



TO:

All parties in interest

Via: E-Mail Transmission

DATE

03/06/2020

RE:

**Notice of Joint Safety
Committee Meeting – 2020**

E-MAIL: JWEAVER@WESTERNLINENECA.ORG

This is a reminder that our next **Quarterly Meeting** of the **California [Red Safety Book] Joint Safety Committee** is scheduled for **Wednesday, March 11, 2020 at 1:00pm** at our Cal-Nevada JATC Riverside Training Center.

You can now download the Revised California Safety Manual “**Red Safety Book**” from this link: <http://www.westernlineneca.org/ca-safety-min/>

The Meeting Minutes from our last Safety Committee Meeting held on December 4, 2019 will be available for download on Monday afternoon (3/9/2020) from this link: <http://www.westernlineneca.org/ca-safety-min/>

FYI, the remaining 2020 Quarterly Red-Book Safety Meeting Dates & Locations:

- **Thursday, June 18, 2020 at 10:30am** Local 1245’s Hall in Vacaville, CA
- **Tuesday, September 15, 2020 at 10:30am** Local 1245’s Hall in Vacaville, CA
- **Wednesday, December 2, 2020 at 1:00pm** Cal-Nevada JATC’s Riverside Training Center

Thanks,
Jules W. Weaver
Chapter Manager

MEETING MINUTES
IBEW 47-1245 / WLCC-NECA JOINT SAFETY COMMITTEE
December 4, 2020
At Cal-Nevada's JATC Training Center
Riverside, California

Present:

Mgmt:

James Stapp
AJ Zartman
Lon Peterson
Raul Guardado
Zach Zuelner
Ryan Smith
James Coleman
Jeremy Atchison
Daniel Ashmore
Kellie Whittemore
Terry Roberts
Trevor Kirkland
Ward Andrews
Adam Mata
Jacob Milhoan
Marc Anders
Jeremy Freeman
Don Weyhrauch
Neal Brown
Jim Coleman
Mike Crocker
Clayton Loback
Ed Antillon
Jules Weaver

IBEW:

Ralph Armstrong
Steve Roberts
Ralph Kenyon
Rod Peterson
Arnold Trevino
Jeremy Newman
Charlie Randall

Cal-NEV

JATC:

Armando Mendez

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 September 10, 2019.

Review of Accidents & Incidents:

The updated **Accident & Incident Reports** is attached hereto as **Exhibit A**. Attached hereto as **Exhibit B** is a report from **SDG&E's** area.

Local 1245 - Northern California: as reported by Chairman Armstrong:

Chairman Armstrong noted that he didn't have any outside line contractor accidents or incidents to report beyond what the Contractor's will report on today and those incidents are set forth below in the Accident & Incident Report attached hereto as **Exhibit A**. In addition, Chairman Armstrong discussed several serious accidents/incidents that happened on customer properties including PG&E and the City of Palo Alto. A general discussion followed.

Local 47 - Southern California: as reported by Steve Roberts:

Mr. Roberts noted that he had no other accidents or incidents to report beyond what the Contractor's will report on today and those incidents are set forth below in the Accident & Incident Reports attached hereto as **Exhibit A & B**.

JATC Reports: Executive Director Armando Mendez and Assistant Director Eugene Gloudeman reported for the JATC and noted that the number of Incidents involving Apprentices for the last few years keeps rising as set forth in the attached **Exhibit C**. A general discussion followed.

Contractor's Reports:

The following Contractors noted they had no accidents or incidents to report on today:

Ferreira Power West, LLC
MGE Underground
Petrelli Electric

The remaining Contractor's present reported on the accidents and incidents set forth in the attached **Exhibit A & B** that occurred during the 3rd and 4th quarters of 2019.

Observations: Contractors reported today that once again we had several vehicle incidents which have become too much of a trend. A general discussion followed. In addition, several discussions were held regarding serious accidents/incidents that occurred outside our area in the last quarter. A general discussion followed. For those who may have missed it in the last Minutes the well-developed video produced by SCE is contained in the link below:

https://players.brightcove.net/979328848001/rysSIUYWe_default/index.html?videoId=6051714884001

Old Business:

1. Secretary Weaver noted there was nothing new to report for EICA Crane Certification and Mr. Mendez reported that training and testing is taking place on a regular basis at Cal-Nevada JATC.
2. Secretary Weaver presented a verbal update and handouts on the status of the new mobile phone ID database [**Safety Wallet**] for tracking the employee's certifications and safety training through a mobile ID number database. A general discussion followed.
3. Chairman Armstrong noted that the Red Safety Book [Red Book] subcommittee have finished up their final edits and the Red Book is out for final formatting and committee review. Chairman Armstrong noted that the goal of the committee is to have a finalized Red Book out for review and approval at our next quarterly Safety Committee Meeting scheduled for March 11, 2020 at 1pm in Riverside, CA.

For the record, the **Red Book Subcommittee** is composed of the following 8 individuals from Labor and Management:

Labor

Ralph Armstrong
Richard Lane
Rod Peterson
Steve Roberts

Management

Ward Andrews
Hal Lindsey
Chris Larson
Hank Rivera

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

Labor Representatives

Ralph Armstrong
Ralph Kenyon
Rod Peterson
Steve Roberts

Management Representatives

Jim Stapp
AJ Zartman
Ward Andrews
Jules Weaver

New Business:

1. Mr. Mendez discussed the issue of fiberglass poles and pole top rescues in backyard settings. A general discussion followed.
2. Mr. Kenyon, noted he had spoken to PG&E Gas guys about going out with our crews and a general discussion followed.
3. Mr. Ashmore discussed the possibility of tracking employees for various safety issues. Secretary Weaver discussed the legal issues involved with tracking employees and a general discussion followed.
4. Mr. Andrews discussed our Industry titles like Foreman, Lineman vs Team and Leader and a general discussion followed.

Next Meeting Date and Location: Wednesday, March 11, 2020 at 1:00pm at Cal-Nevada JATC's Riverside Training Center.

