/17/2025	Outside Crew	Property Damage	Gas Station Hose	<b>Property Damage - March 17, 2025</b> , An employee started pumping gas when it suddenly began to rain. They opened the truck to grab and put on their jacket but forgot to remove the gasoline nozzle before getting back into the truck (Figure 2). As they began driving away, they heard a sound and realized the nozzle was still attached. The pumping process was already completed, and no gasoline spilled on the ground. There was no damage to the truck. The employee reported the incident to the cashier, and he provided them the contractor management team contact information. The employee also reported the incident to their Lead.
3/17/2025	Outside Crew	Injury	Struck By Sliding Door	<b>Injury - March 17, 2025</b> , After dumping material, an employee was in the process of closing the dump bed doors. He released the safety pin from one of the doors and began to close it (Figure 1). A gust of wind caused him to lose his grip on the door, which then struck him on the head. The employee was not wearing their personal protective equipment (PPE) at the time of the incident. First aid treatment was provided onsite, and the employee did not require any further medical treatment.

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

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

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1/13/2025	Tree Crew	Property Damage	Vegetation	<b>Property Damage - January 13, 2025</b> , While performing a routine removal operation, a climber/cutter was hand-tossing limbs and debris into an established drop zone. One of the limbs that was cut, slipped out of the grip of the climber, causing the limb to fall onto a shed roof that was beneath the climber, causing damage. A work stoppage was called, and the crew notified their General Foreman.

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<b>Customer Accidents/Incidents</b>				
5/23/2025	SCE Crew	Injury	Slip, trip, & Falls	<b>Injury May 23, 2025</b> ,While an employee was patrolling a circuit after relay & reclose (R&R), employee stepped into a sink hole and twisted his knee. The employee heard a pop and felt discomfort. The employee returned to their truck to contacted their supervisor. The employee refused medical treatment at the time of reporting the incident.
5/23/2025	SCE Crew	Injury	Slip, trip, & Falls	<b>Injury May 23, 2025</b> ,While walking to put rope in the rear of a truck, an employee tripped over an abandoned ground rod. The employee notified their supervisor.
5/23/2025	SCE Crew	Vehicle Accident	Hitting Fixed Object	<b>Vehicle Accident - May 23, 2025</b> ,While employee was driving a truck, the passenger's side-step into the cab struck a bollard, pushing the bollard over and damaging the bottom of the step. There were no injuries reported.
5/23/2025	SCE Crew	Vehicle Accident	Backhoe Stabilizer arm	<b>Vehicle Accident - May 23, 2025</b> While an employee was traveling in a backhoe on a road, the stabilizer was not fully locked into the traveling position, causing it to collide with a parked vehicle. The parked vehicle was damaged on the rear driver's side.
5/23/2025	SCE Crew	Injury	Slip, trip, & Falls	<b>Injury May 23, 2025</b> ,An employee was stepping over a culvert when they strained their knee. The employee was provided with injury assistance program (IAP) information.
5/19/2025	SCE Crew	Injury	Vault Ladder	<b>Injury May 19, 2025</b> ,While attempting to position a pump in the sump hole, the metal vault ladder broke approximately one foot from the base, causing the employee to swing with the ladder. The employee hit their knee on the wall of the vault, injuring their right knee. They were provided with Injury Assistance Program (IAP) information and went to urgent care the following day.
5/19/2025	SCE Crew	Injury	Stung By Wasps	<b>Injury May 19, 2025</b> ,An SCE employee was trying to access an officetrailer at a substation when he was stung by wasps. There were contractors present who also sustained stings. The employees fled the area, and Environmental services were contacted to remove wasps.
5/19/2025	SCE Crew	Close Call	Inaccurate Clearances	<b>Injury May 19, 2025</b> , A contract crew was taskedto string new conductor for a 220kV line from the first getaway tower into the substation rack structure. This task alsoincluded connecting jumper loops to the line drops in the substation. A tailboard was held between the contract crewand an SCE electrician, then the crewbegan working and applied personal grounds where necessary. The lines were deadendedinto the line position in the substation switchrack and line drop jumper loops were connected, completing all work on one end of the 220kV line. Upon completing the work, it was determined that theclearancesno longer accurately represented the status of the line, and the clearance holders and operations where not properly notified prior to the status being changed. New clearances were then issued to cover the accurate status, and proper notifications were made.
5/19/2025	SCE Crew	Vehicle Accident	Off Road Towing	<b>Injury May 19, 2025</b> , As an employee was driving down a dirt road with our EZ Hauler machine attached to the rear of the company truck, the vehicle, while in 4WD at 3 MPH, lost traction and slid toward the mountainside, coming to a stop. In the process, the EZ Hauler machine's grabbers contacted the rear of the pickup bed, creating a small dent. There were no injuries, and the damage was reported to the garage.
5/19/2025	SCE Crew	Vehicle Accident	Hitting Fixed Object	<b>Vehicle Accident May 19, 2025</b> , While an employee was backing down a rural mountain area driveway, they ran over wood beams which caused damage to the running board and driver side of the vehicle. The employee notified their supervisor. They were not injured.
5/19/2025	SCE Crew	Vehicle Accident	Hitting Fixed Object	<b>Vehicle Accident May 19, 2025</b> , An employee driving an SCE vehicle was traveling westbound on a street while turning left onto another street, when a vehicle heading eastbound turned right onto the same street the employee was turning onto and decided to stop in a red zone. The employee turned tighter left to avoid the suddenly stopped vehicle and struck a city sign and bollards. The employee pulled over, contacted the General Forman of his crew to notify supervision. The employee took photos of the scene. There were no reported injuries.
5/19/2025	SCE Crew	Vehicle Accident	Hitting Fixed Object	<b>Vehicle Accident May 19, 2025</b> , An employee parked at the lower part of the 220kV rack with the truck backed up to the south 220kV access gate. While driving down from the 220kV area, the employee did not see a concrete vault due to the downhill grade and made contact with it on the passenger side door and running board, removing the running board. The incident occurred at no more than 10 mph, but the downhill slope and rock dust made it difficult to brake quickly. The employee reported the incident to their supervisor, and the truck will be taken to the garage for repairs. There were no injuries reported.
5/12/2025	SCE Crew	Vehicle Accident	Hitting Fixed Object	<b>Vehicle Accident May 12, 2025</b> , While EE was on patrol EE came to the end of a pole line on a dirt road, EE went to make U-turn and hit boulder on road with the passenger front bumper of the vehicle. EE stopped vehicle, got out and assessed area again before moving vehicle, boulder was low and EE was unable to see it before he hit it. EE was able to safely get vehicle turned around and make his way back out to the road

