



TO:

All parties in interest

Via: E-Mail Transmission

DATE

06/01/2023

RE:

**Reminder Notice of next Joint
Red Book Safety Committee
Meeting**

E-MAIL: JWEAVER@WESTERNLINENECA.ORG

The next 2023 Quarterly Red-Book Safety Meeting is scheduled for:

- **Wednesday, June 7, 2023, at 1:00pm** at Cal-Nevada JATC Training Center in Woodland, CA

The Minutes for the March 30, 2023, are posted on the Chapters Website and can be found through the following link:

Thanks, and stay safe!

Jules W. Weaver
Chapter Manager

MEETING MINUTES
IBEW 47-1245 / WLCC-NECA JOINT SAFETY COMMITTEE
March 30, 2023
Cal-Nevada JATC – Riverside Training Center

Present:

Mgmt:

James Stapp
Lon Peterson
AJ Zartman
Raul Guardado
Kelly Whitemore
Chris Burt
Larry Lopez
Rich McKinney
Justin Greene
Zach Zeulner
Casey Kelley
Matt Short
Chris Campbell
Jack Crabbs
Ted Uppole
Clifford Ryan
AJ Long
Todd Barton
Joe Fenceroy
Jeremy Atchison
Jacob Milhoan
Greg Owens
Jeremy Hessler
Mike Baeza
Mike Holcomb
Nicholas Stark
Andrew Smoot
Clayton Loback
Trevor Kirkland
Ed Antillon
Mike Lewis
Mike Johnson
Justin Vantassel
Ryan Sedgwick
Craig Dewitt
Neal Brown
Brandon Hill
Chris Cotter
Christopher Fiesel
Chris Larson
Ben Fodor
Jules Weaver – Secretary (via Teams)

IBEW:

Ralph Armstrong – Chairman
Colin Lavin
Ralph Kenyon
Casey Lavin
Cory Pederson
Arnold Trevino
Rod Peterson

Cal-NEV

JATC/Guest:

Don Jamison, Cal-Nevada JATC
Eugene Gloudeman, Cal-Nevada JATC

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

Chairman Armstrong welcomed the group and had everyone introduce themselves.

Previous Minutes:

M/S/C to approve the Meeting Minutes of the Joint Safety Committee Meeting held on December 7, 2022.

Review of Accidents & Incidents:

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

Contractor's Reports:

The Contractors present reported on the accidents and incidents in the attached **Exhibit A** and some additional incidents or near misses were also discussed. The following contractors noted they had no accidents or incidents to discuss: Western Construction Specialist.

JATC Reports: Director Jamison discussed violations of the Red Safety Book that have been discussed in class with the apprentices and a general discussion followed. In addition, Training Director Gloudeman discussed his visit to the Mo-Valley JATC Training Center near Des Moines, Iowa and the training tools they are implementing there.

Local 47 - Southern California: as reported by Business Manager Lavin and Mr. Arnold Trevino and noted they had no additional accidents to report on but did discuss the issue of education of the workforce around the issue of substance abuse and a general discussion followed.

Local 1245 - Northern California: as reported by Chairman Armstrong and Mr. Ralph Kenyon, and noted they had no additional construction accidents to report on. Mr. Armstrong did discuss a tragic vehicle accident that resulted in a fatality that occurred with a PG&E crew. Mr. Kenyon discussed communication issues with apprentices and the crews, and a general discussion followed.

Exhibits attached hereto:

Exhibit B – Various Safety Bulletins from SCE

Exhibit C – Various Contractor Safety Talks from SDG&E

Exhibit D – WLCC – Safety Bulletin

Old Business:

1. Chairman Armstrong noted that the Red Safety Book Subcommittee is continuing to work on cleanup and proposed edits to the Red Safety Book’s full Safety Committee and noted that the goal is for that to occur sometime this year.
2. Secretary Weaver gave a quick update on EICA’s Safety Wallet and Crane Certification program and our Helicopter Training Class we are putting on the Safety Wallet platform.

New Business:

1. Mr. Rod Peterson announced that he would be retiring from Red Safety Book Committee and its Subcommittee after this Meeting, and he thanked everyone for their support, and everyone thanked Rod for his many, years of service on these important Industry Committees. Mr. James Stapp noted, and others concurred that Rod’s dedication to this Industry and its Safety has never been in question, and that he will be missed by this group.

It was noted for the record that as of this meeting the **Red Book Subcommittee** is composed of the following 8 individuals from Labor and Management:

Labor

Ralph Armstrong
Rod Peterson
Ralph Kenyon
Arnold Trevino

Management

Chris Larson
Walter Posey
Chris Burt
Ryan Ritchie

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

Labor Representatives

Ralph Armstrong
Ralph Kenyon
Rod Peterson
Arnold Trevino

Management Representatives

Jim Stapp
AJ Zartman
Walter Posey
Jules Weaver

Next Meeting Date and Location:

Wednesday– June 7, 2023, at 1:00pm at the Cal-Nevada JATC Training Center located in Woodland, CA.

Meeting adjourned at 3:00pm

IBEW 47 - 1245 / WLCC - NECA

2nd Quarter 2023 Accident/Incident Reports

Date Of Incident	Occupation	Type of Incident	Body Part / Root Cause	Description
Contractor Significant Accidents				
4/12/2023	Outside Crew	Injury	Trauma due to Fall	Injury - April 12, 2023 , A line crew was assigned to replace secondary spans and multiple services. The crew successfully installed the two secondary spans of 1/0 A.T. before moving on to re-sag the service wire at mid-span. To re-sag the service wire, Lineman 1 leaned an approved collapsible ladder against a single-story home to gain access to the weather head. After he climbed up approximately four-to-five feet, the ladder slid out from underneath him, and he fell to the ground. An apprentice on the pole at the secondary level heard noise from the direction where Lineman 1 had fallen and called out to him. When he did not receive a response, he called for other crew members to check-in on him. Lineman 2 found Lineman 1 on the ground and conscious, and called 911. A groundman used the 900 MHz truck radio to announce the need for assistance and a troubleman responded right away. An immediate all-stop was called. Lineman 1 remained on the ground until the paramedics arrived, then he was transported to a hospital by ambulance and was met there by the operations supervisor (OS) and district manager (DM). The field supervisor (FS) confirmed the remainder of the crew could proceed with the job. The crew retailboarded and completed the job without further incident.
4/12/2023	Outside Crew	Injury	Hyper-Extended Knee	Injury - April 12, 2023 , Two crew members traveling on snowmobiles to a branch line fuse location slowed to 3-5 mph when they experienced off-camber terrain. The apprentice driving one of the snowmobiles felt it was going to roll. To avoid being rolled under the snowmobile, the apprentice jumped off the moving vehicle and onto the up-hill side of the snowmobile. His knee hyper-extended as his foot sunk in the soft snow. The apprentice was taken to the local hospital.
4/7/2023	Outside Crew	Injury	Sprained/ Bruised Ankle	Injury - April 7, 2023 , A seven-man crew was assigned to replace mainline underground (UG) cable-related switch equipment, transformers, and meter in service. The general foreman (GF) conducted a tailboard with the crew before leaving the yard. During the work, an employee climbed the ladder to exit the vault and as his weight shifted on the ladder, the ladder slipped. The ladder and employee fell and, and the employee landed on the vault floor with one leg between the ladder rungs. The GF called an all-stop, helped the employee exit the vault, and provided first-aid/assessed the employee. The field supervisor (FS) arrived and took the employee to an emergency room, where the employee was treated for a sprained/bruised ankle and released. The ladder used was only the top half of a 20-foot extension ladder. The actual position of the ladder is unknown and will be determined through investigation fact-finding.
4/3/2023	Outside Crew	Serious Injury	Finger Fracture	Injury - April 3, 2023 , A worker was carrying a sledgehammer as he walked to remove support rebar stakes from around a recently-set pier jig. The striking-end of the sledgehammer was over his left shoulder and the end of the handle was in his left hand. The worker tripped on dry, residual concrete and as he fell, he released the sledgehammer. He put out his left hand to try and support himself on a pier rather than fall to the ground and when his left hand contacted the pier, the sledgehammer struck his left index finger. The worker did not report the incident and went to an urgent care on his own later that day. It was determined he sustained a fracture to his left index finger, and the worker reported the incident the following day
4/3/2023	Outside Crew	Injury	Eye Injury	Injury - April 3, 2023 , crew was tasked with pumping out run-off water from a new vault. When a worker pulled the pump from vault, the pump "burped," and some water splashed the worker's face and into one eye (the worker was not wearing proper eye protection). When the worker wiped the water away, dirt particles in the water scratched the worker's eye and caused an abrasion. The worker did not realize his eye had been damaged until the next morning when he woke up with his eye swollen and crusted-over. He reported to work and notified his supervisor of the incident and that he needed medical attention. The worker was taken to a local urgent care and appropriate notifications were made.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
3/27/2023	Outside Crew	Injury	Hand Injury	Injury - March 27, 2023, Journeyman Lineman sustained a possible electrical contact while setting transmission pole inside caisson. After successfully grounding the 115 kV line, the crew floated all three conductors off the old H structure and removed it. The crew was in the process of setting the northern most pole of the H structure. As they lowered the pole into the caisson, the crew realized the pole needed to be repositioned. While standing on the ground, the Journeyman Lineman leaned into the grounded center phase with the trunk of his body. He attempted to push the pole with his right hand and grabbed the caisson with his left hand when the incident occurred.
3/20/2023	Outside Crew	Serious Injury	Electrical Shock	Injury - March 20, 2023, On March 27, 2023, a transmission line crew was replacing two deteriorated H-frame structures on a 115 kV line in a remote area. The crew received the line clearance from the senior patrolman indicating the line was deenergized, and they tested and grounded the line using bracket grounding — grounding from the source on both sides of structures 1 and 2, adhering to the overhead grounding requirements. The crew off-loaded and floated the conductors from the old structure. Using a rope tagline, they lowered and relocated the center phase down to approximately four feet above ground-level, to avoid impeding the digger truck. When setting the first pole of the new H-frame structure into the caisson, the pole was not centered and needed to be shifted. To center the pole in the caisson, a lineman pushed the pole with his right hand while his left hand was on the top of the caisson. At the same time, his body made contact with the lowered center phase. The lineman experienced sustained muscle contraction and “locked-up” on the phase and the caisson. The lineman was unable to move, so the crew knocked the lineman off the phase with a wood crossarm. The crew immediately called 911 and deployed their automated external defibrillator (AED). The AED administered a shock and the crew administered CPR as instructed by the AED. The lineman was revived and regained consciousness. Emergency medical services arrived, and the injured lineman was airlifted to a medical center. At the time of this writing, the lineman is in stable condition.
3/17/2023	Outside Crew	Injury	Knee Injury	Injury - March 17, 2023, An apprentice and a lineman were replacing overhead service from pole to residence. The pole is located in the backyard directly behind a residence. Behind the wall, and next to the pole, was a dog attempting to engage with the apprentice. The apprentice decided to stay on his side and use a ladder to gain access to the pole. The apprentice placed the ladder on tile ground without securing the base. After climbing the ladder, near the third rung up top, and in the process of transitioning to the pole, the ladder’s footing slid, and it ran down the face of the pole with the apprentice still on. Grasping a rung, the apprentice continued to slide until both knees made contact with the top of the concrete fence, forcing separation, and resulting in his descent to the grass.
3/6/2023	Outside Crew	Injury	Head Injury	Injury - March 6, 2023, A worker was walking on muddy/slippery ground to the next pole to perform his work when he slipped and fell to the ground on his back, and the back of his head hit the ground (with hard hat still on). Although shaken-up, the worker felt ok. Neither the worker nor the foreman reported the incident until the next day, when the foreman notified supervision. Then, appropriate notifications were made, and the worker was directed to contact the company’s assistance program.
3/6/2023	Outside Crew	Injury	Dog Bites Forearm & Leg	Injury - March 6, 2023, A worker was standing on the outside of a resident’s fence, speaking to the homeowner who had their dog. Without warning, the dog charged at the worker through an open gate and the worker had to fend-off the dog as it attacked. Appropriate notifications were made. The worker sustained bites to the forearm and leg and was taken to a local hospital for medical attention.
3/6/2023	Outside Crew	Injury	Chest Pains from Electrical Shock	Injury - March 6, 2023, When a worker was removing dowel pins stuck in an exciter, he thought he saw an arc. Unable to determine if it was truly an arc, he continued to work thinking it was a static. When he tried to push on the ratchet he was using, he thought he felt a tingling in his left hand through his chest, and he and a crew member saw a spark. With the assistance of a technician, voltage was checked at the turbine deck and pedestal, and it was determined the jumper for the ground fault needed to be removed to avoid backfeed to the lines. That information was not on the lock-out/tag-out (LOTO) procedure. Work was stopped immediately, and appropriate notifications were made. The employee who experienced the tingling was complaining of chest pain and taken to a local emergency room.