Meeting adjourned at 3:10pm

IBEW 47 - 1245 / WLCC - NECA

2019 & 1st Qrt 2020 Accident/Incident Reports

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
Contractor Significant Accidents				
1/11/2019	Underground Crew	Significant Injury	Broken Fingers	Broken Fingers - January 11, 2019 , An UG Civil crew was tasked with adjusting a manhole frame and cover. A laborer held the manhole frame off the concrete grade ring using a crescent wrench so a second laborer could adjust the nut. The second laborer placed his fingers between the raised frame and the concrete grade ring to turn one of the nuts with his fingers. The frame slipped off the wrench, dropping the concrete grade ring. Two of the laborer's fingers were caught in the bight and crushed.
1/15/2019	Underground Crew	Significant Injury	Fractured Clavicle	Fractured Clavicle - January 15, 2019 , An underground civil crew was preparing a trench to install conduit. A worker was in the trench on one knee, hand digging a tunnel into the sidewall of the trench. As the worker was tunneling, the sidewall of the trench collapsed. The dirt pinned the worker to the sidewall and buried his right side up to his shoulder. As the dirt collapsed, a piece of cut asphalt broke off and fell on the worker's shoulder. He suffered a fractured clavicle and was transported to a nearby hospital for evaluation and treatment.
1/23/2019	Outside Crew	Significant Injury	Head Strike	Head Strike - January 23, 2019 , A line crew was tasked with a pole replacement in a remote canyon area using a helicopter. A lineman and 2 apprentices were at the location of a 35' secondary pole being set. As the helicopter approached, the lineman and apprentices stood at a safe distance until the pole was near the ground and pre-dug hole. The lineman instructed the apprentices to stand back while he guided the pole into the hole. As he approached the pole, he was struck by a large branch on the right side of his hard hat causing him to pass out. One apprentice started to go towards him to assist and the other to a clearance to try to wave off helicopter when the second apprentice was struck by another falling branch on his left shoulder. Both were taken to a local hospital where they were treated and released the same day. Procedures on how to respond to emergencies were discussed by the foremen and GF. The site was evaluated and procedures on what to do were discussed with everyone on job site. An area that had good cell signal was found and noted to everyone as the location to go if needed. Satellite phones were issued to each crew, a 4x4 side by side was brought on site to help in moving personnel and equipment to and from the locations in the canyon and also to assist in case of emergency. When the incident happened, members knew what to do (call 911, move 4x4 to location, meet first responders etc.) which greatly helped in minimizing confusion and get members the help they needed as soon as possible.
2/7/2019	Outside Crew	Significant Injury	Ankle Injury	Ankle Injury (fracture) - February 7, 2019 , A worker was observing and inspecting equipment within a right-of-way. He was walking forward but stopped and turned to take a picture. He stepped backwards with his left foot landing on a large boulder and rolled his left ankle. His right foot was planted on the ground and while falling backwards, his right foot locked into place and he heard a 'snap' in his foot. As he attempted to get up and walk towards his truck, the pain increased so he called emergency responders who then took him to the nearest hospital. Preliminary reports indicate he fractured his ankle and has been issued a boot cast.
2/15/2019	Outside Crew	Injury	Electrical Flash	Injury - February 15, 2019 , While in the process of energizing and in-servicing a 12kV Circuit Breaker (CB), the Substation Operator and Test Technician in the field were uncomfortable with four steps in the switching program which required using unproven protection to test the circuit breakers. They elected to deviate from the program, deciding to skip those 4 steps and perform them later. They shared this concern and plan change with the System Operator in the switching center, and he concurred. This deviation from the program and the reinsertion of these steps later led to unknowingly placing the banks in parallel. With the banks now unknowingly in parallel, the Substation Operator started on the four steps they had deviated from earlier in the program. As he began to open the transfer bus disconnects, there was a small flash and one 12kv CB tripped. They regrouped, talked about it and it proceeded under the assumption that since the 12kv line CB had tripped, the load was off and the transfer bus was de-energized. However, this was not the case. They then opened the second disconnect and a large flash occurred. All of the station load was dropped. The Substation Operator and Test Technician stated they had no injuries other than scraped knees when trying to evade the flash. The Substation Operator had copper burns on his shirt and hard hat.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
2/21/2019	Outside Crew	Injury	Electrical Flash	Injury - February 21, 2019, While clearing a 12kV operating bus, a substation Operator closed a 12kV bus paralleling circuit breaker and checked it was closed per the program. He followed the next step and, believing that a box loop had been created, the operator continued with the program. In the next step of opening disconnects, the operator observed more electrical arcing than he expected so he stopped and re-tail boarded. After checking in the control room he believed he was ok to proceed and closed additional bus disconnects, making what he thought was another box loop. When he opened the first phase of the next 12kV bus disconnects, he observed more arcing than expected again and confirmed he was ok to proceed, based on the check he did with the load on the bus paralleling circuit breaker. He proceeded to open the second disconnect when a flash occurred. Upon further investigation, it was discovered one section of disconnects was open so a box loop was never established in either position. The disconnects were installed but never closed and were not shown on the EMS screen. The operator proceeded to open the second disconnect when a flash occurred. The Operator attempted to get away from the flash and fell to the ground, injuring his shoulder and scuffing his pants. The Operator reported having seen the flash until it extinguished and was momentarily blinded. After a few minutes he was able to get up and find his way out of the rack to call into the Switching Center. The employee strained his shoulder and was given eye drops for his eyes for the next several days.
3/8/2019	Outside Crew	Significant Injury	Head/Face Laceration Crushing	Injury - March 8, 2019, A crew was tasked with assembling a lattice steel tower structure on the ground with cribbing. A groundman was torqueing bolts with an impact gun on the bottom panel of the common body while the rest of the crew was building the top panel on temporary spacers directly above the bottom panel. The top panel was nearly complete when the center of gravity shifted, resulting in the top section of the panel to slowly start tilting. The crew immediately moved away from the bight and noticed the groundman torqueing the bolts on the bottom section. The groundman had his head down, hearing protection and impact gun in use, therefore could not hear the warnings from the crew to move out of the bight. The top section of the panel slowly came down catching the groundman's head between the top and bottom main rails of the panels. The groundman was able to pull himself out of the bight but suffered facial injuries. The crew foreman immediately provided first aid and made appropriate notifications. The groundman was transported to a nearby urgent care facility.
3/18/2019	Inside Crew	Injury	Electrical Contact	Injury - March 18, 2019, A crew was working on a substation infrastructure replacement project to replace the transfer bus disconnect live line parts on a 115 KV line. The crew consisted of 4 Journeyman Electricians and 1 Apprentice Electrician. The crew had an equipment clearance issued and had applied personal grounds to the 115 KV Transfer Bus. The crew was issued a line clearance and 3 Electricians were in the process of applying personal grounds to the line inside the substation. A 10 foot fiberglass ladder was set up in the position near the open transfer bus disconnects. The Apprentice proceeded to go up the ladder prior to the final phase of the personal ground being applied and was transitioning himself onto the H frame steel pedestal. He grabbed the horizontal guide bar with one hand and then grabbed the line side blade of the open transfer bus disconnect in an effort to stabilize himself. It is believed that the induction on the phase that was not yet grounded was strong enough to knock the employee free from contact. The other employees helped the Apprentice to the ground at which time they assessed the employee and notified their Supervisor. The employee was transported in an ambulance to hospital where he was admitted for further observation.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
3/28/2019	Crane Subcontractor	Significant Injury	Severing Tip of Thumb	Significant Injury - March 28, 2019 , The following narrative is in regard to an injury sustained. The subcontractor had an oiler and an operator, at the location to operate the crane. The oiler and operator were setting up a crane in order to assist an electrical crew. While assembling the crane, the oiler placed his right thumb into a jib (pin) connection point, in doing so, the jib shifted and smashed/lacerated the tip of his right thumb. The crane operator stated that he and the oiler were setting the mobile crane up at the job-site when the crane oiler injured his finger. The crane operator went on to say there are numerous pinch points in the setup and operation of the crane. Furthermore, the crane operator stated the oiler had performed the task in which he injured himself numerous times and he had no reason to have his finger anywhere near the keeper-pin hole. According to the crane operator, the injury occurred due to a lapse in focus on the task at hand. Essentially, the oiler was not focused on the task and therefore he placed his thumb in a critical pinch point; which resulted in the oiler severing the tip of his right thumb. Although this injury happened to one of our subcontractors, it still illustrates how critical job focus is. As well as, how and why it is so important to avoid pinch points. So, no matter what we find ourselves doing, the same formula always applies: Have a clear understanding of what it is we're doing. Know what the hazards are that are associated with what we're doing and finally, determine what it is we can do to mitigate those hazards.