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5/12/2025	SCE Crew	Vehicle Accident	Hitting Fixed Object	<b>Vehicle Accident May 12, 2025</b> , While EE was working by himself, he backed into a pole. Managment, DOT Team, and Fleet Management, notified.
5/12/2025	SCE Crew	Vehicle Accident	Hitting Fixed Object	<b>Vehicle Accident May 12, 2025</b> , While maneuvering SCE vehicle in parking lot EE struck small retaining wall. No Injuries. Investigation to follow.
4/28/2025	SCE Crew	Injury	Slip, trip, & Falls	<b>Injury - April 28, 2025</b> , While an employee was traversing up hillside, he lost his footing causing him to stumble and strain his shin. The Injury Assistance Program (IAP) was offered and accepted. No further medical attention needed at this time.
4/28/2025	SCE Crew	Injury	Slip, trip, & Falls	<b>Injury - April 28, 2025</b> , An employee stepped on soft soil next to a pole hole, causing it to give in. The employee lost their footing and fell to the ground, landing on their arm/shoulder. The IAP was offered to the employee.
4/28/2025	SCE Crew	Injury	Unexpected Hazard	<b>Injury - April 28, 2025</b> , An employee's right ring finger was pinched between an existing primary riser and a new sweep during installation. The crew was lowering an existing 5" riser onto the new sweep, which got stuck. As they wiggled and pulled the riser down, the employee's finger was pinched by the weight of the riser when it met the sweep at the base of the pole. The foreman asked the employee if they were okay, and the employee initially said yes. Later that night, the employee informed the foreman that the injury might be worse than initially thought. The employee was provided with IAP information and was transported to urgent care.
4/28/2025	SCE Crew	Equipment Failure	Customer Panel Failure	<b>Equipment Failure - April 28, 2025</b> , While replacing a bad meter, an employee heard a rattle and saw smoke from the meter socket. He stopped the installation and removed the new meter, causing a metal cut out cover to fall from the socket. The employee called an all stop and contacted his supervisor. The employee did a great job of immediately calling an all stop, contacting his supervisor, and had dispatch issue a trouble order (TO). The troubleman and supervisor met the customer onsite. The troubleman deenergized the service and inspected the meter panel, finding the line side A clip damaged by the falling cover. He installed a cutover can, leaving the customer with partial power until repairs could be made.
4/28/2025	SCE Crew	Vehicle Accident	Lack of Awareness	<b>Vehicle Accident - April 28, 2025</b> , An SCE employee backed a companion truck into a small bucket truck in the SCE facility parking lot in front of the garage. The damage is a small scrape to the fiberglass bottom of the man basket on the service bucket truck, which is scheduled to be sent to salvage. The employee stopped immediately and reported the incident to the lineman and their supervisor. There were no injuries reported.
4/28/2025	SCE Crew	Vehicle Accident	Lack of Awareness	<b>Vehicle Accident - April 28, 2025</b> , Incident 1: While hauling a 50' pole on a digger truck, an employee attempted to make a turn, and the pole made contact with a traffic signal, causing damage. The pole was securely mounted in the cradle of the digger/derrick truck. The driver notified their supervisor immediately. No injuries were reported.
4/28/2025	SCE Crew	CCII	Wire Down	<b>CCII - April 28, 2025</b> , A Field Supervisor received a call from the E Crew Foreman regarding an incident during the installation of isolators in a section of a 16kV line. As part of the planned switching for a joint meeting with transmission, a wire slipped through one of the shoes, resulting in a wire down and circuit lockout. Thankfully, no injuries occurred. The Foreman called an all stop, notified supervision, and communicated appropriately with the Switching Center and Distribution Operations Center (DOC). The Field Supervisor ensured safety and the capability of the crew to continue with the work. The E Crew collaborated with the transmission crew onsite to safely and efficiently make the necessary repairs. The crews worked to isolate the affected section of the line, reinstalled the wire, and repaired a crossarm on an adjacent structure that broke due to the change in strain.
4/21/2025	SCE Crew	Injury	Physical Limitation	<b>Injury - April 21, 2025</b> , While removing a tree over a carport, a branch being rigged hit another branch, causing a piece to break off and fall onto the carport roof. This resulted in minor damage to the aluminum sheet (Figure 1), but no injuries occurred. The crew called an all stop and secured the job site. The General Foreman arrived at the scene to investigate the incident.
4/21/2025	SCE Crew	Equipment Failure	Switching Testing Operating	<b>Equipment Failure - April 21, 2025</b> , While attempting to operate a load break elbow on a padmount to isolate the cable for a trouble call, the elbow flashed due to the snuffer being broken inside the bushing. There were no injuries, and all the proper personal protective equipment (PPE) and tools were utilized. There was an all stop on the job and the supervisor was notified. The cable was able to be deenergized via branch line fuse (BLF), and a crew was called for support.
4/21/2025	SCE Crew	Property Damage	Vehicle Backing	<b>Property Damage - April 21, 2025</b> , While an SCE vehicle and trailer was backing into position with a second person backing the vehicle, the front tire and bumper made slight contact with the parked traffic control vehicle, causing minor damage to the side of the truck. There were no injuries reported.