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3/6/2023	Outside Crew	Injury	Finger Injury	Injury - March 6, 2023 , wo fabrication technicians were assigned to work on new substation mechanical and electrical equipment room (MEER) foundation wood forms. As technician 1 was drilling holes for rebar placement, technician 2 was on the opposite side of the form, removing a two-by-four-inch stud in the way of the holes, getting in the way of the drill bit. When technician 2 grabbed the two-by-four to relocate it, he placed his hand in line of fire of the drilling and when the technician 1 went to drill, the bit made contact with technician 2's gloved hand. The glove wrapped around the drill bit, which cut the glove and the skin of the technician's left, fifth finger. Work immediately stopped and first-aid was applied to the injured worker's finger. After further observation of the injured finger, the injured technician was taken to a local emergency room. Both workers were wearing appropriate personal protective equipment (PPE) for the task.
3/1/2023	Outside Crew	Injury	Flash Burns	Injury - March 1, 2023 , A supervising field service representative (SFSR) was sent to replace a 120/240 single phase commercial meter. Once on-site, he set up to perform the task. He had his fluke and wiggy on his tool belt, and he donned his personal protective equipment (PPE), including his leather gloves (with protective rubber inserts). As the SFSR began to remove the panel cover to access the test blocks, the property owner and another individual came up and began speaking with him – both individuals were concerned about recent outages. Additionally, both individuals were armed, and the presence of weapons increased the tension the SFSR was already feeling. As he worked on the panel cover, the SFSR continued conversing with the two armed individuals. The SFSR removed his right-hand glove to make it easier to remove the panel bolts and did not put it back on. Then, when he removed the panel cover, he did not perform required voltage checks. Distracted and anxious as the two customers continued to voice their concerns, the SFSR then attempted to install a T-Bar jumper on the test block to bypass the meter section. When the T-Bar made contact at the jumper landings, a high-energy flash occurred and caused second degree burns to his right hand. The SFSR stopped work and called for additional personnel to isolate the panel and get first-aid. A troubleman (TM) and the SFSR's field supervisor (FS) responded to the site, and the SFSR was transported by the FS to get medical assistance. After investigation, it was determined the customer-side of the meter panel was wired incorrectly and when the T-bar jumper contacted the test block, it connected two phases and caused the flash.
2/27/2023	Outside Crew	Injury	Finger Pinch	Injury - February 27, 2023 , A crew prepared to set up for a cable pull at the beginning of the shift. The telehandler forks were positioned closer to the center of the mast to pick up smaller material, so an operator and two workers went to spread the telehandler forks so they could move and set up a larger reel of cable. To move the forks outward to the outside of the mast/carriage, the operator lowered the mast/carriage down to the ground as much as possible, making it easier to slide the forks. The worker began to push the fork outward on the bar/fork shaft and then lift the fork outward to get it over the support plate. As the employee pushed the fork outward, the fork came back towards the mast and the employee's right middle finger was pinched between the mast and the bottom of the fork. After the fork was moved outward, the employee notified his supervisor and was taken to the hospital for evaluation and appropriate notifications were made. The contractor had a stand-down to discuss the incident prior to resuming work. The employee was wearing gloves at the time of the incident.
2/20/2023	Outside Crew	Serious Injury	Flash Burns	Serious Injury - February 20, 2023 , After testing and isolating on a 12 kV line, troublemendetermined there was a bad underground (UG) cable. The substation ensured part-load up on the 12 kV line. The repair order was sent to the district for completion and was assigned to a district crew to isolate the damaged cable and restore the rest of the 12 kV load. The crew closed a position at vault 1, then moved to vault 2 but found it full of water and started to pump the vault. Part of the crew went to vault 3 to remotely spike cable and isolate the damaged cable. The other crew members returned to vault 2 to decouple and complete initial inspection of the damaged cable, when part of the cable failed and caused a flash. The crew called 911 and their field supervisor, and immediately rendered first-aid. The two linemen in the vault were transported to the Grossman Burn Center.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
2/20/2023	Tree Crew	Serious Injury	Wrist & Elbow Fractures	Serious Injury - February 20, 2023 , When a vegetation crew foreman was preparing to ascend a 30-inch diameter tree, he went to attach his lanyard around the base of the tree, lost his footing, and fell downhill. As he fell, he tried to catch himself by extending his right arm before he struck a small rock approximately four-to-six feet from the base of the tree. The engaged observer witnessed the event, called an all-stop for the crew, and assessed the foreman's condition. The foreman experienced pain in his right arm and was taken to a hospital for a full evaluation, where it was determined he sustained right wrist and elbow fractures and required surgery.
1/23/2023	Outside Crew	Injury	Thigh Cut	Injury - January 23, 2023 , A worker was kneeling next to flex hose to cut the hose. Using a folding knife, he cut towards himself, and when the knife slipped, it cut his thigh. The foreman provided first aid and the injured worker was transported to a nearby clinic, where he received six stitches and was released to full duty.
1/9/2023	Tree Crew	Injury	Finger Laceration	Injury - January 9, 2023 , Two 3-man tree trimming crews were assigned a routine jacaranda tree removal. One crew would handle rigging, spotting, and removal operations, and the other crew would handle hauling brush and chipping to prevent accumulation of debris on the driveway. This effort was to avoid blocking the homeowner's driveway accessibility, given limited space conditions. Once a significant amount of brush was gathered, one worker was assigned to the chipper controls (as an engaged observer), one worker was assigned to feed the chipper, and the third worker was assigned to haul limbs from the backyard to the chipper. This procedure was repeated several times without incident. Then, when the worker was feeding larger logs* into the chipper, one of the logs was consuming another medium-size limb (about eight-to-ten feet long). As it was being grabbed by the chipper, the larger log overturned and landed perpendicular to the limb it consumed. As a result, the smaller limb aggressively shifted into the roller drum area and the worker's right middle finger was caught between the log and smaller limb. The crews immediately stopped all activity, assessed the condition of their injured crew member, and activated their Emergency Response Plan (ERP). The worker was treated by the crew on-site and was then taken to a local hospital. He received stitches and was released on light duty the same day. Appropriate notifications were made.
1/7/2023	Outside Crew	Serious Injury & Fatality	Driver Sustained Fatal Injuries	Serious Injury & Fatality - January 7, 2023 , On Saturday, January 07, 2023, a PG&E contractor driving a 2020 Freightliner M2106 bucket truck was traveling with a passenger on Mountain View Road in Booneville at 06:08 AM, headed west toward PG&E's base camp at Point Arena. At 07:16 AM, the bucket truck approached a stopped General Foreman's (GF) truck. The GF exited his vehicle and alerted them of a low-hanging communications line across the road. The GF assisted the bucket truck driver in navigating under the line safely. The bucket truck then took the lead position, with the GF following continuing west on Mountain View Road. At 07:22 AM, the bucket truck was traveling at 17 MPH and passed an advisory sign indicating "16% grade for the next 1 ½ miles" near 40301 Mountain View Rd and maintained speeds between 20 and 23 MPH for the next 60 seconds. At 07:23:35 AM, the Bucket Truck began to gain speed and passed a 25 MPH sign while traveling at 38 MPH. The Bucket Truck continued west down the grade into an S curve where the passenger-side tires left the pavement. The truck struck a guard rail and slowed to 30 MPH. The driver could not bring the passenger-side tires back onto the pavement. The guard rail failed, causing the bucket truck to leave the roadway, striking a stand of trees and vegetation before rolling down an embankment and coming to rest on the passenger side. The accident occurred at 41498 Mountain View Road, Manchester, California. The driver sustained fatal injuries, and the passenger was taken to a nearby hospital, where they were treated for severe injuries. Californian Highway Patrol responded to the accident and is in the process of completing a report.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
Contractor Circuit Interruption Incidents				
5/10/2023	Gas Crew	CCII	Improper Pothole	CCII - May 10, 2023 , Contracted crew was tasked with trenching and install of electric conduit and gas line in a joint trench. While a gas distribution contractor was trenching to install conduit and gas line in a joint trench, it was recognized that one of the meter installation locations needed to be adjusted, causing the crew to excavate in an unplanned area. Mark out had been performed curb to curb, however it had not been completed from curb to the new meter location. The crew did not pothole the marked electrical in the street (still within the tolerance zone after shifting 18" laterally), and their operators mini-excavator bucket made contact with and damaged a bundle of energized 240-volt single phase electrical wires near the new meter location. An electrician was called out to the jobsite to perform repairs and restore power to the homes that were affected.
4/3/2023	Outside Crew	CCII	Operator Error	CCII - April 3, 2023 , A foreman opened a pull box to visually verify the contents of conduits to be removed later that day during the outage but was unable to see clearly because the structure was full of water and mud. In a second attempt to visually verify the conduit contents, the foreman entered the trench to cut a window into the conduit and saw the conduit also full of water and mud. Unable to visually verify what was in the conduit, the foreman probed the cut window with a shovel handle and thought he only felt water and mud. When he began cutting the conduit with a Sawzall, the foreman felt resistance, immediately stopped work, exited the trench, and had all other workers also evacuate. Then, it began to rain. This filled the trench with more water and the damaged line relayed, which resulted in a circuit interruption. Appropriate notifications were made.
3/27/2023	Outside Crew	CCII	Improper Cover	CCII - March 27, 2023 , A crew was tasked to replace a pole. The foreman (FM) released his clearance and reenergized a section of the 4 kV. He then instructed the crew to close in the fuse holder on the arm and check voltage on the transformer. The crew positioned the bucket in front of the primary arm and utilized an 8' hot stick to close the fuse holder. After closing the fuse holder, it swiveled into the messenger of the aerial cable. The contact from the fuse holder to the messenger caused the circuit to lock out. The crew was wearing 25 cal PPE. Nobody was injured and there was no damage to the structure or private property. When the lineman (LM) installed the fuse holder on the bracket, he tightened the nut enough to compress the lock washer. After the incident, while adjusting the fuse holder to its proper position, the LM was only able to tighten the nut slightly more. The crew did not utilize any rubber cover while operating the fuse holder.
3/27/2023	Outside Crew	CCII	Improper Transformer Hookup	CCII - March 27, 2023 , A crew was tasked with a reframe. After successfully disconnecting the transformer and reframing the arm, the two journeyman linemen in the bucket reconnected the secondary phases and neutral to what they thought were the correct positions. A hot apprentice later closed the can and the circuit was re-energized. Immediately after load was brought up, a customer came out and said his lights and appliances were malfunctioning
3/24/2023	Outside Crew	CCII	Wire Control	CCII - March 24, 2023 , An overhead electric line crew was tasked to change out a CMP pole that was to be energized during normal work hours. The new wood pole was about five feet taller than the existing pole with straight through energized three phase 4KV primary and energized single phase secondary. The crew framed and landed the new primary and secondary tangent crossarms to the new pole. With all of the appropriate PPE, including cover-ups and rubber gloves, the lineman transferred the street side phase with no incident. As the lineman was transferring the second primary phase to the new pole, the 6/3 copper wire broke at a weak spot at about 15ft to 20ft from the point of attachment at the adjacent pole. The conductor's tensile strength was compromised by weather/elements, causing the corroded conductor to break and cause an unplanned outage. All crew members were in the clear when the wire fell and there were no injuries sustained. The foreman notified STA-A of what happened, conducted another tailgate with the crew, and proceeded to make permanent repairs to restore service.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