4/25/2019	Outside Crew	Injury	Electrical Contact	Injury - April 25, 2019 , A line crew was loading equipment onto their trailer in a project laydown yard. After successfully loading the first piece of equipment, the boom operator retracted the fiberglass stage of the 3-stage boom and began to rotate the all-metal portion of the boom clockwise to retrieve a transformer. After attaching the transformer to the boom the crew noticed a car approaching their position. Using 3-way communication, both the spotter and operator believed they had clearance to raise the boom. The operator raised the boom to clear a path for the approaching car. While raising the boom it made contact with the overhead 66kV line, causing a flash. The conductor struck a lineman as it fell to the ground. The lineman was evaluated by paramedics at the scene and released with only minor abrasions.
5/7/2019	Outside Crew	Significant Injury	Hand Injury & Fractured Finger	Significant Injury - May 7, 2019 , An Apprentice received a hand injury, including a fractured finger while performing pole replacement work. As the Apprentice began to ascend an existing pole, a carabiner failed and sent a single sheave pulley downward, striking the employee in the back of the left hand. Upon immediate assessment at the job site, the Foreman drove the Apprentice to medical care. The injured worker is currently resting at home.
5/22/2019	Outside Crew	Injury	Finger Laceration and Crushing	Injury - May 22, 2019 , One week into a new project, a worker was hammering conduit stakes with a sledgehammer. The worker "choked up" on the handle of the sledgehammer, swung and missed the stake. The sledgehammer smashed his right index finger between the hammer and the stake. The General Foreman secured the worksite, provided first aid and then transported the injured worker to the hospital emergency room for treatment where he received 7 stitches. The worker was released and has returned to work.
6/8/2019	Civil Crew	Fatality	Vehicle Collision	Significant Injury - June 8, 2019 , A crew supporting road grading restoration efforts was traveling back to base on surface streets. Their water tanker truck collided with a tree, fatally injuring two workers.
6/18/2019	Civil Crew	Serious Injury	Spleen	Serious Injury - June 18, 2019 , This is the information I received at Gates this morning. The crew was installing new conduits on an existing ditch. The existing conduits had 12 to 18 inches of hardened red slurry covered by base rock. The contract employee was in the ditch installing new conduits when the harden slurry shifted pinning the employee to the side of the ditch. The quick action of his fellow equipment operator immediately went to his aid noticing that the injured employee was pinned. The equipment operator quickly manned the backhoe and tried moving the hardened slurry. This caused more pressure on the pinned employee. He then instructed his co-workers to place a conduit as a wedge while he positioned the bucket of the backhoe to relieve the pressure. The employee was then able get himself out of the ditch. The equipment operator stayed with the injured employee until the ambulance arrived. The employee was transferred to Fresno Community Hospital. The Medical Staff and coworkers stated that the quick action of the operator saved his life.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
7/10/2019	Outside Crew	Injury	Soft Tissue Injury	Injury - July 10, 2019 , A crew was assigned to replace poles and re-conductor a section of line in a rural remote location. Once the crew arrived at the job site a tailboard was conducted and the crew started prepping for the day's work. Their truck was towing a trailer with a Hogg Davis/Power Dolly and parked in a manner that left the truck at a hard angle to the trailer. Chocks were not applied to the trailer. The Foreman applied the hydraulic wheel to lift the trailer off the tongue of the truck. After a couple of unsuccessful attempts to remove the trailer from the hitch, the Foreman instructed the driver to "bump" the truck forward hoping it would release the hitch which was in a bind. Once the trailer released, the Foreman stated he put the hydraulic wheel in reverse to stop the trailer but the trailer continued to roll forward. The trailer came to rest with the Foreman being pinned between the trailer and the truck. The Foreman yelled to the driver to move the truck forward and the driver moved about a foot forward thinking he just needed a little space for the trailer to clear. As the truck pulled forward, the trailer rolled further forward. The Foreman yelled again to move the truck out of the way, and the driver understood then that there was something wrong and pulled the truck completely out of the way. This allowed the Foreman to get out of the bight and out of the way of the trailer, which continued to roll forward and eventually came to a stop about ten feet away. One Lineman went to check on the Foreman, the General Foreman (GF) instructed the other Lineman to call 911, and the GF contacted the local fire department. The injured worker was able to get into the GF's vehicle and was taken to the local fire department and assessed by emergency personnel. It was determined that it would be safe for them to be taken to the hospital in the GF's vehicle. An ambulance was called, however, the crew decided that they could get to the hospital sooner. The injured foreman was treated at the emergency room and kept overnight for observation.
7/20/2019	Outside Crew	Injury	Broken Bone/ Laceration to Finger	Injury - July 20, 2019 , A crew was installing additional shoring for a duct installation job to allow work in the bottom of a trench. The foreman was assisting the placement of shoring when the shoring jack slipped from its position. The foreman reacted by catching the shoring jack, which resulted in his left pinky finger being smashed and split by the shoring. The foreman was transported by a member of the crew to a nearby hospital for medical attention. The crew stopped activities and reviewed the incident with the superintendent and replacement foreman. The crew re-tailboarded with the new foreman, reviewed the hazards, and continued to complete the necessary scope of work for the day.
7/22/2019	Tree Trimming Crew	Fatal Electrical Contact	Direct Contact	Fatal Electrical Contact - July 22, 2019 , A three-person crew was tasked with routine line clearance tree trimming. The crew foreman was working from a bucket truck to continue trimming. At some point he made direct contact with a high voltage line. One of the workers on the ground heard a noise and could no longer see the foreman in the bucket. When there was no response from the foreman, one of the workers lowered the bucket to the ground while the other called 911. Emergency Medical Services arrived and began CPR before transporting the injured foreman to the local hospital. Unfortunately, the injured foreman succumbed to his injuries and passed away in the hospital several days later.
8/1/2019	Outside Crew	Injury	Arm Laceration	Injury - August 1, 2019 , A crew consisting of 1 Foreman and 4 Laborers was tasked with removing trees and brush around a pole. The crew had worked all morning and then took their lunch break. After lunch, the crew tail boarded on the tasks to be performed in the afternoon. A worker was cutting a branch with a chainsaw. He reached to push the branch away and when he did this the chainsaw kicked back on him and caught his long sleeved shirt. He released the chainsaw which stopped the operation of the saw. However, the saw had already pulled his forearm to come in contact with the chainsaw blade, causing lacerations to his forearm. All work was stopped and the crew used the first aid kit to apply a bandage and then the worker was transported by crew truck to the nearest hospital as noted in their tailboard. The worker was treated with stitches.
8/8/2019	Outside Crew	Significat Injury	Heel and Verebra Fractures	Significant Injury - August 8, 2019 , While standing at an elevated position on his truck, a worker lost his balance and jumped from the elevated position, landing on his feet. First responders were already on site (due to an unrelated traffic collision nearby) asked the worker if he needed medical assistance; he declined. A second worker on site, who was not in the area of the incident, and the Field Supervisor, evaluated the worker's injuries and asked the first responders to call for medical assistance. The worker was transported to one of the local regional hospitals and was found to have a shattered right heel, fractured left heel, and possible fracture in his T5 vertebra.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
8/10/2019	Outside Crew	Multiple Injuries	Vehicle Rollover	Multiple Injuries - August 10, 2019 , A Transmission crew was replacing broken 220 kV insulators in a remote area, along a right of way (ROW). The crew had completed their fifth day of work and was caravanning on the ROW road back to the yard. An Apprentice was driving a rental Bronto unit with a Journeyman Lineman in the passenger seat. The truck was traveling a section in the road where the terrain sloped up on the passenger side, and down on the driver's side, with large rocks on both sides. As they progressed past the rocks, the edge of the road sloughed off from under the rear tandem wheels, causing the rear of the truck to slide left over the edge of road. Once the rear went over the side, the weight pulled the rest of the truck over. The truck rolled downhill, approximately 1 ¼ times, coming to rest on the passenger side about 30' from the roadway. As other crewmembers became aware, they assisted in extracting the employees and tending to their care. Both employees complained of back pain. 911 was called and both employees were transported to a local Hospital. Both employees have been treated, released and currently recovering at home.