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4/21/2025	SCE Crew	Property Damage	Vehicle Backing	<b>Property Damage - April 21, 2025</b> , An employee (EE1) accidentally reversed into another employee's (EE2) parked vehicle while trying to give a third employee (E E3) more room to back out. EE1 didn't notice EE2's vehicle because he was using only his driver's side mirror and didn't have a back up camera. EE2's vehicle sustained some damage, but no one was injured, so medical services were not required. There was only one spotter used during this situation.
4/21/2025	SCE Crew	Switching Testing Operating	Good Catch	<b>Switching/Testing/ Operating - April 21, 2025</b> , While performing a switching procedure to de energize a line section, the crew went to verify components de energized after remote operation from the switching center and found that the components were still energized. The crew called an all stop to re tailboard with crew members, supervision and switching center. A mapping error was identified, and the crew was able to restore the load without incident and map changes submitted.
4/14/2025	SCE Crew	Injury	Hand Lacerations	<b>Injury - April 14, 2025</b> , While an employee was skinning triplex wire with a spreader bar, the employee's hand slipped, cutting their right index finger with the skinning knife. The employee immediately reported the injury to their Foreman, and the Foreman immediately notified Supervision. First aid was rendered onsite, and the Injury Assistance Program (IAP) was offered to the employee.
4/14/2025	SCE Crew	Injury	Lack of Awareness	<b>Injury - April 14, 2025</b> , While an employee was retrieving rubber cover from the coffin bin, the lid jammed and snapped closed onto the employee's finger. The employee removed his PPE and noticed that his finger had a laceration, and he reported it to his Foreman. The Injury Assistance Program (IAP) was offered to the employee, and he was transported to an urgent care for
4/14/2025	SCE Crew	Injury	Lack of Awareness	<b>Injury - April 14, 2025</b> , An employee sustained a puncture wound to their left forearm while loading climbing tools onto a truck. First aid was rendered on site. The employee received IAP information and was transported to a nearby urgent care facility.
3/17/2025	SCE Crew	Injury	Slips, Trips, Falls	<b>Injury - March 17,2025</b> , After parking a vehicle, an employee tripped over a pallet walking towards a vehicle that needed a tire repair. The employee fell on their right elbow and felt sore in their forearm. The employee was offered the Injury Assistance Program (IAP).
3/17/2025	SCE Crew	CII	Transferring wire	<b>CII - March 17,2025</b> , While in the process of transferring wire to replace DoubleDead ended cross arms, overhead wire came together about a span and a half away. The crew called an all stop and verified that everyone was safe. No injuries were reported. After a re tailboard, the crew restored the load, and the job continued without further incident.
3/17/2025	SCE Crew	Close Call	Unexpected Hazard	<b>Close Call - March 17,2025</b> , While closing the transformer door, it inadvertently contacted the secondary termination lugs (bars). The bars were installed at an angle, which minimized the clearance, and the door had enough flex to make contact. A secondary flash occurred but did not interrupt power . This is an older clamshell design transformer with doors on the sides. There were no injuries or circuit interruptions. The crew contacted the ir supervisor to report the incident.
3/17/2025	SCE Crew	Injury	Dog Bite	<b>Injury - March 17,2025</b> , An employee was bit on their forearm by a dog while on a trouble call. The employee was wearing 3 layers of clothing, which prevented injury. The employee was offered the Injury Assistance Program (IAP) and was evaluated as a precaution.
2/3/2025	SCE Crew	Injury	Slip, Trip, & Falls	<b>Injury - February 3, 2025</b> , An employee was walking along a parcel investigating a meter panel for a burned house inspection. The employee took a misstep, causing them to twist their knee, which resulted in severe swelling.
2/3/2025	SCE Crew	Injury	Slip, Trip, & Falls	<b>Injury - February 3, 2025</b> , An employee was looking through crates of material in a gravel yard and there was a small hole in front of a crate that the employee stepped in, which caused them to roll their ankle.
2/3/2025	SCE Crew	Injury	Slip, Trip, & Falls	<b>Injury - February 3, 2025</b> , An employee was stepping down the wooden stairs at a customer's property when they slipped and fell, landing on their back.
2/3/2025	SCE Crew	Vehicle Accident	Hitting Fixed Object	<b>Vehicle Accident - February 3, 2025</b> , An employee driving on a mountain road encountered black ice after being startled by a deer. The vehicle spun out, hitting a guard rail and damaging the bumper and fender. The employee was driving about 10 mph below the speed limit due to road conditions. The employee was instructed by their supervisor to call 911. After the EMTs aided the employee at the scene, he was fine to work without any restrictions.
2/3/2025	SCE Crew	Vehicle Accident	Hitting Fixed Object	<b>Vehicle Accident - February 3, 2025</b> , An employee's vehicle made accidental impact with a guard shack when driving through.
2/3/2025	SCE Crew	Vehicle Accident	Hitting Fixed Object	<b>Vehicle Accident - February 3, 2025</b> , An employee drove into a parking structure tunnel with plenty of clearance. He followed parking instructions and turned into the aisle where the meters where located. Clearance sign was lower for this section but still higher than the vehicle. Halfway down the aisle he struck a vent pipe and knocked his beacon and spotlight off the truck.
2/3/2025	SCE Crew	Vehicle Accident	Hitting Fixed Object	<b>Vehicle Accident - February 3, 2025</b> , On a rainy day, an employee was pulling into a gated area but made the turn too wide, and their rear vehicle bumper struck the gate post. The gate post is bent, and there is some minor damage on the boom truck bumper. Both the gate and vehicle remain operational. No other parties were involved, and no injuries were reported.