3/13/2023	Outside Crew	CCII	Wire Control	CCII - March 13, 2023 , A five-man line crew was executing a switching program to deenergize a section of two 16 kV circuits and two 4 kV circuits. As part of the switching program, a crew was tasked to install a set of primary isolators west of one of the structures. Both 4 kV circuits below had already been deenergized. Two workers installed the isolator over the wire and tightened it down without the use of a hoist or slack blocks. After installing the isolator on the road-side phase, they tested and cut the wire open in-between the dead-end shoes of the isolator. When the wire was cut, one side of the wire slid through the dead-end shoe and made contact with the center phase. Both lines fell to the ground and a section of the 16 kV circuit locked out. The foreman immediately stopped work and confirmed no injuries or property damage. Appropriate notifications were made. After evaluating the damage, the general foreman called a nearby crew to assist with making repairs.
3/6/2023	Outside Crew	CCII	Wire Control	CCII - March 6, 2023 , A crew was tasked with replacing a deteriorated pole with street light conductor, a neutral, and three primary conductors on a 10-foot crossarm. The crew held no-test orders, the outage was already underway, and grounds were applied at the source pole one span down. When the crew lowered the primary conductors on the structure to be replaced, the weight of the conductors caused movement on the source structure. The conductors shook and came together mid-span, and the circuit locked out. Appropriate notifications were made, and a plan was implemented to create a safer condition to complete the work.
3/6/2023	3rd Party Vac Truck	CCII	Operator Error	CCII - March 6, 2023 , About one foot behind an existing pole, a third-party vacuum truck completed excavation of the replacement pole hole (approximately six-and-a-half feet deep), and the existing pole lost stability. The bottom of the pole kicked out and into the new hole, the pole leaned at a 45-degree angle, and the energized primary conductors lowered to an unsafe height. Appropriate notifications were made, and the circuit was deenergized for safety. A line crew was dispatched to correct the structure and the circuit was reenergized.
2/20/2023	Outside Crew	CCII	Wire Control	CCII - February 20, 2023 , A digging crew was tasked to remediate pole anchors off a highway in a mountainous area. Without incident, the crew transferred a guy wire from the east anchor to a temporary anchor, using a combination of a nylon sling with shackle and a chain hoist for rigging. Then, the crew moved to the north anchor, where they relieved tension from the guy wire and disconnected it from the anchor. At some point when the tension was released, the pole shifted toward the roadway, which created additional sag in the communication wire. Sometime later, a tractor trailer driving through the area struck and pulled the sagging communication line forward, which pulled the pole out of the ground and onto the roadway. The crew immediately called an all stop, secured the site, set up additional traffic control, and made appropriate notifications, including the California Highway Patrol who responded to the scene and took a report.
2/13/2023	Outside Crew	CCII	Improper Switching	CCII - February 13, 2023 , Two linecrews were tasked to replace two poles and reconductor primary wire on a section of a 12 kV line. One crew would handle the switching program to deenergize the section of the line and the other crew would frame poles in preparation for the outage. At the appropriate step in the switching program, after securing approvals, and without incident, crew members amp-checked the wire and opened the isolators at the identified structure using a load drop tool to deenergize a section of the 12 kV line to an open pole switch. After opening the third phase, the crew members tested to verify that the wire had been deenergized. The expected outcome was the wire on the south side of the isolators would be deenergized, but, when testing, crew members identified the wire was still energized. After learning the line was still energized, the foreman and troublemen immediately reviewed the circuit map and realized the crew should have installed and opened isolators south of the structure but had opened existing isolators north of the structure, which deenergized approximately 40 transformers and resulted in the unplanned outage of a residential area. The crew closed the isolators, which restored the load north of the structure, and installed the correct isolators to the south of the structure. After correcting the error, the foreman made appropriate notifications and the crew continued work without further incident.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
1/30/2023	Outside Crew	CCII	Improper Testing	CCII - January 30, 2023, A line crew was tasked to replace a PMH switch with a new PME switch. Without incident, the crew tested and confirmed position 3 was deenergized, and they grounded the position. The gas switch was closed to-ground by the troubleman. The crew then returned to the PMH, tested and confirmed all three positions were deenergized, and accessed the J-bars in the underground structure and tested and confirmed all three J-bars were deenergized so they could ground. They removed the dead-end cap from the B-phase J-bar, and when they applied grounds from outside the structure, a fault occurred. The crew immediately removed grounds and reapplied the dead-end cap to the J-bar. The foreman and switching center communicated regarding the fault. The foreman ensured the crew was in the clear and released his no-test orders. Appropriate notifications were made throughout.
1/23/2023	Outside Crew	CCII	Improper Installation	CCII - January 23, 2023, Without incident, a four-man underground crew replaced six 600 Amp T-bodies and six 200 Amp elbows on a switch in a vault on a 12 kV line. After all components were replaced and inspected by the foreman, the foreman gave the troubleman a one-hour notice to reenergize. The crew had cleared off the line and stood by to phase after the circuit was reenergized. When the troubleman reenergized the circuit, it failed. The crew called an all-stop, ensured no one was injured, and made appropriate notifications. A blower was used to remove smoke from the vault. The crew found that the Position 2 C-phase component had failed. Inspection revealed the insulating plug was not properly seated, which caused the circuit interruption. An SCE underground crew made repairs and re-energized the circuit.
1/16/2023	Outside Crew	CCII	Improper Dig	CCII - January 16, 2023, A line crew was assigned a deteriorated pole replacement for a dead-end pole in a residential area. Without incident, the three-man hole-digging crew completed work (exposed and located underground risers that were attached to the pole and exposed a water line). Then, the crew barricaded the location. They visually inspected the structure and left the location. Approximately two hours later, the foreman was notified by residents that the pole had fallen over. The foreman, the general foreman, and a troubleman met at the site and found the pole had broken below ground level and fallen to the ground, and the circuit relayed. Another crew made repairs and installed the new structure without further incident. Power was restored later that same day.
1/2/2023	Outside Crew	CCII	Wire Control	CCII January 2, 2023, A line crew was digging a hole for a new anchor rod and plate behind an existing anchor. With soil around it removed and tension from the guy wire (still attached), the old plate was exposed enough to pull loose from the soil it was in. The released tension allowed the existing guy wires to slack and the overhead conductor to slap together mid-span, which resulted in a circuit interruption. Appropriate notifications were made and an SCE troubleman was dispatched to the site.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
Contractor Other Incidents				
5/19/2023	Gas Crew	Property Damage	Improper Ground/Rod installation	Property Damage - May 19, 2023 , Contracted crew was tasked with trenching and installing a gas service. While a gas service crew was trenching a gas service to the property, they were digging next to a ground rod when the crew noticed that the ground rod was installed between the electrical house service wires below grade. The crew stopped all work and contacted all necessary personnel. SDG&E Troubleman was dispatched and determined that the rod was not energized.
4/17/2023	Outside Crew	Property Damage	Loss of Control	Property Damage - April 17, 2023 , Without incident, a crew finished conduit installation between two buried underground residential distribution (BURD) structures. They installed rope and mandrelled the new conduit. When a worker went to reinstall the fiberglass lid on a BURD structure, his right foot slipped (due to the debris on top of the plastic sheeting), he lost his grip on the lid, and the lid fell partially into the structure. The leading edge of the lid fell at a 45-degree angle and made contact with and dislodged the wingnuts of bails on two elbows. No injuries, electrical flash, or circuit interruption.
4/17/2023	Tree Crew	Property Damage	Operator Error	Property Damage - April 17, 2023 , A two-man crew and safety monitor were at a location to perform routine line clearance tree-trimming. Using the aerial lift truck, the foreman completed the work without incident. As he cradled the boom, the corner of the boom knuckle struck a streetlight wire, and the neutral wire disconnected from the pole. Appropriate notifications and repairs were made.
4/17/2023	Outside Crew	Property Damage	Improper Transformer Installation	Property Damage - April 17, 2023 , A crew was tasked to replace a pole with transformer on a 16 kV line. The crew replaced the pole and installed and energized a new 12 kV transformer under load, without first testing for proper voltage. Approximately three minutes after the transformer was energized, a homeowner came out and told the crew something in his home was smoking. The crew immediately de-energized the transformer, after which they realized they installed a 12 kV transformer on the 16 kV line. The crew made appropriate notifications, then picked-up and installed a new 16 kV transformer. Before applying load, the crew tested for proper voltage, then energized the transformer for all-load-up without further incident. It was determined the smoke coming from the customer's home was two surge protectors that tripped when the transformer was energized. The crew replaced the surge protectors, confirmed everything in the customer's home was working as expected, and is in touch with other homeowners being fed by the replaced transformer to learn if any damage occurred.
4/3/2023	Outside Crew	Property Damage	Improper USA	Property Damage - April 3, 2023 , A crew was tasked to place a four-by-seven-foot slab box next to and parallel with an SCE encased duct structure and other marked utilities. All utilities (including a gas line) were potholed and visually located above the SCE encasement on both ends of the proposed box location (10 feet between potholes). When the crew dug with a mini excavator, the gas line was damaged. The crew stopped work, secured the area, and appropriate notifications were made. It was discovered that between the two potholes, the gas line veered away from the encasement and towards the excavation. A Gas Company representative completed repairs.
4/3/2023	Outside Crew	Property Damage	Operator Error	Property Damage - April 3, 2023 , Without incident, a crew de-energized and grounded a section of 12 kV line for a night outage that involved multiple crews to perform structure upgrades and reconductor work. After they communicated status to the other crews, the crew repositioned to another structure, spliced out isolators, and then returned to the original structure to complete preparations for reconductor work. The crew set up the bucket truck and began to prepare their structure. As two workers in the bucket boomed down to retrieve additional materials the foreman was grabbing from the pole trailer, the bottom of the bucket truck tub caught the existing secondary wire and communication line (attached to the structure being worked), which damaged the customer's weather head. The crews called an all-stop, secured the area, and made appropriate notifications.
3/27/2023	Outside Crew	Dog Bite	Homeowner- No medical Attention Needed	Dog Bite - March 27, 2023 , Employee approached residence to speak to the homeowner who was outside. Two dogs were in the yard and employee asked if they were friendly. The owner stated yes. The owner told the employee to come in. The employee walked inside the gate. The two dogs approached employee and became aggressive, biting the employee in the hand and leg. No medical attention was needed. The owner stated, "You just have to show them whose boss."The dogs ran off on their own