9/26/2019	Outside Crew	Injury	Forearm & Thumb	Injury from Helicopter Rigging Failure - September 26, 2019 , Crews were tasked with installing a BURD transformer on a rear property line with limited access. The existing transformers were to be removed and transported via helicopter longline. The crew planned on using rigging to help pull out old lead cable, remove the old BURD transformer and install the new. A master tailboard was conducted by the pilot prior to each crew breaking out into their site specific tailboards. Before the helicopter took flight, the area was evacuated and the pilot performed all safety checks as well as attached the 150' longline to an electronic hook. The pilot began to fly to the first structure, with rigging connected to the aircraft. The crew began to connect the rigging to the existing BURD transformer. Once tension was placed on the line it released at the connection between the helicopter load hook and long line. The transformer had not left the ground prior to the release. As the rigging came down it struck two of the linemen, injuring one in the forearm and the other on the thumb. Fortunately the injuries were not serious. Immediately the crew stopped and rushed downhill as instructed in the tailboard (to avoid a potential unplanned landing). The helicopter returned to the landing zone where the pilot began the investigation. Because the cause of the failure was unknown, it was decided that the job would be called off and rescheduled for a different day.
10/7/2019	Outside Crew	3rd Party Injury	Head Laceration	Crane Tip-Over, October 7, 2019 , Four line crews were in the process of replacing backyard poles with the assistance of two cranes on a residential street. Prior to the job start, the workers completed a tailboard with all parties involved, before breaking into their own individual tailboards. The crew successfully removed a 45' pole with the use of the crane, and began to hoist the new 50' pole to the install location. When the pole was approximately 15' away from the pole hole, the crane tipped on its side, with the boom landing close to the crew working on the adjacent pole. As the crane boom came down it knocked an awning off a home where a customer was outside placing fuel in their generator. The customer sustained a head laceration as the awning fell. An "All stop" was called and the customer was taken to the hospital by ambulance who was treated and released.
10/8/2019	Outside Crew	Significant Injury	Electrical Contact	Significant Injury, October 8, 2019 , A crew was working a 4 kV cutover to a new 12 kV circuit where the scope was to re-conductor a section of the overhead line. This section had not yet been mapped for CAL rating (heat calorie rating that classifies arc resistant PPE/clothing) and no branch-line fuses were installed on the shoo-fly feeding the area. The crew was provided information to work the job at 25 CAL rating and the 4kV circuit had a CAL rating of 8. The other end of the conductor was caught off on an adjacent pole isolated from the primary cross arm. There was a de-energized transformer on the pole (with fuses open). The top side of the cut-outs were tapped up and energized. There was no insulating cover on the pole. The crew had No Test on the 12kv and it was confirmed with the substation that no circuit operations occurred. While landing the slack span, a journeyman lineman on the pole made contact between a de-energized dead-end shoe and the top of an energized cut-out. Upon contact, the worker suffered burns to the upper torso and collapsed. He stopped breathing and did not have a pulse. The crew performed a pole top rescue and began CPR once he was on the ground. An AED device was utilized and the employee was transported by ambulance to a local medical center before transferring to a county hospital.
10/21/2019	Outside Crew	Injury	Finger Injury	Injury - October 21, 2019 , A worker was conducting civil work for transmission by breaking out footing. In the process a crew member was relocating a 90 pound jackhammer up a hillside. During the movement of the jackhammer, the crew member lost footing and slipped. The jackhammer fell on his right pinky finger causing bruising and small laceration to his finger. The worker was driven to a medical clinic and x-rays were taken. It was determined that there were no broken bones. First aid was administered to the laceration. Crew member reported back to work the next day.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
10/25/2019	Outside Crew	Fatal Vehicle Accident	Vehicle Rollover	Fatality - October 25, 2019 , A JL was driving a digger derrick truck near Garberville in Northern California when the truck left the paved road and went down a steep embankment and the JL was ejected and killed when the vehicle rolled.
11/13/2019	Outside Crew	Injury	Contusion - Body Left Side	Injury - November 13, 2019 , A worker was working between the panels in the control room on a switch while kneeling on a kneeling pad. The worker got up to retrieve a tool. When he returned to his working position, the floor plate shifted, and the worker fell through the hole down to the basement. It is unclear at this time what the worker hit but sustained a contusion on his left side as he fell to the ground. 911 was called and an ambulance transferred the worker to the hospital.
11/17/2019	Outside Crew	Injury	Contusion - Left Wrist	Injury - November 17, 2019 , A crew was tasked with replacing a deteriorated pole. The new pole was set and prior to backfilling the pole hole, lineman #1 decided that he would need to get on the other side of a wrought iron fence to have a good angle to plum the pole. He placed a step ladder on the street side of the fence and half of an extension ladder on the field side of the fence. As he stepped over the fence from the step ladder to the half ladder, his foot slipped on the rung of the half ladder and he began to fall backwards. As he was falling, he reached out with his left hand to grab the fence and cut his wrist. The crew immediately administered first aid and all blood-borne pathogen precautions were taken. It was determined that the severity of the wound would need immediate medical attention and 911 was called. The employee was transported via ambulance to the local hospital where he received nine (9) stitches.
1/22/2020	Tree Trimming Crew	Fatality	Fatality	Fatality - January 22, 2020 , Update on Significant Safety Event Distributed on 1/24/2020. We reported previously that a worker suffered a serious injury in a traffic accident last week. It is with great sadness that we share the news of his passing over the weekend. Our colleague was part of a crew conducting hazard tree removal in Crestline to support Southern California Edison's wildfire mitigation efforts. Tragically, according to reports, he was struck by a third-party vehicle while removing traffic cones. We extend our deepest sympathies to our colleague's family and friends. Please share this update with your team and reinforce your team's focus on safety so we can all work together to ultimately eliminate worker fatalities and serious injuries.
2/11/2020	Outside Crew	Injury	Bruising & Abrasions	Injury - February 11, 2020 , A crew was assigned to disassemble two critical spare B bank transformers at a substation. Two workers were specifically assigned this task. The tailboard discussion included using the forklift to be positioned under the lightning arrester stand crossarm to support the stand while a transformer helper removed the bolts for removal of the stand. Using this procedure, the two workers successfully removed the lightning arrester support stands on one transformer. However, there was a change in plans when the transformer helper noticed the arrester support stand had lifting eyes. They made the decision to use a sling with the forklift to remove the stands. There was no re-tailboard conducted when they changed plans nor did they notify the foreman that they were going to use a different procedure. Once the forklift was positioned near the lightning arrester crossarm, there was no communication between the two workers when one decided to operate the forklift. The driver of the forklift planned on extending the forklift boom when he inadvertently used the wrong control lever and tilted the forks down, causing injury to the transformer helper's back. The transformer helper was transported to a hospital for evaluation and was found to have an abrasion and bruising to his back. The foreman re-tailboarded with the rest of his crew members emphasizing the need to communicate whenever there is a change in plans from the original tailboard. He also reinforced the need for proper 3-way communication when operating forklifts or cranes. All crews were called to make sure they are using the correct tool for the task, especially when lifting heavy equipment off transformers.
2/15/2020	Traffic Control Crew	Injury	Multiple Bruising Sprains & Strains	Injury - February 15, 2020 , A traffic control crew had a right lane closure utilizing signs, cones and an arrow board. While another crew was pulling wire up across the street, the flagger was standing in the street with a stop/slow paddle to stop oncoming traffic as a vehicle approached. His partner on the other end of the job yelled "Look out" and the flagger was struck by the oncoming vehicle. The electrical crew foreman heard a loud crash, which sounded like a vehicle hitting another vehicle, but when he turned to look, he saw the flagger flying off the windshield and landing in the center median. 911 was called and the appropriate notifications were made. The flagger did get up and walk around; however, workers advised him to stay still until the ambulance arrived. The flagger was transported to a hospital and was released the next day. He is currently undergoing pain management and considering a second opinion.