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2/3/2025	SCE Crew	Injury	Physical Limitation	<b>Injury - February 3, 2025</b> , An employee was reaching to grab a box of meters and felt a strain in their groin area.
1/27/2025	SCE Crew	Injury	Pinch Points	<b>Injury - January 27, 2025</b> , An employee was making up down guy wires when the rigging slipped and pinched the employee's middle left finger between the rigging and preform. The crew stopped work and administered first aid. The supervisor and employee called the Injury Assistance Program (IAP). The employee applied ice and a band aid to the injured finger. No further medical treatment beyond first aid was needed.
1/27/2025	SCE Crew	Injury	Pinch Points	<b>Injury - January 27, 2025</b> , An employee was working at the rear of a service body shop, preparing for a job. He removed and lifted the removable aluminum closer gate at the rear of the truck, a routine task. He stood the gate vertically on the rear bumper and against the right rear bin pack, immediately to the right of the yellow handhold or grab handle. When the gate fell, it fell toward the right and away from the vehicle. The underside or lower part of the gate caused a pinching motion as the top of the gate swung right and the bottom of the gate swung underneath the yellow grab handle. The employee's thumb was pinched or crushed between the gate and the grab handle when he tried catching it with his right hand, resulting in a fracture to the right thumb. The bottom of the gate ended up lodged in a horizontal position under the grab handle.
1/27/2025	SCE Crew	Injury	Laceration	<b>Injury - January 27, 2025</b> , While a crew was in the process of replacing a live front transformer, an employee received a small laceration on their left hand.
1/27/2025	SCE Crew	Aircraft Management	Lack of Awareness	<b>Aircraft Management - January 27, 2025</b> , During a third-party inspection, an inspector found a small screwdriver on the aft engine deck of a helicopter and handed it to Air Ops staff. A tailboard was conducted to emphasize the importance of removing and accounting for all tools after maintenance is performed.
1/27/2025	SCE Crew	Aircraft Management	Lack of Awareness	<b>Aircraft Management - January 27, 2025</b> , While moving the helicopter into the hangar the pilot noticed that a part on the human external cargo (HEC) cargo hook was damaged. There was no other aircraft damage found, just the cargo hook. It is presumed that the Helitowcart that is used to move the aircraft in and out of the hangar contacted the cargo hook and damaged one of the cannon plugs on the cargo hook itself. It is not known when the damage occurred during the week. The damage happened on the ground, not in flight. This does not affect the airworthiness of the aircraft, and there were no injuries reported.
1/27/2025	SCE Crew	Close Call	Vehicle Inspection	<b>Close Call - January 27, 2025</b> , A driver of a truck noticed that the left rear wheels were wobbling while driving. They stopped the truck and discovered loose and missing lug nuts. The driver pulled to side of road and contacted Transportation Services. Technicians arrived on scene and found the left rear wheels were about to separate from the vehicle. The technicians secured the wheels, called a tow truck to have it transported to a garage and removed the vehicle from service.
1/27/2025	SCE Crew	Unexpected Hazard	Vehicle Backing	<b>Unexpected Hazard - January 27, 2025</b> , After completing a repair of a vehicle, an employee performed a circle of safety, then pressed the button to open the bay door. He entered the vehicle, checked his mirrors, then preceded to back out of the bay. The roll-up door had not completely retracted when the vehicle struck the bottom of the door. The driver drove forward, and the door retracted the rest of the way up.
1/20/2025	SCE Crew	Injury	lip Injury	<b>Injury - January 20, 2025</b> , While tightening a nut, the EEs wrench slipped hitting him on the mouth and injuring his lip.
1/20/2025	SCE Crew	Injury	leg Puncture	<b>Injury - January 20, 2025</b> , An employee was getting material out of flatbed digger, the EE slipped off a ladder and got a small puncture on leg. A Foreman brought the employee to the Field Supervisor and the employee was transported to a nearby hospital for treatment.
1/20/2025	SCE Crew	Injury	Leg Injury	<b>Injury - January 20, 2025</b> , An employee sustained an injury to left knee after being struck by a pole jack while removing a pole. Employee was about 10 feet away from the jack.
1/20/2025	SCE Crew	Vehicle Accident	Driver Error	<b>Vehicle Accident - January 20, 2025</b> , Driver was pulling his semi-truck into position to park. While making the turn, the counterweights caught the back of the stationary dolly, damaging the rear fender of the dolly and the side rail of trailer. No injuries.
1/20/2025	SCE Crew	Circuit Interruption	Lack of Awareness	<b>Circuit Interruption- January 20, 2025</b> , The crew was tasked with changing out a 4KV line and buck, and had de-energized the line. While putting it back together, they missed a tap resulting in the load being left off after they cleared the line. They ran a callout to restore the customer's power and notified the distribution operations center (DOC).
1/20/2025	SCE Crew	Close Call	Switching	<b>Close Call - January 20, 2025</b> , An employee was setting meters and as he attempted to install the meter, they drew a spark. The employee stopped the work and notified their Supervisor, as well as the jobsite Superintendent to inform them of the mis-wired connection. No injuries were reported.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
1/20/2025	SCE Crew	Close Call	Forklift	<b>Close Call - January 20, 2025,</b> A driver attempted to reposition the forks under a circuit breaker and needed to back up. During this maneuver, the right rear tire of the forklift went over the trench cover, which subsequently broke, causing the tire to drop halfway into the trench. The incident resulted in damage to the trench cover, with no other damage reported at this time. There were no injuries reported.
1/20/2025	SCE Crew	Close Call	Forklift	<b>Close Call - January 20, 2025,</b> A Material Handler was loading a crate of 8ft guards alongside a 55ft composite pole on the trailer deck. When he had to reposition the crate, the Handler raised the mast of the forklift lifting the crate moving it forward. As he began to lower the crate, the mast of the forklift struck the end of the pole, which the spotter nor handler realized, causing the pole to fall from the trailer deck. There were no injuries or damage reported.
1/13/2025	SCE Crew	Injury	Hand Injury	<b>Injury - January 13, 2025,</b> An employee was moving a 6 foot piece of pole to clear the workspace. While slightly lifting and sliding the piece of pole along the ground, his left index finger caught a sharp end of a guy wire that was still attached to an anchor rod. The anchor rod was buried, and he was unable to see it. He was wearing cut resistant gloves when it happened. He was taken to the emergency room (ER) where he received 5 stitches and a splint. All proper notifications have been made.
1/13/2025	SCE Crew	Unexpected Hazard	SO2 Detection	<b>Unexpected Hazard - January 13, 2025,</b> A substation maintenance crew was tasked with the removal of sulfur-hexafluoride (SF6) from a gas insulated 66kV circuit breaker (CB). When connecting the gas line to the CB, both employees smelled rotten eggs. The gas was tested, and sulfur dioxide (SO2) was detected. The crew then called their supervisor to provide notification of the gas findings and for direction of next steps. Further work on the CB was stopped.
1/13/2025	SCE Crew	Injury	In The Bite	<b>Injury - January 13, 2025,</b> Two employees were tasked with live field observations (LFO) during a wind event. The crew decided to travel to another location on the right of way (ROW) when they encountered a boulder on the road and decided amongst themselves to remove the boulder. The boulder rolled down hill and over the employee's toe. The supervisor was notified, and the injury assistance program (IAP) was offered, and the employee was treated at a nearby hospital.
1/13/2025	SCE Crew	Unexpected Hazard	Close Call	<b>Unexpected Hazard - January 13, 2025,</b> During a temporary bank cutover at a substation, a communication cable came loose from a wooden pole outside the sub and fell onto the energized temporary transformer. The cable also landed across an SCE truck and a contractor Conex. The comm cable fell in-between the high and low side bushings but never came energized. Operations was immediately notified, the mobile unit was deenergized, and the comm cable was cut in the clear and removed from the affected area.
1/13/2025	SCE Crew	Injury	Removing Vault Lid	<b>Injury - January 13, 2025,</b> An employee experienced soreness in their back after removing a vault lid. The employee was using a pan hook to open a new style vault lid when the pan hook slipped off the rigging point, and the employee felt discomfort in his back. The injury assistance program (IAP) was offered and accepted.
1/13/2025	SCE Crew	Injury	Moving Pole Pieces	<b>Injury - January 13, 2025,</b> An employee was assisting a groundman move pole pieces during a job and injured his back. He felt slight pain the day of and called in the next morning to report the injury. The injury assistance program (IAP) was offered and accepted.
1/13/2025	SCE Crew	Property Damage	Vehicle Accedent	<b>Property Damage - January 13, 2025,</b> An employee backed up a bucket truck into another bucket truck. The bucket was damaged on the first truck when it struck the knuckle of the second truck.
1/6/2025	SCE Crew	Unexpected Hazard	Close Call	<b>Close Call - January 6, 2025,</b> SCE employees had notified customers prior to the use of flying drones overhead for inspection purposes. While an employee was operating a drone around a height of 40 feet facing east, the drone captured a picture of a customer aiming a rifle at the drone. The employee moved the drone and landed it safely, then called his Supervisor immediately. The Supervisor asked him to leave the area and to call local law enforcement, and the Edison Security Operations Center (ESOC). There were no injuries reported.
1/6/2025	SCE Crew	Injury	Loose, Uneven Surface	<b>Injury - January 6, 2025,</b> An employee rolled their ankle while walking on rocky terrain.
1/6/2025	SCE Crew	Injury	Lack of Awareness	<b>Injury - January 6, 2025,</b> An employee sustained a head laceration while obtaining cable counts from a reel on an SCE vehicle. The employee's head struck the metal frame. Despite the injury, the employee remained conscious, reported the incident, and received first aid. Emergency services were contacted, and the employee was transported by ambulance to a local hospital for further treatment.
1/6/2025	SCE Crew	Injury	Working with Cables	<b>Injury - January 6, 2025,</b> An employee was removing 1500 cable when they jammed their pinky finger on a wall of duct. The employee was transported to a medical facility for treatment.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
1/6/2025	SCE Crew	Injury	Pulling/ Pushing	<b>Injury - January 6, 2025</b> , An employee was experiencing soreness on their arm. They went home, stretched, and applied ice, but the next morning while performing their morning stretching, they felt their elbow pop. Their elbow felt stiff and hurts when extending it.

## Suspended Loads and Overhead Hazards



### Special Points of Interest:

Effective 2/3/25, COVID-19 prevention requirements sunset except reporting and recordkeeping.

All requirements, including recordkeeping, in Cal/OSHA COVID-19 Prevention regulation sunset on 2/3/26.