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
3/13/2023	Outside Crew	Property Damage	Improper Dig	Property Damage - March 13, 2023 , A crew was using a round-point shovel to pothole a marked communication line when they damaged the line. Work was immediately stopped, and the site secured. Appropriate notifications were made. A communications company representative arrived on-site to perform repairs.
3/6/2023	Outside Crew	Property Damage	3rd Party Vehicle	Property Damage - March 6, 2023 , A worker was parked in his company vehicle on a road shoulder when a third-party box truck traveling in the same direction side-swiped the worker's vehicle and kept going. The worker's vehicle sustained damage to the driver-side back quarter panel, the driver door handle, and the side mirror. The employee was not injured and declined medical attention. Appropriate notifications were made, including law enforcement, who took a report on-site.
3/6/2023	Tree Crew	Property Damage	Driver Error	Property Damage - March 6, 2023 , To access trees to perform routine line clearance work, a two-man crew needed to drive across a private narrow wooden bridge with wooden rails. One worker drove slowly across the bridge and the other worker offered guidance as the spotter. While looking at the spotter, the driver slightly veered to the right of the bridge and the vehicle's front bumper hit some posts. The posts sustained minor damage. The area was without cell reception, so the crew assessed the damages, completed their work, and made appropriate notifications when they had cell reception. Repairs were arranged with the property owner.
3/6/2023	Outside Crew	Near Miss	Rigging	Near Miss - March 6, 2023 , Multiple crews were involved in a helicopter pole set of composite poles on a 12 kV line. After receiving environmental clearance and tailboarding with the air operations crew, one crew framed the pole. When the pole was cleared for the helicopter, the designated rigger attached the pole to the hook and as the helicopter started to pick up the pole, the two bottom sections toppled to the ground. The helicopter was immediately signaled to bring the remainder of the pole down. The top section was released, and the area cleared. No one was in the landing zone/vicinity at the time of the incident. The fallen pole sections struck a small mailbox, which was repaired on-site. The crew and a project general supervisor on-site confirmed no damage to the pole. The foreman and general foreman had inspected the pole and rigging; the pole appeared secure. After the incident, the crew made the proper attachments, inspections, etc., and the pole was set without further incident.
3/6/2023	Outside Crew	Property Damage	Improper Assembly	Property Damage - March 6, 2023 , Multiple crews were involved in a helicopter pole set of composite poles on a 12 kV line. After receiving environmental clearance and tailboarding with the air operations crew, one crew framed the pole. When the pole was cleared for the helicopter, the designated rigger attached the pole to the hook and as the helicopter started to pick up the pole, the two bottom sections toppled to the ground. The helicopter was immediately signaled to bring the remainder of the pole down. The top section was released, and the area cleared. No one was in the landing zone/vicinity at the time of the incident. The fallen pole sections struck a small mailbox, which was repaired on-site. The crew and a project general supervisor on-site confirmed no damage to the pole. The foreman and general foreman had inspected the pole and rigging; the pole appeared secure. After the incident, the crew made the proper attachments, inspections, etc., and the pole was set without further incident.
3/6/2023	Outside Crew	Unsafe Act	Improper Grounding	Unsafe Act - March 6, 2023 , When a worker was removing dowel pins stuck in an exciter, he thought he saw an arc. Unable to determine if it was truly an arc, he continued to work thinking it was a static. When he tried to push on the ratchet he was using, he thought he felt a tingling in his left hand through his chest, and he and a crew member saw a spark. With the assistance of a technician, voltage was checked at the turbine deck and pedestal, and it was determined the jumper for the ground fault needed to be removed to avoid backfeed to the lines. That information was not on the lock-out/tag-out (LOTO) procedure. Work was stopped immediately, and appropriate notifications were made. The employee who experienced the tingling was complaining of chest pain and taken to a local emergency room.
2/27/2023	Outside Crew	Property Damage	Improper Potholing	Property Damage - February 27, 2023 , While potholing for a marked communication line, the line was damaged. The crew stopped work and made appropriate notifications. The line was encased/backfilled with two inches of slurry and buried at only 10-inches deep.
2/20/2023	Outside Crew	Property Damage	Improper Potholing	Property Damage - February 20, 2023 , While potholing an area in preparation for new pole installations, the worker mistook a communication line for a tree root and the line was damaged. The crew immediately called an all-stop and appropriate notifications were made.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
2/20/2023	Outside Crew	Property Damage	Driver Error	Property Damage - February 20, 2023 , When a worker driving a tanker truck was leaving a work site, the dirt road shifted due to the weight of the waste in the tanker, and the tanker hit a gate. The worker did not notice the vehicle hit the gate until another driver informed him. Appropriate notifications were made.
2/6/2023	H-Pilot	Property Damage	Cargo Line Control	Property Damage - February 6, 2023 , A pilot was assigned to provide human external cargo (HEC) and cargo support for line crews. Gusty and sustained winds were projected for the day and at the landing zone (LZ) the pilot and crews tailboarded, and the pilot held the work until winds lessened. Once winds lessened, without incident, crew members were flown to a structure. At that time, the line foreman and pilot decided to move cargo to another site. Without incident, they completed several cargo missions within the original project area. On the last load of cargo, the pilot returned to the new site with a "daisy chain" load approximately 25 feet high, when suspended. The crew members at the new LZ signaled to the pilot where to put the cargo, which was in close proximity to their vehicles. As the pilot slowly descended with the load, a prominent, driving gust of wind contacted the aircraft, directing it towards the large bucket truck. The load drifted into the windshield and side mirror of the bucket truck. The pilot observed and was told he had contacted the truck. He then steadied the load and placed it where the lineman had originally directed. While conditions were still flyable, the pilot flew back to the other LZ, switched out his cargo line for the HEC line, and retrieved the lineman who had been taken to the structure earlier in the day. Then, the pilot called the day due to winds. The line truck sustained damage. No injuries. Appropriate notifications were made.
2/6/2023	Outside Crew	Property Damage	Improper Load	Property Damage - February 6, 2023 , While driving a truck and trailer on a freeway, a carton fell from the trailer and a piece of metal came out of the box and struck and damaged a third-party vehicle traveling behind the trailer. Police were notified but did not come to the scene due to the minor incident. Other appropriate notifications were made.
2/6/2023	Outside Crew	Property Damage	Operator Error	Property Damage - February 6, 2023 , A worker driving a digger derrick towing a pole trailer was passing through a gate of the second substation yard to park the vehicle overnight. The digger derrick passed through the gate and as the attached trailer passed through the gate, the digger derrick truck began its right turn. The passenger side and rear section of the trailer struck and bent the gate corner post, and the gate separated from the fence post at the hinges. The driver stopped, pulled the downed fence post and fence material in the clear, parked the digger derrick and trailer in a safe location, and made appropriate notifications.
2/6/2023	Outside Crew	Property Damage	Operator Error	Property Damage - February 6, 2023 , A subcontractor was operating a Bobcat (heavy equipment) in a substation to spread additional rock dust. The spotter could see the Bobcat was close to a light pole and assumed that the operator was going to move forward. Instead, the operator rotated the Bobcat and hit the light pole, which caused it to fall over. The crew immediately stopped the job, confirmed no injuries, and secured the site. Appropriate notifications were made. The SCE checker on-site immediately secured the electrical circuit for all of the substation light poles and disconnected and safe-ended wiring to the fallen light pole.
1/30/2023	Outside Crew	Property Damage	Operator Error	Property Damage - January 30, 2023 , While trenching with a mini excavator, the operator struck four-inch clay sewer pipe. The operator stopped work immediately and the site was secured. Appropriate notifications were made. The third-party operator had walked the trench line in the morning and seen the Underground Service Alert (USA) marks, but he stopped ahead of what seemed to be an old trench line and assumed the sewer main ran in it.
1/30/2023	Outside Crew	Near Miss	Improper Grounding	Near Miss - January 30, 2023 , Two crews were tasked to replace deteriorated poles. Crew A successfully applied the first set of master grounds on two sets of transmission circuits and one distribution circuit at the east end of the jobsite. At the other end of the jobsite, crew B successfully applied master grounds on the distribution circuit and one of the transmission circuits. While crew B was installing master grounds on the remaining transmission circuit, crew A installed their equipotential zone (EPZ) bracket two spans away at their work location and was simultaneously floating each conductor from the insulator as it was being grounded. The SCE project general supervisor (PGS) approached crew A's foreman and voiced concerns with the grounding methods performed and it was identified the crews had not complied with SCE grounding procedures. The crew was coached on proper SCE grounding policy.
1/16/2023	Outside Crew	Property Damage	Improper Dig	Property Damage - January 16, 2023 , Next to an existing structure, a line crew excavated for a new pole hole. Once depth was reached, the crew began to remove loose soil at depth when the existing pole shifted, and dirt collapsed into the newly dug excavation. As a result, the pole leaned over. The crew stopped work and secured the site. Appropriate notifications were made.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
1/16/2023	Outside Crew	Property Damage	Driver Error	Property Damage - January 16, 2023, A line crew member went to move a bucket truck to meet the crew at the landing zone (LZ) and begin work. When he released the parking brake and put the truck in gear, it rolled backwards and struck a vehicle parked behind him. The worker did not realize he had hit the other vehicle until the foreman alerted him to the issue. Appropriate notifications were made
1/16/2023	Outside Crew	Property Damage	Improper Load Securement	Property Damage - January 16, 2023, A truck driver hauled a load of reels to a laydown yard. Waiting at the yard to offload the reels, the driver removed the cargo-securing rigging from the load. When it was time to have the reels off-loaded, the forklift operator asked the delivery driver to pull forward. When the truck pulled forward, the reels fell off the truck bed. The driver had not resecured the load; the truck was on a flat surface, and he did not expect the material to move or shift. The truck driver and forklift operator worked together to safely pick up the reels that had fallen. No further damage to the truck or reels.
1/16/2023	Traffic Control Work	Property Damage	3rd Party Vehicle	Property Damage - January 16, 2023, A traffic control company provided temporary traffic control (TTC) for a line crew performing a pole replacement; a one-directional road closure was set-up. During the night's work (before midnight), with the complete absence of traffic on the road, the TTC crew (P1 and P2) positioned themselves at opposite ends of the closure to hold all traffic as needed (intermittently), so the crew could raise, swing, and set the pole. During that timeframe, at one end of the closure a single third-party vehicle entered, driving slowly in the wrong direction. The vehicle bumped the arm of P1 and kept driving. The lead technician heard on the two-way radio that the vehicle had bumped P1's arm, and in the traffic control truck he followed the vehicle until it was parked. The driver was not attempting to flee the scene at a high speed, which made it seem as if the driver may not have been aware of what happened. The lead technician reported the incident to law enforcement, including the vehicle's license plate and the location of the vehicle. When the police arrived at the location, the lead technician returned to the job site. The job continued without further incident. The police officer stopped by the jobsite, confirmed there were no injuries, and left without further investigation.
1/2/2023	Outside Crew	Property Damage	Driver Error	Property Damage - January 2, 2023, A worker was transporting materials in a company pick-up truck on a city street. As he came to a stop at a red light, his foot slipped off the brake, and his vehicle struck the vehicle in front of him. The worker pulled to the side of the road to assess for injuries and damage. Appropriate notifications were made. Local police responded to the scene and no injuries were reported at the time of the incident.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
Customer Accidents/Incidents				
3/6/2023	SCE Site Reps	Unsafe Act	Lack of Testing	Unsafe Act - March 6, 2023 , n a substation, SCE site representatives went into the mechanical and electrical equipment room (MEER) building and turned on the exhaust ventilation system to allow the 15-minute air flow time. Crew members waited outside the building and when the air flow time was complete, the site representatives escorted the crew members into the building. During that time, the crew members proceeded to enter the basement without using a gas meter to test the air quality. Site representatives called an immediate stand down to retailboard and discuss the unsafe condition. Work was stopped for the remainder of the day.
2/27/2023	Drone Inspector	Wire Strike	Pilot Error	Wire Strike - February 27, 2023 , A drone inspection team was performing distribution pole aerial inspections when, for unknown reasons, the aircraft made unintentional propeller contact with a distribution line. No injuries. No property damage. Appropriate notifications were made.
2/20/2023	Drone Inspector	Property Damage	Civilian Shooting Drone	Property Damage - February 20, 2023 , A drone inspection team was performing a utility pole inspection in a residential backyard. Without incident, the crew gained access to the structure through an adjacent backyard and began the inspection. Then, without warning, the drone suddenly fell and landed in the adjacent backyard. When the inspection crew retrieved the drone, they found a hole in the bottom of the drone, which confirmed the drone had been shot down.They also found the metal projectile still inside the drone. Appropriate notifications were made, including their immediate supervisor, who contacted the police and Edison Security Operations Center (ESOC).