<u>Date Of Incident</u>	<u>Occupation</u>	<u>Type of Incident</u>	<u>Body Part / Root Cause</u>	<u>Description</u>
2/20/2020	Outside Crew	Significant Injury	Multiple Fractures	<p>Injury - February 20, 2020, Overhead distribution crews were tasked with replacing three poles and re-conductoring seven spans of wire. The crews arrived on site, tailboarded and began preparing for a late evening outage. Once the outages were taken and lines proven de-energized, the crews began to work on their assigned tasks. One crew, which was tasked with re-framing the crossarms, set up their bucket truck and prepared material for the task. The crew was unable to access the commercial property and decided to work the pole from the street. In order to eliminate potential backfeed, the foreman accessed the roof of an adjacent building to open the cutouts. The foreman successfully walked across the roof (corrugated steel) and opened the cutouts via an extendo stick. While returning from the task, the foreman stepped on a corrugated fiberglass sunlight section of the roof and fell through. He fell approx. 25 ft. to the concrete floor below. He sustained several injuries, including multiple fractures, and is currently recovering in the hospital.</p>

<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				
1/23/2019	Outside Crew	CCCI	Operator Error	CCCI - January 23, 2019 - A crew was in the process of replacing a deteriorated transmission pole and the boom was being repositioned. The knuckle of the bucket truck made contact with the middle phase of a tap line. This caused a circuit interruption de-energizing multiple customers, along with a few water well pumps. The crew immediately stopped work and assessed the situation. Once they determined everyone in the air and at the location was safe, they contacted supervision and Grid Operations. After notifications were made, they re-tail boarded and re-arranged their traffic control to repair damaged wire. Once repairs were made, they installed new fusing and restored all customer load. Fortunately no one was injured.
1/30/2019	Outside Crew	CCCI	Improper Hookup	CCCI - January 31, 2019 , Pole replacement job in Castroville, CA. Job included the replacement of a closed delta 3-pot bank with a voltage of 120, 240, 208. Upon arrival, the crew checked volts phase to phase and used existing red, white and blue marks on secondary leads coming off transformer, they then took rotation and got counterclockwise. Crew then took end of line clearance and tested and grounded and removed leads from transformers. They then proceeded and replaced pole and 3-pot bank. When work was completed crew opened customers main, landed secondary leads on bank, removed grounds, reported off and energized line. counterclockwise. Without correctly checking volts by going phase to neutral and identifying 208 voltage Crew inadvertently energized customer with incorrect voltage causing damage to customer facilities.
2/20/2019	Outside Crew	CCCI	Operator Error	CCCI - February 20, 2019 , An Operator was in the process of switching at a substation to return a 66kV operating bus back to normal. At this step in the switching program he had performed the proper switching technique to confirm he was on the right disconnects to switch. Before he made the switch, he heard a crew that was on site saying their boom box had just turned off so he went to investigate to verify that his prior switching steps had not caused the problem. He determined the switching was not the cause of their boom box not working. When he returned to his switching he did not re-tailboard his position and ended up opening the wrong 66kV bank disconnects. However, he did observe the expected minimal electrical arcing and moved to the next step in the program. The operator followed the next step and opened the next set of disconnects, causing a flash and the circuit breaker tripped, dropping the entire station load. The employee was visibly shaken but fortunately not exposed to flash.
2/27/2019	Outside Crew	CCCI	Operator Error	CCCI - February 27, 2019 , A 3 man crew was assigned the tasks of performing Mechanism Maintenance (MM), and Circuit Breaker Analysis (CBA) on various pieces of 16kV Substation Equipment. After performing a job tailboard to discuss the day's work, the crew then completed MM's on the Capacitor Switchers without incident. After their lunch break, the crew conducted another tailboard to discuss and determine roles and responsibilities for the circuit breaker CBAs. It was determined the Apprentice Electrician would be the Acting Operator to perform the Switching, the Journeyman Electrician would be the Switching Checker, and the Supervisor Upgrade (Journeyman Electrician) would act as the scribe for the CBA shots. The crew performed steps 93-102 in move IX of the CBA program without incident. Step 103 called for them to open the 16kV Transfer Bus Disconnects, which would have de-energized the Transfer Bus. At that point, the Apprentice Electrician verbally confirmed his position, the intended device, the next operation and expected outcome. He put the hook of his disconnect pole in the Line Disconnect, thinking he was on the Transfer Bus Disconnect. He heard the Journeyman Electrician say "check" and proceeded to open the Line Disconnects, causing a flash and relay operation. Fortunately, there were no injuries.