Visit [Cal/OSHA COVID-19 Resources page](#) for full details.

In construction, suspended loads and overhead hazards such as power lines present serious risks that demand constant awareness and caution.

Working around suspended loads is one of the most high-risk activities on a construction site, and it's crucial that all crew members understand the dangers and follow proper procedures. A suspended load—whether it's a beam, bundle of materials, or equipment—can shift, swing, or fall with little warning. That's why it's never acceptable to walk, stand, or work beneath a suspended load, no matter how quick the task may seem. Only trained and authorized personnel should operate lifting equipment or rigging, and all rigging must be inspected for wear, damage, and proper setup before use. Clear communication between riggers, signal persons, and equipment operators is essential to ensure safe load movement. Use tag lines to help control loads and establish exclusion zones to keep unauthorized personnel clear of lifting operations. Most importantly, stay alert and speak up if you see unsafe practices.

Overhead power lines and supporting guy pole/wire also pose a serious and often underestimated danger on construction sites. Whether you're operating heavy equipment, moving ladders, or handling materials, it's critical to stay aware of the location and clearance of nearby electrical lines. Contact with live overhead lines can result in severe injury or death—not just to the person making contact, but to anyone nearby. Use a spotter when moving equipment near power lines to ensure the Minimum Approach Distance (MAD) is maintained and not encroached upon. Before beginning work and during the daily morning Tailboard, always identify and mark the locations of overhead lines, and establish safe working distances.

### Did you know?

Annual ISN grades updates went into effect on March 1, 2025.

Contractors that do not have a Compliant status should contact [SDGEContractorSafety@semprautilities.com](mailto:SDGEContractorSafety@semprautilities.com) to determine variance eligibility.

### FAQ

**Q:** How do I learn more about handling loads?

**A:** Go to Cal/OSHA 4999 "Handling Loads" and/or click [here](#).



## OBSERVATIONS FROM THE FIELD

During the past month, SDG&E safety observers performed job site inspections and observed 28,158 construction activities. Of these, there were 149 at-risk conditions documented and corrected in the field. Of the at-risk conditions observed, 83% were low risk, with the majority of them being PPE gaps. There were 24 medium at-risk observations and 0 high-risk observations during the month.

At-Risk Observations (March 2025)	At-Risk Behaviors
Traffic Control Set Up	There has been an increase in observations where the traffic control set up is not adequate, including flaggers not having paddles.

## NOTABLE AT-RISK OBSERVATIONS

Medium-High Risk Observations (March 2025)	Potential Mitigation
A JHA from a previous work day was onsite and was not updated for the tasks currently being performed.	A current version of the JHA should be generated each day prior to work beginning so all work activities, hazards, & mitigations can be reviewed with the crew.
A lineman was working from the pole and was only using his transfer rope for his fall protection.	The required fall protection should be in place when working at heights. For further details, Cal/ <a href="#">OSHA 1670 Personal Fall Arrest Systems</a> can be referenced.
Flaggers at two different job site locations did not have slow/stop paddles to help direct vehicles in a high-traffic area.	Ensure an approved traffic control plan is in place and there are trained flaggers onsite with the necessary equipment.
A driver was backing up a flatbed truck where there was several blind spots and did not have a spotter to assist him.	When backing a piece of equipment or a vehicle, a designated spotter should be in place to assist the operator to help prevent a potential injury or damage to property.

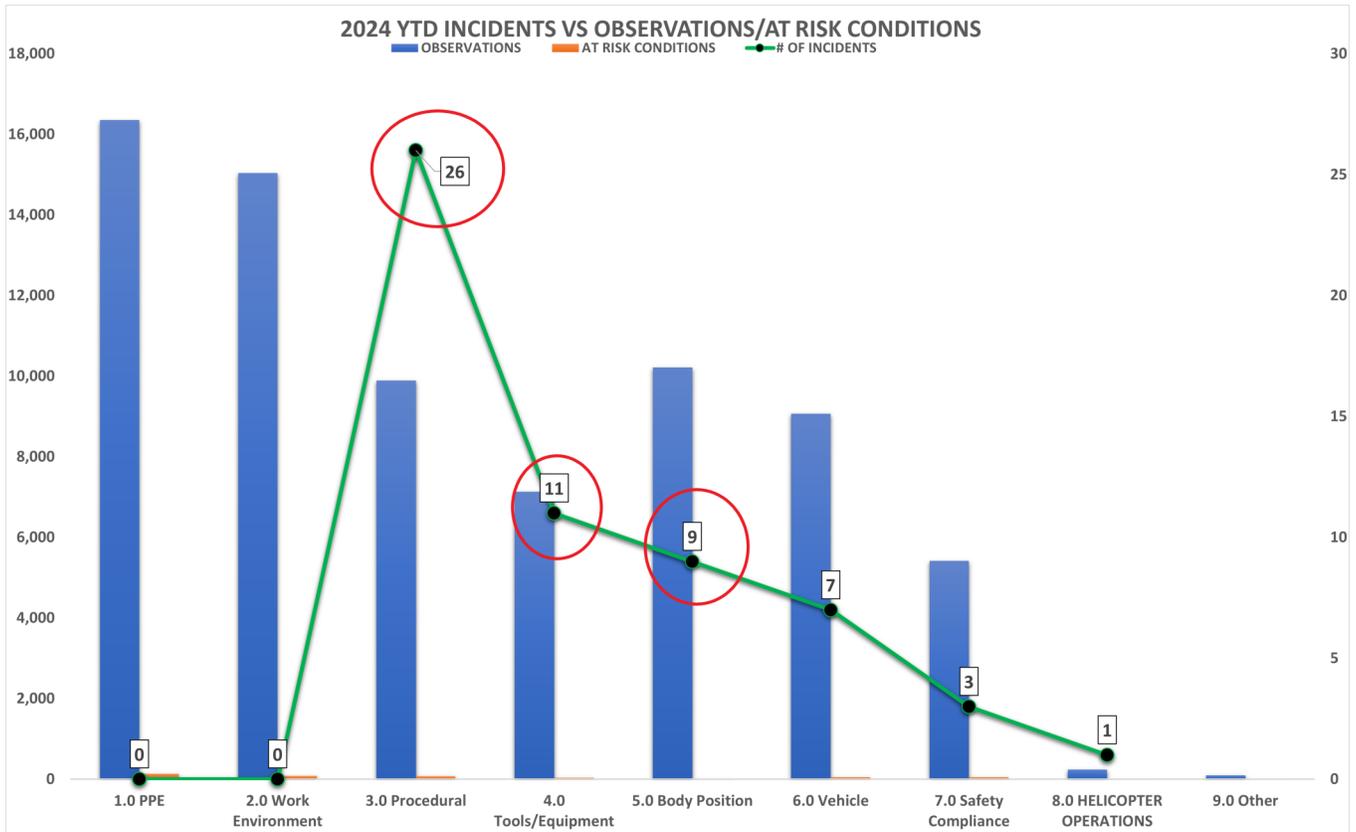
## NOTABLE MONTHLY INCIDENTS/NEAR MISSES