Weekly Incident Report | Contractor

Incident learnings and safety bulletins, and *preliminary* information on electrical contact, unsafe act or condition, or high-energy, low-energy, or potential serious injury or fatality incidents which occurred among our extended SCE workforce.

SNAKE SAFETY

Warmer weather is finally here and as we begin to move about more, so do snakes. This is their time of year to officially emerge from brumation (a dormant period for reptiles). So, as the weather warms up, we must remember snakes are a potential hazard in many – and sometimes unexpected – places. And, although they are a threat to us, it is likely because they themselves feel threatened. Put yourself in their place...for awhile now they've been holed-up, conserving energy and are now frequently coming up for air, warmth, and food. If suddenly your habitat was in jeopardy or you were stepped on, wouldn't you posture or lash out in your defense? Probably. Consider that perspective as you walk through brush, assess your personal protective equipment (PPE) for a job, work in yards, and move material or equipment.

This goes for our families, too! During warmer periods of the day, finding the perfect hide-and-seek spot, exploring that rock pile, going in and out of the house, or finally getting to the clean-up project on the side of the house or in the yard may mean we are unknowingly disrupting a snake's living space (spiders and insects, too).

Thankfully, in the field the trend in recent years has been one of close calls rather than actual bites, which means much of the time we follow tips like those provided below to help keep us safe. So, as you, your crews, and teams soldier on out there, vigilance against both known and unknown, lurking threats of all kinds is a must. Be safe.



Popular Areas For Snake Encounters

- In or around material piles
- High desert areas
- Mountainous areas
- Remote areas/high grass
- Switch yard
- Trenches, enclosures, and underground structures
- Weed abatement areas
- Wheel wells and under vehicles

Safety Reminders

- For Contractor reference: Accident Prevention Manual Rule 1018: Snake Bites
- Be cautious when opening equipment and working in underground structures and laydown yards with heavy material where snakes can hide
- Stick to well-used trails as much as possible
- Be careful when entering/exiting buildings. Snakes like to crawl along the edge of buildings where they are protected from the sun on one side
- Do not step or put your hands where you cannot see
- During tailboards, be sure to cover roles and responsibilities in the event of an emergency and pinpoint the nearest emergency medical facility
- If you work alone, make sure you have your own emergency action plan for each job
- If working remotely, take an emergency locator with you; do not leave it in the vehicle
- Do not handle a freshly killed snake; it can still inject venom

Be on the lookout as snakes emerge.

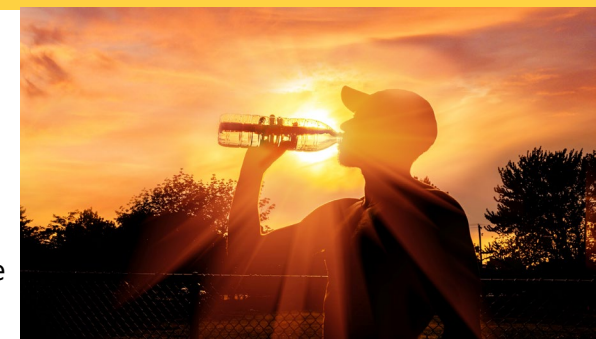
- In addition to our work boots (sturdy ones), should we wear snake guards?
- If we need to walk through or around tall grass, weeds, or heavy underbrush to access our work, what extra precautions do we agree to take?
- Did we cover roles and responsibilities in our tailboard, so we're prepared in the event of an emergency?
- How are we prepared to deal with spiders, bees, and other biting or stinging insects?
- Before reaching or stepping...*can I see* where I am stepping onto or reaching into? If not, what should I do?
- Stay calm if bitten by a snake. Really?! Yes, you want to keep your heartbeat as low as possible in order to keep the venom localized. Tell yourself to stay calm. Breathe. Get help.

GET READY FOR WARMER WEATHER

As the weather warms-up, remind crew or team members to acclimate to the heat to reduce risk for heat illness and dehydration. Help them adjust habits now to prepare as heat approaches.

Safety Reminders

- Review the Operating Experience Bulletin **2022-06-29 OE Heat-Related Illness** (*see attached*)
- Shade is required if temp is >80°F. Additional shade can be requested at any time
- Excerpts from the Heat Illness Prevention policy
 - Encourage employees to avoid drinks with high levels of caffeine as these drinks can exacerbate heat-related illness. Examples of caffeinated drinks include energy and pre-workout drinks
 - Take into account the importance of acclimatization when assigning duties
 - Be aware and observe employees returning from an illness such as a cold or flu, as that can potentially result in dehydration, which may develop into a heat related illness
 - Ensure that employees are closely observed during a heat wave during their first fourteen days after being newly assigned to a high heat area, and during preventative cool-down rests





4/7/2023

Ref. No. OB-0323

Expiration: Current until Archived

Transition to SEL-651RA Recloser Controller

*****Supersedes OB-1222*****

Purpose

The purpose of this communication is to provide SCE and contract personnel notice of the transition from the SEL-351R4 controller to the SEL-651RA controller for three-phase recloser installations. The SEL-651RA recloser controller is to be applied for new and replacement Remote Automatic Recloser (RAR) applications. For Remote Sectionalizing Recloser (RSR) installations, the SEL-351R4 controllers will continue to be used until inventory is depleted, then the SEL-651RA recloser controller is to be used.

Discussion

At the end of 2022, the current standard recloser controller (SEL-351R4 – SAP 10210084) specified in the Distribution Apparatus Construction Standards (DAP) AP 510 is being discontinued by the manufacturer and will be replaced by the SEL-651RA (SAP 10205788). The SEL-651RA has been piloted in limited applications but will now be available as a standard and will be applied on all RAR installations. The SEL-651RA controller closely matches the SEL-351R; refer to the [SEL 651 RA Lineman Troubeman Job Aid](#) for details on the differences. As noted above, SEL-351R4 controllers should be used for RSR installations until the SEL-351R4 is depleted.

Existing recloser compatible units (CU) will temporarily have a comment in material 10210084 notifying the planner to order SAP 10210084 (SEL-351R4) for RSRs and SAP 10205788 (SEL-651RA) for RARs. When material 10210084 is no longer available to order, 10205788 (SEL-651RA) shall be used for both RSR and RAR applications.

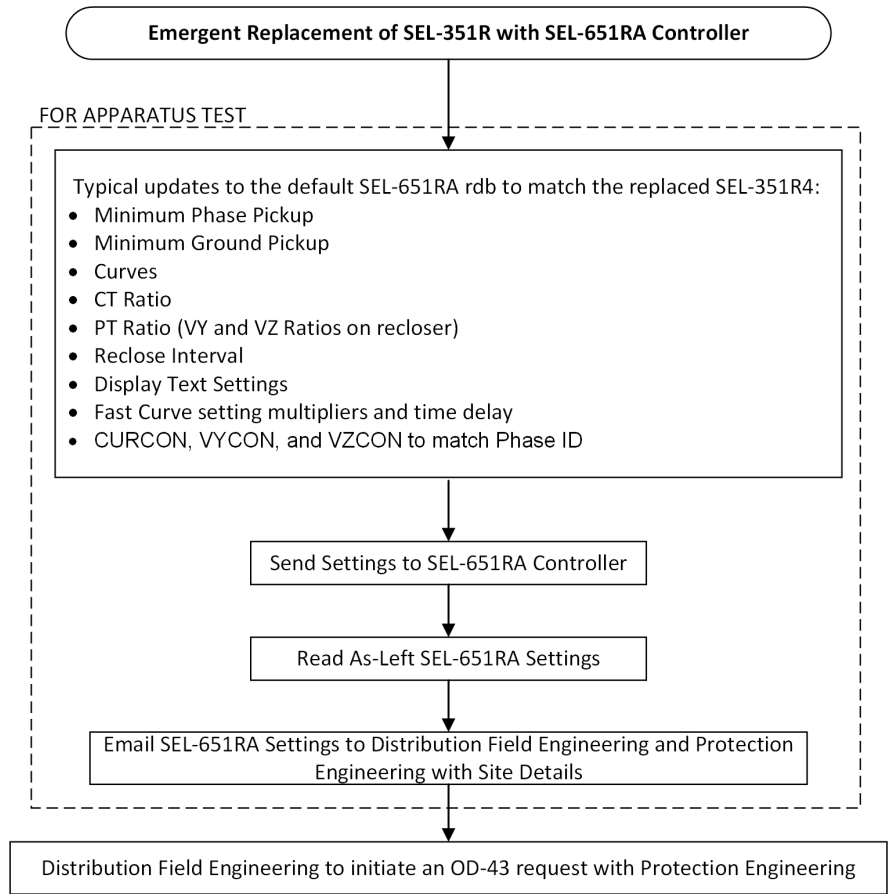


Figure 1: Emergent Replacement of SEL-351R4 with SEL-651RA controller



Figure 2: SEL-351R4 for RSR applications

Action

Effective October 3, 2022, RSR installations should be planned and then constructed with the SEL-351R4 (SAP10210084) as shown in Figure 2, while RAR installations should be planned and then constructed with the SEL-651RA (SAP10205788), as shown in Figure 3.

For planned RAR work, Field Engineering is to also request new OD43s issued by Protection Engineering to be applied with the SEL-651RA.

For emergent replacement of existing controllers, when immediate action is required to prevent risk and damage to the system, the public, and/or wildfire:

- While SEL-351R4 controllers are available, they may be installed to simplify replacements by using like-for-like equipment.
- When the SEL-351R4 is no longer available, the SEL-651RA controller is to be used per the process diagram, as shown in Figure 1.
 - Apparatus Test can update the default electronic SEL-651RA rdb file with appropriate settings to mimic the existing controller installation. For most RAR installations this means review or adjustment of the minimum pick up phase and ground settings, the curves, the current transformer (CT) and potential transformer (PT) ratio, Recloser Interval, display text settings, and Fast Curve (FC) settings. Phase Identification is required to set CURCON, VYCON and VZCON.
 - Apparatus Test shall send the settings to the controller, read the As-left Settings, and forward the SEL-651RA rdb file via email to Distribution Field Engineering Team and the Protection Engineer with site details on the emergent controller replacement. Settings should not be uploaded to ASPEN until the SEL-651RA device exists in the database.
 - Field Engineering shall initiate an OD-43 request to Protection Engineering to promptly review the settings, make any required adjustment, and issue the settings in ASPEN.



Figure 3: SEL-651RA for RAR applications

Standards Affected

- DAP AP510
- DOM SW-1, SW-13, SW-14
- DDS-2

Contact Information

- SCE Employees – contact: Reshma.Ramdoss@sce.com for equipment questions; Alfredo.Marquez@sce.com for protection questions or CMHelpDesk@sce.com
- Contractors – If you have questions about this bulletin content or its applicability to your work, contact your Edison Representative, Project General Supervisor (PGS), Inspector, Specialist, Project Superintendent, etc. or Field Safety Advisor

Figure PO 130-2: Methods of Self-Sustaining Pole with Breast Block and Pole-Key

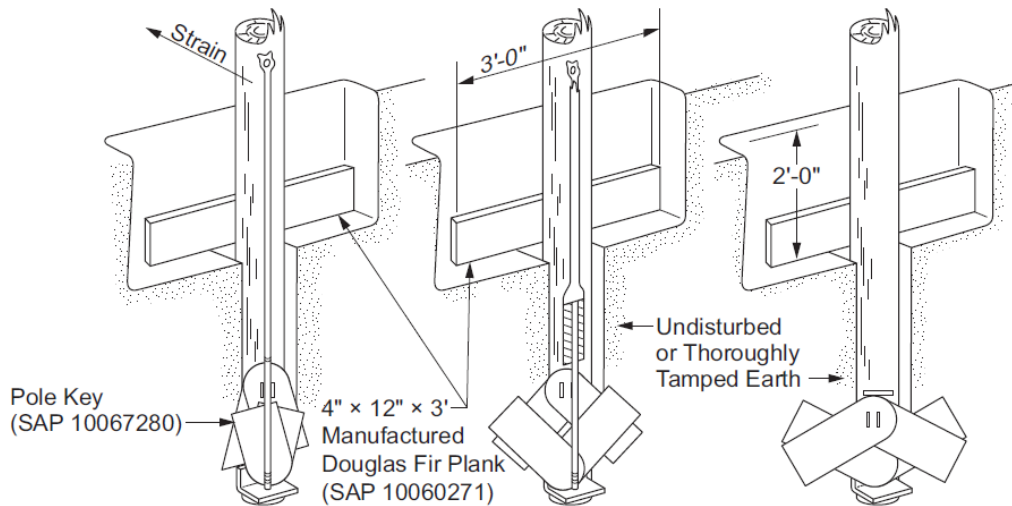


Figure PO DOH-2.1

Figure PO 130-2.2

Figure PO 130-2.3

Action

If a composite pole is to be selected in accordance with DDS-10 Figure 10-2: Pole Decision Tree for New Construction and Rebuilds in HFRAs and that pole requires a Breast Block and Pole Key, the planner should select a wood pole (fire-wrapped or not as appropriate) instead.