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3/1/2019	Outside Crew	CCCI	Operator Error	CCCI - March 1, 2019 , A two-man crew had started this job at the beginning of the week, laying out running lines, new box locations and potholing. At one-point steel plates were placed in the street covering a proposed (future) trench line. The plates were placed in this manner do to the city not allowing plates to be staged (stacked) in any area of this job location. Before the plates were placed, the crew had taken a mental note of the USA marks that would be covered by the plates. Assuming that all marked utilities had been potholed, the crew was ready to start excavating some directional bore pits with a mini-excavator (18" toothed bucket). The target depth of the pits was to be 5'. The first pit they started to excavate was near the proposed trench line covered by the steel plates. The crew stated that they were aware of the underneath the plates and intended to pothole the marks prior to excavating the pit. Unfortunately, the marks were not potholed prior to excavating the pit, and resulted in 3 Primary Electric Conduits (CIC) being met by the excavators toothed bucket. Luckily only the conduits sustained damage, and not the energized cables inside of the conduits. During the investigation of this incident, the crew stated that the reason they forgot about the electric marks underneath the steel plates, was because of dealing with phone calls/conversations between them and a GF over a previous job.
4/2/2019	Outside Crew	CCCI	Wire Control	CCCI - April 2, 2019 , An electrical crew was tasked with replacing a 55' primary angle pole with 1Ø #4-ACSR and a 1Ø primary riser. At 9:00AM the cutouts were open at 8335 Primary Riser. Employees in the bucket then proceeded to lift jumpers chance clamps from main-line to deenergize buck. After removing one jumper, they moved to other side of pole to remove 2nd jumper. After removing bottom jumper from buck position, they noticed the jumper portion to the mainline that several strands were broke on center-phase (main line). The crew then descended to discuss the situation with the foreman as to how they would repair the center-phase conductor before commencing work. The crew decided they would use the hot-hoist and mac out center-primary-phase, cut out old wire and replace with new product. Before proceeding, the crew covered up the road-phase with protective rubber goods. In addition, the foreman suggested the crew install a hot-arm in order to move the road-phase out in order to provide more room to work in. At this time, the foreman noticed how slack the primary phases were. The foreman also noticed there was a metal light pole approximately 150' to the east. Observing from the ground, the foreman could not perceive the primary getting as low as it did. The two employees in the bucket relocated the road-side primary-phase onto the hot-arm. At this point, the foreman asked the employees in the bucket if they could gauge how much clearance there was from the primary to the top of the street light. One of the employees in the bucket commented that there was "quite a bit" of clearance. The foreman instructed them to boom down to get a better look. The employees in the bucket complied with the foreman's instructions to boom and down; after booming down it was determined they only had 1.5' of clearance. Next, the foreman said, "Let's move the phase back into the pole position (closer) to take out some belly in wire." So, they boomed back up to the top of the pole, lifting the primary-phase from the saddle. It was determined this action must have threw more slack into the roadside primary-phase and in doing so; the conductor came into contact with the street light mast-arm, arced and then separated at the point of contact.
4/16/2019	Outside Crew	CCCI	Operator Error	CCCI - April 16, 2019 , Crews were scheduled to replace two adjacent transmission poles and a transmission switch. All switching had been correctly done by the Troublemens per the switching program and a proper tailboard was conducted prior to construction. One crew set up to test and ground multiple distribution circuits on another pole across the street from the pole they were to replace. The crew had mistakenly assumed that all of the distribution on the pole had been de-energized via the switching procedure. The 4 kV circuit was involved in the program but no portion of it was being de-energized, as it was not attached to the poles being replaced. The two Linemen proceeded to go up in the bucket with a high voltage tester and tested all of the distribution lines on pole #1. The two Linemen reported that all lines tested de-energized and proceeded to install grounds. They installed grounds on the 4 kV feeder and feedback conductors, and proceeded to ground one of the 4 kV phase conductors, was, in fact, still energized. This resulted in a significant arc and the 4 kV circuit locking out. No injuries or damage occurred. The Foreman called an immediate all stop and made all necessary notifications.