Incidents (March 2025)	Potential Mitigation
DART Incident - A crew member had lower back pain from lifting a wacker from the trench. The employee was evaluated, prescribed medication, and placed on modified duty.	Proper lifting techniques, requesting assistance, or using mechanical means when handling heavy tools/equipment can help prevent injury.
OSHA Incident - Crew member was walking down a steep slope with a walking stick and lost his balance, causing him to slip. He was evaluated and determined to have strained his back and needed physical therapy.	If working in steep or uneven terrain, make sure to have the appropriate footwear and balance aids to help prevent a slip/trip/fall event. Also, during pre-task planning, alternative routes can be identified for a safer route.
OSHA Incident - A Journeyman Lineman (JL) was skinning a conductor. He made a ring cut, cut one strip of insulation, and proceeded to rotate the knife to separate the rest of the insulation from the conductor. As the JL was making this motion, the knife blade made contact with his left hand at the base of his index finger.	When performing cutting tasks, make sure to cut away from your body and wear cut-resistant gloves.
Electric Incident - Crew was tasked with changing out multiple poles and the foreman failed to verify phasing and rotation at all locations before restoring service, leading to a 3-phase customer equipment to not operate.	Review the switch plan details thoroughly for any errors and verify all phasing and rotation at all locations prior to restoring service.

**INCIDENT SUMMARY (MARCH 2025)**

**Electric - 1 Gas - 0 OSHA - 2 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
- Tools/Equipment
- Body Position

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### ISN Site Tracker Reminders:

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

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

## Wet Weather and Work Zone Safety

### Special Points of Interest:

Effective 2/3/25, COVID-19 prevention requirements sunset except reporting and recordkeeping.

All requirements, including recordkeeping, in Cal/OSHA COVID-19 Prevention regulation sunset on 2/3/26.

Visit [Cal/OSHA COVID-19 Resources page](#) for full details.

### Did you know?

On average, there are over 5,891,000 vehicle crashes each year.

Approximately 21% of these crashes - nearly 1,235,000 - are weather-related.

On average, nearly 5,000 people are killed and over 418,000 people are injured in weather-related crashes each year.

The vast majority of most weather-related crashes happen on wet pavement and during rainfall: 70% on wet pavement and 46% during rainfall.



Wet weather conditions can pose significant challenges in construction work zones, making safety a top priority. Rain, mud, and slippery surfaces not only slow down productivity but also increase the risk of accidents and injuries. There are measures that can be taken to ensure a safe working environment.

Wet weather can cause several issues in construction zones, including slippery and unstable surfaces that increase the risk of slips, trips, and falls. Reduced visibility makes it harder for equipment operators to see obstacles and workers, while wet conditions heighten the danger of electrocution when working with power tools or near live wires. Additionally, rainwater can weaken soil stability and create hazardous working conditions such as a trench collapsing.

To maintain safety during wet weather, pre-planning is essential. Incorporate weather forecasts into project planning to anticipate delays and necessary safety measures. If there are projections of wet weather, additional jobsite inspections can be conducted to ensure any open trenches are still intact or if additional trench support is needed to prevent any damages. Proper footwear, such as waterproof and non-slip boots, can significantly reduce the risk of slipping. Visibility is also crucial; High-visibility clothing and additional lighting can enhance safety. Site drainage should be maintained to prevent pooling and mud accumulation, so regular inspections of walkways and work surfaces for those hazards should be done. Ensure that workers are trained to recognize these kinds of hazards and how to respond to emergencies.

Working in wet weather requires heightened awareness and preparation. By taking the right precautions, we can reduce accidents and ensure the well-being of every worker on the job site.

### FAQ

**Q:** How do I learn more about Best Management Practices (BMPs)?

**A:** Go to EPA “Best Management Practices (BMPs) Siting Tool” and/or click [here](#).



## OBSERVATIONS FROM THE FIELD

During the past month, SDG&E safety observers performed job site inspections and observed 21,774 construction activities. Of these, there were 152 at-risk conditions documented and corrected in the field. Of the at-risk conditions observed, 82% were low risk, with the majority of them being PPE gaps. There were 27 medium at-risk observations and 0 high-risk observations during the month.

At-Risk Observations (February 2025)	At-Risk Behaviors
Job Hazard Analysis	There has been an increase in observations where the crew did not have a completed JHA on site prior to work beginning.

## NOTABLE AT-RISK OBSERVATIONS

Medium-High Risk Observations (February 2025)	Potential Mitigation
Contractor was performing traffic control duties while being on his phone and not paying attention to the flow of traffic.	While performing traffic control operations, avoid distractions and complacency. Maintain awareness of the traffic flow to avoid an incident.
An operator was coming onsite to perform concrete pour operations and there was not a spotter in place to provide directional support.	When operating large equipment or trucks, a spotter should always be used, especially in tight spaces or while backing up, to ensure safe and accurate guidance.
The crew was using a jackhammer to excavate a pole hole prior to the area being marked out and the dig ticket being valid.	Unless an emergency exists, an excavator shall not begin excavation until the start date/time that is listed on the dig ticket. <a href="#">CA Gvmt Code 4216</a> can be referenced for more information.
Groundman was gathering avocado brush inside an active drop zone while the climber was actively cutting branches. The climber was not aware the groundman was in the drop zone, putting the groundman in the line of fire of the falling branches.	A drop zone cone to indicate the drop area and putting a spotter in place to assist can help prevent a crew member from unknowingly entering the drop zone.