Concurrently with this bulletin, Asset Engineering is working on a more comprehensive update to DDS-10 Figure 10-2 as well as DOH PO 130 and TOH TO 118 to provide better clarity as to when and where to install Breast Blocks and Pole Keys. A variety of other installation methods are being reviewed with the potential to allow breast blocks and pole keys to eventually be installed on composite poles.

Standards Affected

- DDS-10 Figure 10-2
- DOH PO 130
- TOH TO 118

Contact Information

- SCE Employees – contact Brian Flynn 949-892-8487 or Brian.Flynn@sce.com or CMHelpDesk@sce.com
- Contractors – If you have questions about this bulletin content or its applicability to your work, contact your Edison Representative, Project General Supervisor (PGS), Inspector, Specialist, Project Superintendent, etc. or Field Safety Advisor



4/11/2023

Ref. No. OB-0423

Expiration: Current until Archived

Breast Block and Pole Key

Purpose

The purpose of this bulletin is to provide SCE and Contractor Field personnel clarification as to what type of pole material to select when a Breast Block and Pole Key are required to be installed.

Background

In 2018-2019, SCE took a concerted effort to deploy a variety of fire ignition mitigations and grid hardening activities in High Fire Risk Areas (HFRA). As a result of this effort, a strategy was developed to deploy a combination of Fire Wrapped Wood Poles and Fire-Resistant Composite poles. The selection process is detailed in [DDS-10 Figure 10-2: Pole Decision Tree for New Construction and Rebuilds in HFRAs](#). Currently, the decision tree does not address Breast Block and Pole Key installations.

However, both DOH PO 130 and TOH TO 118 do not allow for the installation of breast blocks on composite poles. As such, the decision tree may direct a planner to select a composite pole in a location that also requires a breast block and pole key to be installed. This creates a contradictory recommendation for the planner without further direction on how to proceed.

Discussion

Composite poles are thin walled, tubular structures that derive their strength from either a filament wound resin material or pultruded resin material, depending on manufacturer. Currently, Engineering does not allow for the installation of a construction material that would apply a point load anywhere around the circumference of the pole.

As can be seen in Figure PO 130-2, included below, a breast block is a piece of dimensional lumber put in line where the stress is. This placement results in the wood block exerting a point load directly into the pole wall. As a result of this, breast blocks are not allowed to be installed on composite poles.

Contractor Safety Talks

Job Hazard Analysis (JHA) / Tailgate

Special Points of Interest:

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

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



Did you know:

The name tailgate meeting stems from practice of meeting around the tailgate of a pickup truck, which is done in the construction industry as well as at sporting and other events.

The term and phrase 'tailgate' is used mostly in the Americas, and most other parts of the world call these tailgate meetings 'toolbox talks'.

Conducting a complete and thorough tailgate or Job Hazard Analysis (JHA) with the crew prior to work beginning contributes to keeping workers safe on the jobsite.

A JHA is brief safety meeting that is held with the with crew prior to work beginning to review the job tasks for the day, materials/equipment that will be needed, the associated hazards, and safe work practices for those tasks. The JHA should be detailed and remain on the jobsite for review at all times. If there are any visitors or additional contractors that come onsite throughout the work day, a Foreman or crew member should review the JHA with the new visitor or contractor so they can be aware of the potential hazards of the job for their safety.

It is also a best practice to review the JHA if the scope of works changes on the jobsite for some reason or even after a long break like lunch. This allows for the crew to review the work scope and also discuss any changes of work scope if applicable so they know how to move forward in the safest manner.

FAQ

Q: How do I learn more about setting up a Tailgate/JHA?

A: Go to "Cal OSHA:1509 "Injury and Illness Prevention Program - Setting Up a Tailgate/Toolbox Safety Meeting" and/or click [here](#)

OBSERVATIONS FROM THE FIELD

During the past month, SDG&E safety observers performed jobsite inspections on almost all SDG&E jobsites and observed 31,238 construction activities. Of these there were 223 at-risk conditions documented and corrected in the field. Of the at-risk conditions observed, 89% were low risk, with the majority of them being PPE gaps. There were 29 medium at-risk observations and 0 high risk observations during the month.

At-Risk Observations (February 2023)	At-Risk Behaviors
Lack of awareness on the jobsite	There has been an increase in observations where employees are placing themselves in harms way by standing in an unsafe area of the jobsite where there are fall risks or walking without paying attention to their surroundings, increasing the risk of a slip/trip/fall.

NOTABLE AT-RISK OBSERVATIONS

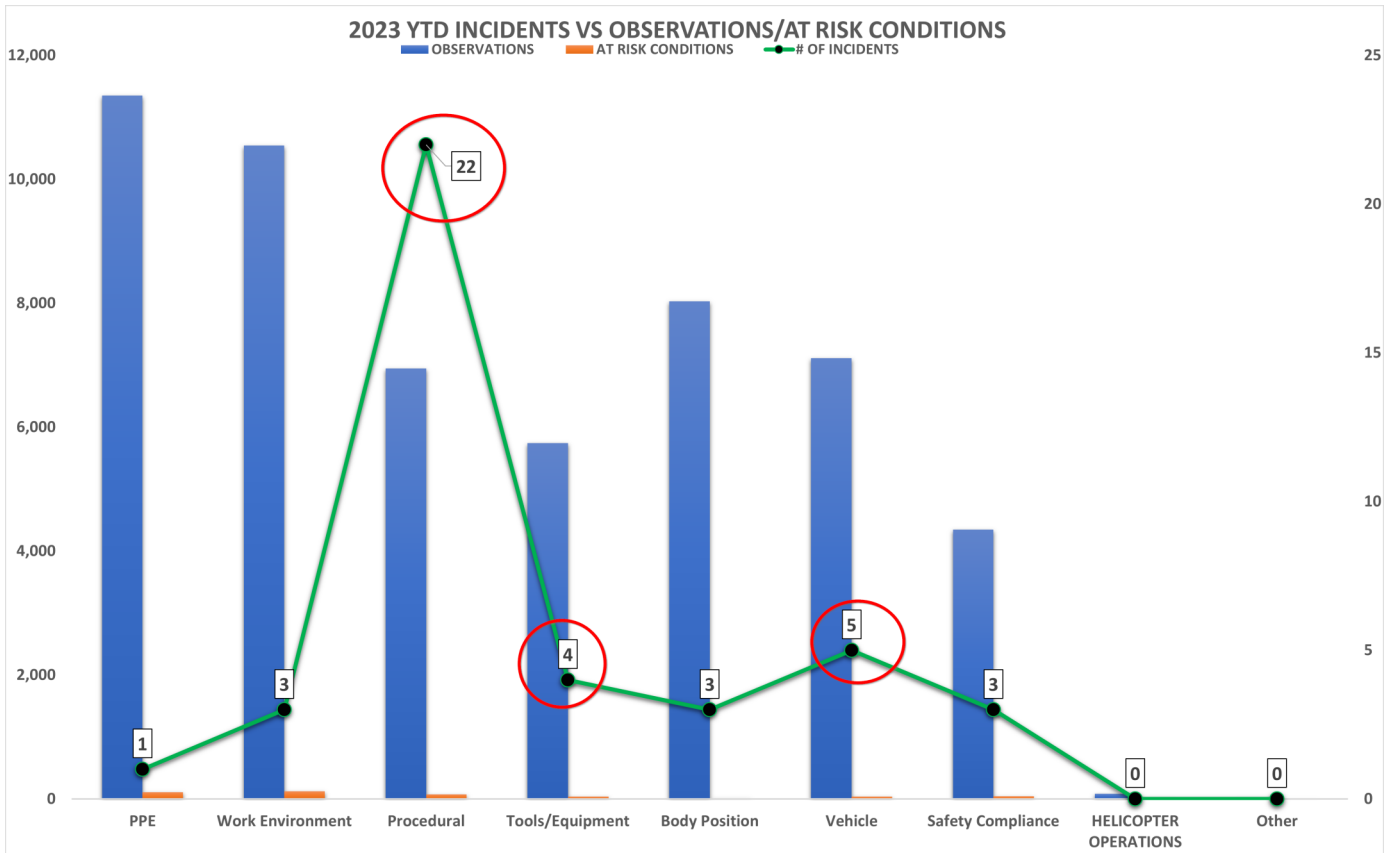
Medium-High Risk Observations (February 2023)	Recommendation/Mitigation
Concrete was being demoed on the jobsite, emitting silica dust in the area with no controls in place.	If there is a task where there is the potential for silica dust to be in the air, wet down the work area as a control measure to keep the dust under control.
Crew members were working in a hole that was beneath an elevated bucket working on secondary power lines with no safe drop zone established for the workers directly beneath.	Establish a safe drop zone if there is any work being conducted at any height so employees are aware of the area where there is the potential of a falling object.
There was a piece of equipment with an open door operating in the street that did not have a seat belt.	Conduct a pre-inspection on all equipment prior to use and if anything is out of compliance or broken, report the issue for repair and the equipment should not be used.
Crew was using a vac truck to excavate a pole hole and there were no cones onsite, debris on the sidewalk, and no flaggers in place.	Ensure that all proper delineation is in place for public safety and the jobsite remains clean of debris to help avoid any slips/trips/falls.

MONTHLY INCIDENTS/NEAR MISSES

Incidents (February 2023)	Recommendation/Mitigation
DART Incident - Employee was walking across a jobsite, not paying attention to his surroundings and stepped on a rock, rolling his ankle. After receiving care, it was determined that his ankle was fractured.	Pay attention to your surroundings while on the jobsite to avoid any slips/trips/falls.
Electric Incident - Crew was installing panel covers in a substation and while screwing in the covers, a conductor behind the cover was penetrated, causing a phase to ground fault.	Awareness of energized conductors in close proximity to your work is necessary for safe work practices. Review existing installation of equipment and connectors to ensure your scope of work doesn't impact them.
Electric Incident - Crew installed grounds on an energized conductor that was thought to be de-energized, causing a circuit interruption.	Ensure testing is done prior to work to verify if circuit is de-energized and follow lock out and tag out procedures when applicable.
Gas Incident - A welder was welding and ended up blowing through a 1" steel tee. The welder attempted to seal the leak with approval, but was not able to fully seal it, so SDG&E leak crew was alerted.	All welding policies and procedures should be followed and ensure the welder is fully trained and qualified to perform the task at hand.

Electric - 2 Gas - 1 OSHA - 0 DART - 1 SIF Potential - 0 Serious Near Miss - 0

*SIF Potential Event = **Exhibit C** / Fatality Potential



FUTURE FOCUS AREAS

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

- Procedural gaps
- Vehicle
- Tools/Equipment

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

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

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

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

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

Contractor Safety Talks

Hand and Power Tool Safety

Special Points of Interest:

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

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



Did you know:

Yearly, there are approximately 960,000 injuries and 200 deaths caused by power tools.

In the construction industry, the main cause of injuries is contact with piercing or cutting objects like saws, nail guns, and drills.

According to OSHA, the most common injuries that were caused by power tools include electric shock, eye injuries, puncture wounds, crushing wounds, and amputations.

Hand held power tools are used in various industries and often help us perform tasks at a more efficient rate. Although these tools are used to make the job easier, they can be hazardous and cause sever injuries if not used and maintained properly.

Prior to using a hand held power tool, a pre-inspection of the tool should be done to ensure the tool is in good working order and there are no broken parts. If the tool is found to not be in good working order, it should be removed from service. Upon using the tool, ensure the proper PPE is being worn and that the correct shield, guard, or attachment is being used if applicable. Tools and equipment must be grounded or double insulated through the use of ground fault circuit interrupters or other equipment grounding conductor program.