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6/19/2019	Outside Crew	CCCI	Improper Lock out/Tag out	CCCI - June 19, 2019 , A crew was scheduled to automate an existing Rotary Arc Gap (RAG) switch as part of a larger project on 12Kv circuit #1. Troublemakers performed necessary switching to de-energize positions 2 and 3 via an approved program and reviewed the status of the line with the Foreman. The Foreman took a clearance on grounded positions 2 and 3, which were also grounded from adjacent structures. The bus and positions 1,4, and 5 of the same switch remained energized from an available circuit tie with 12Kv circuit #2. While installing the motor assembly, the crew recognized the position to be automated must be closed to the bus (as per the installation standards). The crew then manually operated position 2 from ground and closed into the energized bus while inside the vault. No flash or injury occurred, but the 12Kv #2 circuit was locked out. Unaware of the circuit interruption, the crew was contacted by the switching center and they worked together to restore the interrupted load.
7/29/2019	Outside Crew	CCCI	Operator Error	CCCI - July 29, 2019 , A two person crew (Foreman -approximately 20 years of experience & Laborer -approximately 8 years of experience) was tasked with digging a pole hole. The Laborer of the crew digging the pole hole selected a sharp shooter shovel to dig the pole hole as the soil was hard. The SCE underground facilities were clearly and accurately marked (the CIC was approximately 19" deep at the location of the strike) and the location of the riser on the existing pole was noted by the crew prior to the start of construction. While the Foreman was away pre-fielding the next pole, the laborer struck the energized run of primary CIC with the sharp shooter shovel. The laborer saw smoke and heard a sizzling sound coming from the cable and then threw dirt on the CIC. A few minutes later the fuse blew on the pole next to where they were digging, resulting in customers being out of power. There were no reported injuries to either member of the crew, however the outcome of this incident could have been much more serious.
10/24/2019	Outside Crew	CCCI	Operator Error	CCCI - October 24, 2019 , A worker was tasked with removing 375 feet of fiber from a riser pole to a pull box. While attempting to pull the fiber upward out of the riser, the pole swayed causing a conductor slap, which triggered the relay. The site representative stopped all work, contacted the Switching Center and had a troublemaker report to the location. Workers re-tailboarded and assessed the situation. The troublemaker cleared the area and remained on standby for the remainder of the removal.
1/23/2020	Outside Crew	CCCI	Wire Control	CCCI - January 23, 2020 , A line crew was tasked to replace a 95-foot pole outside of a substation. The pole had six (6) circuits on it: (3) 16 Kv and (2) 4 Kv with 3 primary risers. All circuits except for the Slack 4 Kv were de-energized and grounded. While in the process of shaping the jumper on the grounded Troy 4 Kv circuit, the lineman lost control of the C Phase tap and it inadvertently made contact with the energized Slack 4 Kv above (4-5 feet) the lineman, causing a large flash to occur. The lineman came to the ground and the crew stopped all work. Fortunately, all crew members were uninjured. Impact Inside the Substation. There was no damage to the pole, but there was damage to the conductor and the personal grounds inside the substation. During the inspection following the fault condition, there was found to be some pitting on the line conductor and signs of heating inside of the clam shell of the personal grounds applied to C phase. The personal grounds were taken out of service and will be destroyed.
2/4/2020	Outside Crew	CCCI	Wire Control	CCCI - February 4, 2020 , Two transmission crews were tasked with changing out two H-Frame structures on a 55 kv line. Crew A was working on the structure that had a 16 kv crossing at a 90 degree angle under it, covered with rubber hose and blankets. This structure was located at the upper portion of a hillside. Crew B was tasked with changing out the structure that was lower on the hill and the first structure outside of a substation. While crew A was transferring the final phase of #2 copper conductor into its position on the new structure, the conductor broke. When the conductor fell, it contacted the 16 kv circuit, causing it to lock out. An All Stop was initiated immediately and the appropriate notifications were made.