## NOTABLE MONTHLY INCIDENTS/NEAR MISSES

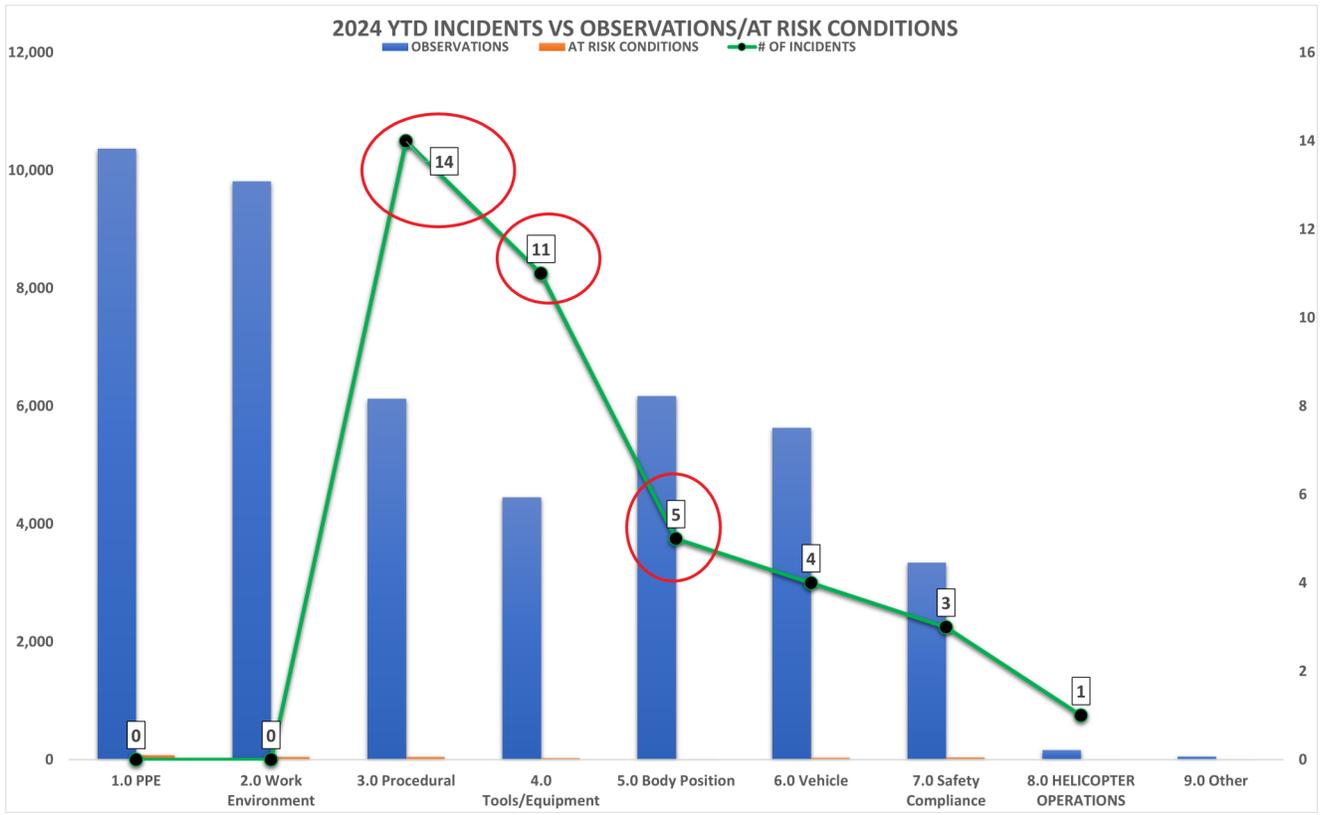
Incidents (February 2025)	Potential Mitigation
Serious Near Miss - While a contracted operator was using an excavator to relocate a light plant with assistance from another crew member, the boom of the excavator made contact with an overhead guy wire that supported a stub pole. Due to the tension caused by this contact, the stub pole snapped in half, and the wire and pole fell to the ground.	When working near overhead lines, there should be a spotter in place that is only performing spotter duties and overhead signage in place.
Electric Incident - Standby Linemen (SBL) was tasked to remove the slurry package from existing conduits and identify which conduits were occupied prepping for future intercepts. On one particular conduit, he went through the normal process of using his grinder to open up a verification hole and noticed there was standing water inside the conduit, then proceeded to perform a conduit sweep with a stick tape measure and felt nothing. He then proceeded to cut the conduit when he encountered some resistance. He opened up the verification hole further and discovered he had cut through #2 secondary wires.	Ensure the proper tool is used for the task being done and conduct a peer check and review before any cutting & removal of conduit.
Non-Serious Near Miss - A contracted crew opened cutouts on a three-phase riser pole, de-energizing underground cable. When the doors were opened, it appeared to the crew a part of the cutout was damaged. When the job was completed, the Foreman requested to de-energize the overhead feed as he was concerned the cutout holder would not keep the door closed. The crew inspected the cutouts and found one of them was deteriorated and had a piece of the locking mechanism missing. The crew replaced the cutouts, and the job was completed successfully. The crew avoided a possible unplanned circuit interruption.	If any damage is identified during work operations that could present a hazard, the crew should address the hazard to ensure the safety of the crew as well as to prevent any further damage or incidents.

### INCIDENT SUMMARY (FEBRUARY 2025)

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

### Exhibit B

\*SIF Potential Event = Serious Injury/Fatality Potential



## FUTURE FOCUS AREAS

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

- Procedural
- Tools/Equipment
- Body Position

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## Traffic Control and Barricades

### Special Points of Interest:

Effective 2/3/25, COVID-19 prevention requirements sunset except reporting and recordkeeping.

All requirements, including recordkeeping, in Cal/OSHA COVID-19 Prevention regulation sunset on 2/3/26.

Visit [Cal/OSHA COVID-19 Resources page](#) for full details.



In the world of construction with crews working alongside active roadways and heavy equipment operating daily, controlling how people and vehicles move around a site is crucial. That's where traffic control systems and hard barricades come into play. These are tools that can be put in place to protect the crews working as well as the public.

### Did you know?

According to the U.S. Bureau of Labor Statistics' 2023 report on fatal occupational injuries by industry, the construction industry recorded 1,075 total fatalities, with 240 of those related to transportation incidents.

In comparison, the utilities industry reported 41 fatalities, 17 of which were transportation-related

Traffic control refers to the measures taken to safely direct vehicle and pedestrian movement around construction zones. This includes signs, flaggers, cones, and digital message boards that alert the public to changes in traffic patterns. A well-planned traffic control setup reduces confusion, prevents accidents, and ensures the work zone remains a safe environment for both workers and passersby.

Hard barricades add another critical layer of protection. Vehicles, heavy equipment, or materials made of concrete, steel, these barriers serve as physical shields between live traffic and work zones. Unlike plastic cones or caution tape, hard barricades stop vehicles in their tracks, providing real security for crews working just feet from busy roadways. These hard barricades also clearly define restricted areas, helping keep unauthorized personnel and pedestrians out of harm's way.

Together, hard barricades and traffic control systems form the frontline defense against job site injuries and accidents. They help crews stay focused, reduce liability risks, and keep projects moving forward without unnecessary setbacks.

### FAQ

**Q:** How do I learn more about traffic control for public streets and highways?  
**A:** Go to Cal/OSHA 1598 "Traffic Control for Public Streets and Highways" and/or click [here](#).



## OBSERVATIONS FROM THE FIELD

During the past month, safety observers for SDG&E performed job site inspections and observed 27,933 construction activities. Of these, there were 131 at-risk conditions documented and corrected in the field. Of the at-risk conditions observed, 91% were low risk, with the majority of them being PPE gaps. There were 11 medium at-risk observations and 0 high-risk observations during the month.

At-Risk Observations (April 2025)	At-Risk Behaviors
Traffic control and barricades	There has been an increase in observations where the crew did not have the necessary signage and barricades set up on the jobsite for the protection of the crew and the public.