If using a hand held powered tool such as a circular saw, pneumatic chainsaw, power drill, grinder, or sander, it should be equipped with a constant pressure switch or control that will shut off the power when the pressure is released. So in the case if control is lost of the tool, it will immediately shut off, ensuring the safety of the employee using the tool and anyone in the vicinity. If the tool has a manufactured shield, guard, or attachment, it should not be taken off or modified prior to use as it is in place as a safety precaution for the user. Using the correct tool for the task at hand and using the tool properly by following operating procedures helps to minimize hazards and potential injuries.

FAQ

Q: How do I learn more about switches and controls for portable tools?

A: Go to "Cal OSHA:3557 "Switches and Controls for Portable Tools" and/or click [here](#)

OBSERVATIONS FROM THE FIELD

During the past month, SDG&E safety observers performed jobsite inspections on almost all SDG&E jobsites and observed 45,886 construction activities. Of these there were 437 at-risk conditions documented and corrected in the field. Of the at-risk conditions observed, 85% were low risk, with the majority of them being PPE gaps. There were 65 medium at-risk observations and 0 high risk observations during the month.

At-Risk Observations (March 2023)	At-Risk Behaviors
Work area hazards	There has been an increase in observations where employees are setting up the jobsite with certain things in place that are creating work area hazards such as: wooden planks that are not in good shape, lack of delineation ,and placing materials/tools in areas that could lead to a slip/trip/fall situation.

NOTABLE AT-RISK OBSERVATIONS

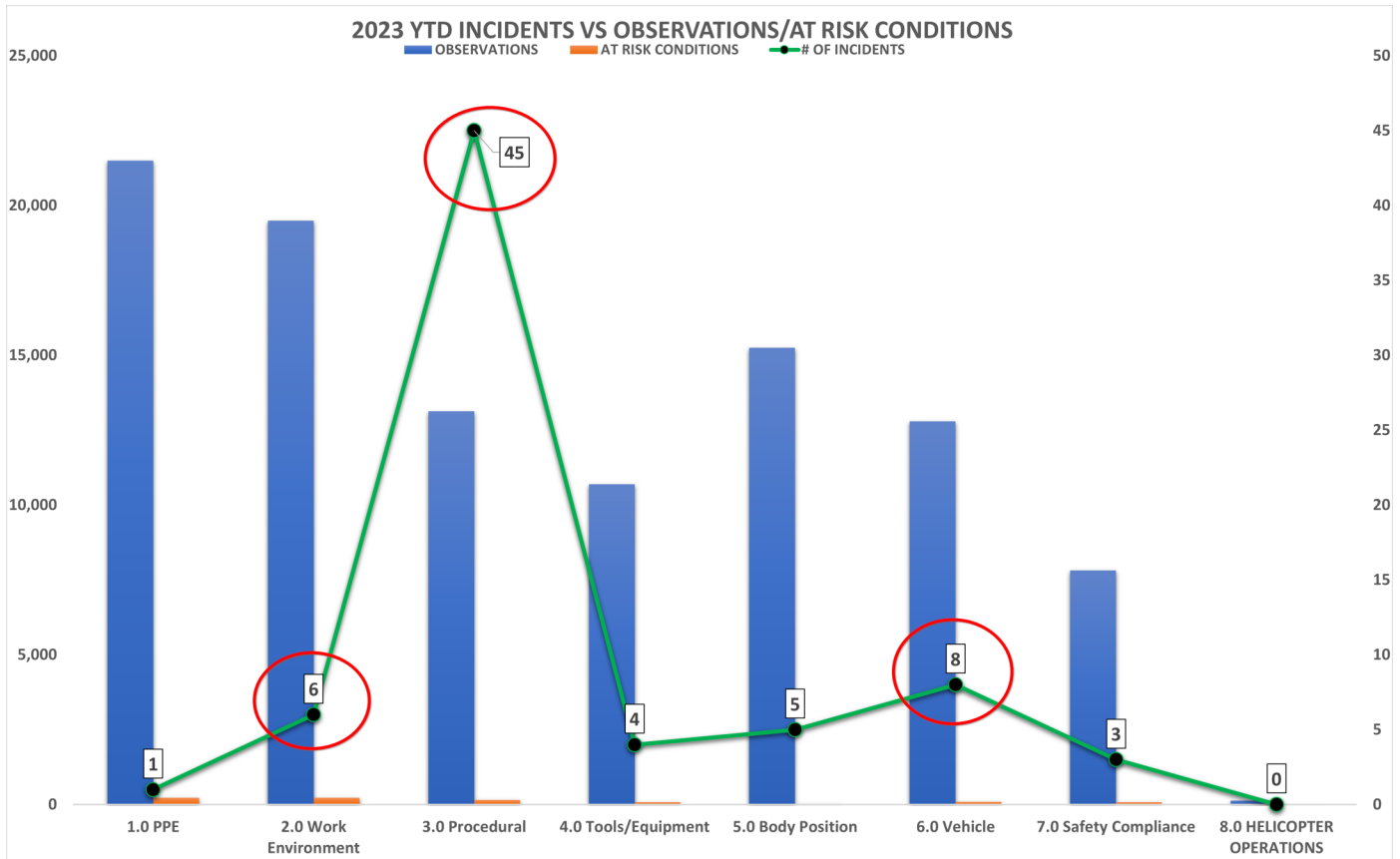
Medium-High Risk Observations (March 2023)	Potential Mitigation
Contractor had an extension cord and gas welding line running from the generator at the back of the truck down to the ground/work area and were partially submerged in water.	Ensure all electric cords are kept out of water to avoid electrocution.
While in an aerial lift, a climber was removing a palm tree with a chainsaw using one hand to hold the chainsaw and the other hand on the palm section he was cutting.	If operating a power tool such as a chainsaw, two hands should be used to hold the tool to ensure control is maintained to avoid any injuries.
Employees were on top of a roof in wet conditions with fall protection harnesses on, but were not attached to an anchorage point via lanyard.	If working at a height, fall protection should be worn and an anchorage point put in place to protect the employee in case of a fall.
Employee was working around concrete drilling operations where dust was being emitted and was not wearing any kind of mask for respiratory protection.	Implement engineering controls such as using water/liquid or vacuum to eliminate/reduce the dust to mitigate the hazard.

MONTHLY INCIDENTS/NEAR MISSES

Incidents (March 2023)	Potential Mitigation
DART Incident - Employee was pruning a 1" branch on a tree with a handsaw without gloves. After finishing the cut, the force of using the handsaw caused it to move downwards towards the employee's left hand, causing a laceration on the top of his left index finger.	During cutting operations, be aware of hand placement, cut away from the body, and wear the proper PPE such as gloves.
DART Incident - Employee was drilling into a metal post to route wire to a back box with a 3/4" carbide bit at a slow speed with both hands. The drill bit caught and twisted his right wrist, resulting in a wrist sprain.	Ensure when using power tools that they are being used correctly and that the correct tool is chosen for the job.
OSHA Incident - Employee was utilizing a grinder with two hands to cut out an inspection window into a conduit when the grinder malfunctioned, causing the blade to break and the grinder to jump. As the grinder jumped, it ended up making contact with the employee's hand, causing lacerations to his right index and middle finger.	Make sure to conduct pre-use inspections on all equipment/tools to ensure they are in good working order and wear the proper PPE.

Electric - 0 Gas - 0 OSHA - 1 DART - 2 SIF Potential - 0 Serious Near Miss - 0

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



FUTURE FOCUS AREAS

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

- Procedural gaps
- Vehicle
- Work Environment

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

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

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Contractor Safety Talks

Dig Alert Tickets (Call 811)



**Know what's below.
Call before you dig.**

Special Points of Interest:

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

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

Did you know:

There are color codes for marking underground utilities.

White: Proposed Excavation
Pink: Temporary Survey
Red: Electric
Yellow: Gas
Orange: Communication
Blue: Water
Purple: Reclaimed Water
Green: Sewer

If planning to dig, there are certain steps that should be followed prior to excavating to ensure the job runs efficiently and safely.

The law requires that if working on public property, 811 (Dig Alert) must be contacted before digging work starts. During that call, several questions will be asked about the project so that the appropriate utility representatives can go to the specific location given to mark out the delineated areas. A dig ticket will be received that will include when the ticket is effective, which is when digging can start and the expiration date of the ticket. If excavating, there should always be an active dig ticket in place. If a dig ticket is going to expire and digging will continue, make sure to renew the dig ticket prior to the expiration date and it covers the correct work location. If excavating on a project either as a Prime Contractor or a Subcontractor, **both the Prime Contractor and Subcontractor need their own dig tickets.**

Once on the job where the mark out has been conducted and the dig ticket is effective, qualified employees should safely hand dig and expose all marked out utilities to verify their depth and location prior to excavating with any mechanized equipment. Once all marked out utilities have been potholed and safely exposed, excavation can take place outside of the Tolerance Zone, which is at least 24" away from the utility location. If the location of excavation changes for any reason or the marks are faded, employees should call Dig Alert out for a re-mark of the new proposed excavation area to avoid any incidents.

FAQ

Q: How do I learn more about general requirements when excavating?

A: Go to "Cal OSHA:1541 "General Requirements: Excavations" and/or click [here](#)

OBSERVATIONS FROM THE FIELD

During the past month, SDG&E safety observers performed jobsite inspections on almost all SDG&E jobsites and observed 50,899 construction activities. Of these there were 392 at-risk conditions documented and corrected in the field. Of the at-risk conditions observed, 85% were low risk, with the majority of them being PPE gaps. There were 57 medium at-risk observations and 1 high risk observations during the month.

At-Risk Observations (April 2023)	At-Risk Behaviors
Work area hazards	There has been an increase in observations where there are exposed rebars on the project that are not capped off to prevent injury and also employees working around rebars without having situational awareness.

NOTABLE AT-RISK OBSERVATIONS

Medium-High Risk Observations (April 2023)	Potential Mitigation
After lunch, crew members started working in the trench and realized there was now a rattle snake in the trench where they were working. A company was called out to remove the snake safely.	Be aware of your surroundings and inspect your work area at the beginning of work and/or after a break to ensure there are no hazards present.
Crew was working on a two lane road and there was no signage indicating a lane closure or flagging operations in progress. At one point, one flagger left his post and two cars came from opposite directions, but luckily no accident occurred.	Ensure there is a proper Traffic Control Plan (TCP) in place to maintain the safety of the crew working and bystanders.
A crew member was operating a scissor lift and not wearing any fall protection while conducting work.	If required, fall protection equipment such a harness and lanyard should be worn to prevent a potential fall when working at a height.
Crew member was in an aerial boom cutting palm fronds while only using one hand to hold his chainsaw and the other hand to hold the palm frond.	During cutting operations, ensure the proper PPE is being worn and both hands are used to hold the piece of cutting equipment to maintain control.

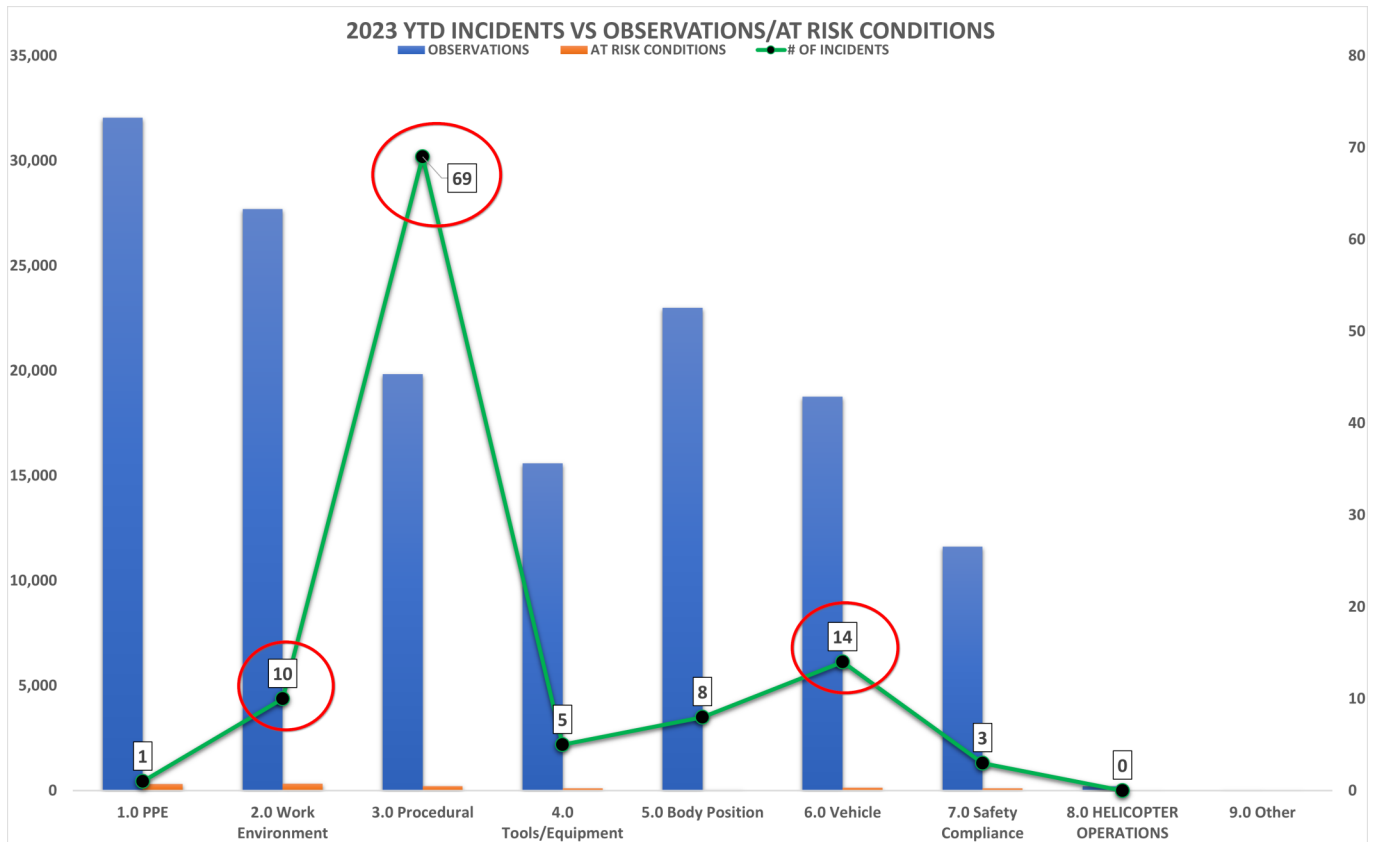
MONTHLY INCIDENTS/NEAR MISSES

Incidents (April 2023)	Potential Mitigation
SIF Potential Incident - Crew was trenching to install electrical & gas utilities. While the operator was excavating, the bucket made contact with and damaged a marked out bundle of energized 240-volt electrical wires.	Conduct a job walk of the trench line to verify marked out utilities have been identified and potholed to verify location and depth.
SIF Potential Incident - Crew was trenching to install gas & electrical utilities and recognized that a meter location needed to be adjusted. The crew continued to excavate in this new location without calling for remark or potholing and ended up damaging a bundle of energized 240-volt electrical lines.	If the original location of an excavation is changed, call for re-mark so all utilities can be located prior to excavating.
Electric Incident - While driving, a contractor's lift truck bucket came into contact with a sagging phone line. Since the pole was severely rotted, the contact broke the pole it was attached to, causing an outage.	Be aware of your surroundings and any potential overhead hazards.
DART Incident - Employee was in a customer's garage inspecting a water heater when a dog that was secured by a long rope came from outside and bit him on his left arm.	Make proper contact with a resident prior to entering their home to ensure you are aware of any animals present and take necessary measures to maintain your safety.

Electric - 1 Gas - 0 OSHA - 0 DART - 1 SIF Potential - 2 Serious Near Miss - 0

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

Exhibit C



FUTURE FOCUS AREAS

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

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WLCC

SAFETY ALERT

(To download click link above)

Altec Digger Derrick Pedestal Failure: Immediate Action Required!

Incident Description:

FYI a Chapter Member recently had a catastrophic boom failure incident that could have resulted in a life-threatening outcome. Fortunately, there were no injuries, and the incident is under further investigation.

Due to this incident, a second Altec Digger Derrick has been found that shows similar metal fatigue indicators (a cracked gusset support).



Crew Actions Recommended:

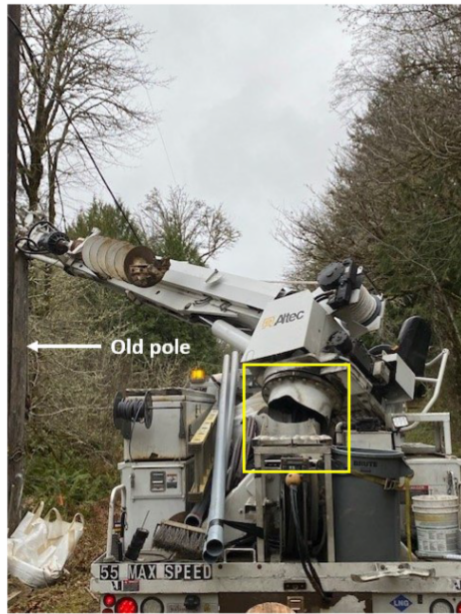
To create capacity to fail safely, ***the following actions*** should be completed prior to using any Altec Digger Derrick truck in the field.

- When inspecting to comply with this Safety Alert, and when performing daily pre-use inspections, the Operator shall ***visually inspect*** the turret pedestal for any signs of metal fatigue (cracks/distortion/significant rust). Should the inspection reveal a possible defect, be sure to take pictures and report findings to your local Mechanic.
- Always use the load chart when performing any lift task. Manufacturer best practices ***do not*** apply unknown loads to the boom and turret.
- Booms are meant for vertical, in line lifts only ***without*** side strain. ***Do not*** use the claws to rock the pole back and forth to assist in pulling operation.
- ***If using the boom to lift the pole***, the winch line should not be engaged (do not wind up). This ensures the hydraulic overpressure lockout is providing protection.
- ***Always use the Pole Jacks*** as intended when performing pole removal tasks.

Date of Incident: 2/20/2023
Task: Old pole removal
Crew Makeup: Line
Incident: Turret failure

INCIDENT SUMMARY:

The crew had successfully replaced a 3-phase pole and was in the process of pulling the old cedar pole butt section that had been topped about 15' above ground. At the time of the pick attempt, the 2nd stage of the boom was extended about 3/4 way out and at a 35 degree angle. When applying pressure to the winchline, the old pole butt rose about 6 inches when suddenly the turret pedestal of the digger derrick broke, detaching the boom from the truck. The tip of the boom came to rest on the top of the old pole and the operators platform came to rest against a sand bag directly in front of the turret. The Foreman notified the Base Manager of the incident and a second line truck and a Mechanic was called to the scene. The second line truck removed the detached boom and loaded it on the pole trailer. There were no injuries and the incident is under investigation.



Date of Incident: 2/20/2023
Task: Old pole removal
Crew Makeup: Line
Incident: Turret failure

Where is our capacity for failure?

With the boom at a 35 degree angle and second stage approximately 3/4's of the way extended and a winch line rated at 13,000 LB.'s, the lift was well within its safe load parameters. In addition in 2019, the manufacturer added struts to fortify the turret pedestal for added safety capacity. In this incident, the failure was a catastrophic metal fatigue failure as indicated in the pictures. In addition, the crew practiced good situational awareness by having all other employees out of the bight and in the clear.

What can we do to add capacity in the future?

- Utilize best practices by using the pole butt jack to insure that the boom does not see overloading when breaking loose and removing a pole.
- Make discussing "mechanical" and gravity" energies a priority during our tailboard hazard analysis discussions.
- Booms are meant for vertical, in line lifts only without side strain. Do not use the claws to rock the pole back and forth to assist in pulling operation.
- If using the boom to lift the pole, the winch line should not be engaged (do not wind up). This ensures the hydraulic overpressure lockout is providing protection.

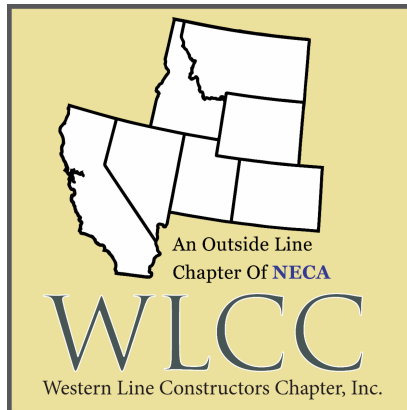
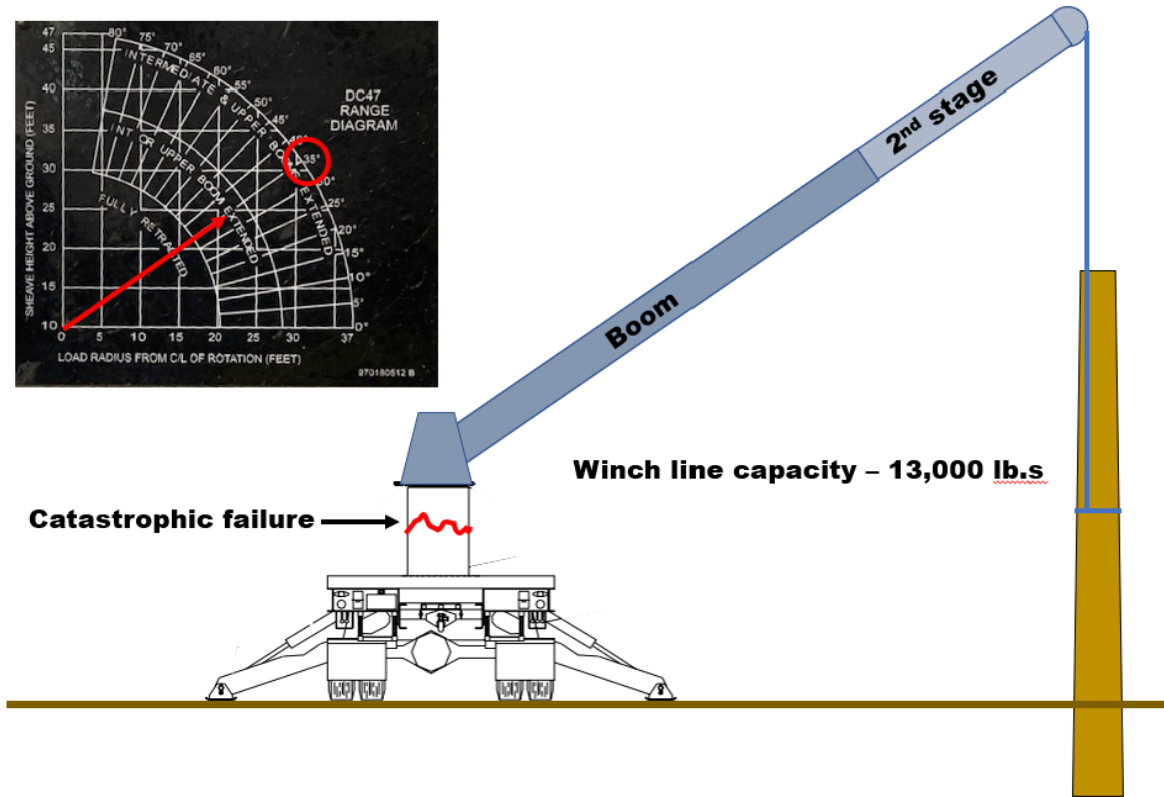


Date of Incident: 2/20/2023

Task: Old pole removal

Crew Makeup: Line

Incident: Turret failure



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