## NOTABLE AT-RISK OBSERVATIONS

Medium-High Risk Observations (April 2025)	Potential Mitigation
Crew did not fill out a Job Hazard Analysis (JHA) for all of scope of work being conducted and was using the same JHA onsite that was from a previous day with different work activities.	A JHA should be thoroughly completed each day, detailing the day's work scope, hazards, and mitigation measures. This information must be shared with everyone on the job site, including subcontractors.
While aerial trimming operations were being conducted, a distracted pedestrian was about to enter the active drop zone. The spotter was in a position to where they didn't see this pedestrian, so another crew member had to call an all stop.	While spotting during tree trimming operations, ensure you are in a position where you can have a visual on the entire jobsite.
A lineman was not wearing the appropriate rubber gloves or sleeves while setting top section of an electrical pole through live 12kv electrical line(s) in the work area.	While setting or removing electrical pole tops that could potentially become energized (through arcing or contact), ensure the required PPE is being worn, even if adequate covers are in place on the 12kv electrical line.
While performing flagging duties on a high-traffic roadway, the flagger was observed texting on their phone.	Flaggers should maintain full attention on roadway activity and eliminate distractions, such as cell phone use, to ensure the safety of themselves, workers, and motorists

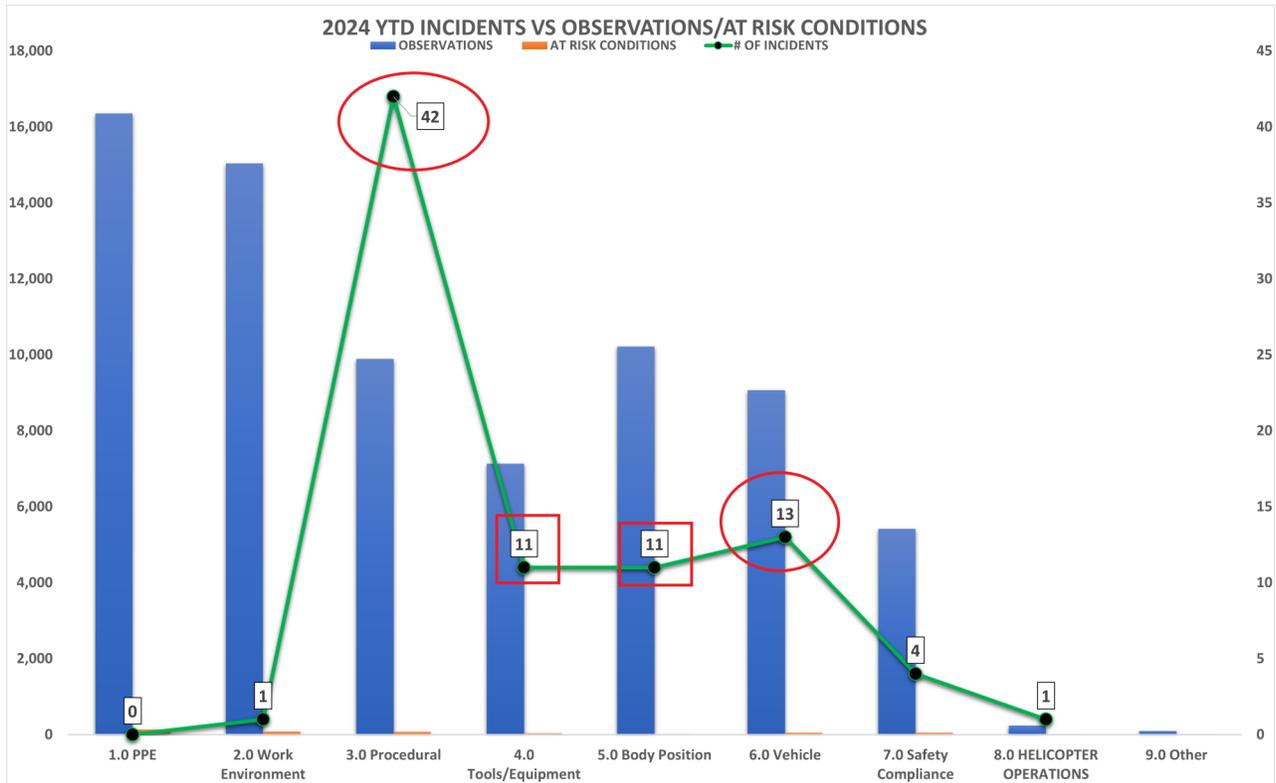
## NOTABLE MONTHLY INCIDENTS/NEAR MISSES

Incidents (April 2025)	Potential Mitigation
SIF Potential Event - A contracted traffic control truck was on a two-lane road setting up signage when the traffic control truck began to pull off to the side of the road to put up a sign when the front right tire hit a drainage ditch that was on the shoulder. This resulted in the truck being pushed up on the bank, and the truck flipped over onto the driver's side.	While driving, stay focused and alert to your surroundings so hazards on the road or on the shoulder can be quickly identified.
DART Incident - As a contracted lineman was lifting a hand hole lid in an area with limited space, he felt a sharp pain in his left arm. This lineman was taken to get evaluated and was placed on modified duty due to a muscle strain in his arm.	Ensure the proper lifting techniques are being adhered to and also utilize equipment/tools if available to assist in a task that requires lifting.
DART Incident - An apprentice under direct supervision from the lineman on the crew went to a de-energized secondary subsurface hand-hole to prepare the wire for secondary components. The apprentice began to remove the insulation utilizing a hook knife to expose the wire when his knife slipped wound to the apprentice's left index finger. The apprentice was taken to a medical facility where they received stitches and was placed on modified duty.	To minimize the risk of injury during cutting operations, always cut away from your body and wear appropriate personal protective equipment, such as cut-resistant gloves.
OSHA Incident - While a traffic control tech was directing traffic, they began to feel lightheaded and fell to the ground. The tech was taken to the work truck to cool down and emergency services were called. The tech was taken to the hospital where they were treated for severe dehydration.	To prevent heat-related illnesses during outdoor work, maintain adequate hydration, ensure crews have access to shade and rest breaks, and educate all employees on how to identify the early symptoms of dehydration.

### INCIDENT SUMMARY (APRIL 2025)

**Electric - 0 Gas - 0 OSHA - 2 DART - 1 SIF Potential - 2 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
- Body Position & Tools/Equipment

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## 2024-2025 Fatalities/Serious Safety Incidents related to the movement of Vehicles /Heavy Equipment

Below is an overview of some Fatalities/Serious Safety Incidents related to the movement of Vehicles/Heavy Equipment that we have been made aware of and wanted to share to raise awareness.



Fatality - In April 2024, a flagger was directing traffic and was struck by a 3<sup>rd</sup> party vehicle. (Non-SDGE)



SSI - In April 2024, a Reach Lift traveling over narrow roadway rolled down embankment causing injury to operator and in patient hospitalization. (SDGE)



Fatality - In August 2024, a crew member was struck by a truck. (Non-SDGE)



Fatality - In October 2024, a crew member was struck by the left rear of a backhoe that was traveling in reverse. (SDGE)



Fatality - In November 2024, a truck ran down an embankment and struck the employee. (Non-SDGE)



Fatality - In December 2024, a dump truck drove forward over a crew member. (Non-SDGE)



Fatality - In December 2024, an employee was struck by a truck. (Non-SDGE)



Fatalities - In April 2025, a dump truck ran a stop sign and hit several individuals conducting power line work. 4 of those 6 died at the scene. (Non-SDGE)