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Contractor Other Incidents				
1/15/2019	Outside Crew	Close Call	Equipment Failure	Equipment Failure - January 15, 2019 , A helicopter crew was in the process of connecting a 3/8" steel hard line to remove an existing conductor when the swivel parted and caused the hard line to fall to the ground. Fortunately, traffic control was in place and the guard structures caught the line. The crew then re-tail boarded. Shortly thereafter, as the helicopter was holding tension to the hard line, a carabiner failed while crews were rewinding the hard line back into the pulling machine. This resulted in the hard-liner and needle falling from the helicopter and catching in the nearby tower. No injuries occurred, however, due to the potential of a significant injury associated with this incident.
1/23/2019	Outside Crew	Property Damage	Vehicle Incident	Vehicle Incident - January 23, 2019 , The electric crew was assigned a job to correct some infractions at a previously worked location. When the crew arrived at their location, they parked their trucks on the left side of a narrow road. After locating the pole, it was decided to use the service truck (ZRSBT-03) to perform the work. To do so they had to turn the truck around. The drivers plan was to pull forward into a driveway, back out and head in the opposite direction. ZRSBT-03 was parked behind the City Rise pick-up. The driver first backed up and then proceeded forward towards the driveway on the right. As the driver was steering right around the City Rise pick-up he noticed a mailbox on the right side of the road. To avoid hitting the mailbox he turned back to the left just enough to clear the mailbox. After clearing the mailbox, he immediately turns right into the driveway. As he turned into the driveway the left rear of ZRSBT-03 swiped the right rear of the City Rise pick-up. The City Rise truck was vacant at the time of impact and there were no injuries.
1/30/2019	Outside Crew	Close Call	Operator Error	Close Call - January 30, 2019 , A transmission crew was tasked with removing old conductor and pulling in a rope for a future wire pull. During the operation, the old conductor was snagged by a 42" traveler (roller) causing the conductor to part and fall to the ground. Prior to the wire pull, guard structures were installed as a preventive measure to keep wire from falling across street crossings. Spotters were in place to monitor the crossing and angle pole. When the wire parted, the crew radioed for an "All Stop" immediately. Traffic control was in place and traffic was stopped. The wire fell to the ground at the incident location. The conductor became lodged in a traveler between two structures, which prevented the wire from rolling out and down at other areas within the pull site. Once the site was secure, the crew re-tail boarded to discuss the incident and attended a Safety Stand-down. There were no injuries or environmental issues caused by this incident.
3/17/2019	Outside Crew	Vehicle Rollover	Equipment Failure	Vehicle Rollover - March 17, 2019 , A four-crew caravan was traveling downhill when one truck experienced brake issues and rolled over in a tight turn. The vehicle in front of the caravan heard the noise from the accident and turned around to assist. The passenger side of the truck was facing up and the door would not open. The crew instructed the driver (who was wearing safety glasses) to kick out the windshield the driver was then able to exit the vehicle. The driver experienced a small scratch in his ear from broken glass. Thankfully no other vehicles were involved.
6/4/2019	Outside Crew	Close Call	Operator Error	Close Call - June 4, 2019 , A crew was removing existing tower structure and had rigged the tower to a Tadano GR 1200 XL crane and unbolted the top section of the tower. When the load was free from the tower, the crane boom started to come down unexpectedly. The boom continued down until the rigged tower section on the hook caught the body of the tower section that remained in place. When the rigged tower section came free from the bind, it swung out away from the crane and back until it contacted the tower near where the crew was positioned. The crew on the tower observed what was occurring and quickly began to climb down to a safe position. The operator brought the section to the ground when control of the load was regained. The crew re-tailboarded and the upper section of the tower was then lowered to the ground without further incident.
6/12/2019	Outside Crew	Minor Injury	Wire Control	Minor Injury - June 12, 2019 , A line crew was tasked with replacing an overhead transformer along with the associated primary and secondary conductors. A Groundman was approximately 15ft from the base of the pole, laying out materials in preparation to remove the transformer. When the Lineman above was removing a connector from the top phase with two strain insulators attached, the conductor slipped through the tie wire and fell to the ground striking the Groundman on the hard hat and back of shoulder. The crew called an "All-Stop" and administered first aid and ice to the employee.

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7/29/2109	Outside Crew	Vehicle Rollover	Operator Error	Vehicle Rollover - July 29, 2019 , A crew had completed one job and was traveling to their next work location. Their triple axle bucket truck was coming around a right hand turn at an estimated speed of 15 to 20 MPH. The driver said he “felt the vehicle sway”, indicating load shift. As he was approaching a left hand turn, he applied the brakes. The weight shifted again as he entered the left hand turn, causing the vehicle to slowly roll over with the vehicle coming to rest on the passenger side. The employee was wearing his seatbelt and did not sustain any injuries.
8/9/2019	Outside Crew	Close Call	Improper Rigging	Close Call - August 9, 2019 , On Thursday, August 8th two contract Groundmen were tasked with loading material in to a material basket that was attached on a long line from a helicopter hovering overhead. Both employees gave the head nod signal for the helicopter to lift the basket, then one of the Groundmen noticed a rigging sling he had clipped to his belt loop caught the basket. As the helicopter began pulling up, the belt loop attached to the rigging sling ripped. The other Groundman radioed to the Pilot to lower the basket back to the ground so that the sling could be detached. Once the sling was detached, the helicopter lifted again with no further incident. There were no injuries associated with this event, and at no time did the Groundman leave the ground.
11/4/2019	Outside Crew	Vehicle Accident	Vehicle Rollover	Vehicle Accident - November 4, 2019 , While entering a narrow canyon road, the groundman driving a digger truck came up to a fire rescue truck who was coming down the road in the opposite direction. The fire rescue truck pulled off to the side of the road, so the digger truck could pass. The groundman pulled up to the right of the fire rescue truck and then stopped. One of the fire rescue team members then exited their vehicle and signaled to the fire rescue driver to pull forward. The driver of the fire rescue truck inched forward and attempted to get by. The driver of the digger truck then felt the rescue truck was getting close to his truck and thought a collision was about to occur. He then proceeded to slowly drive forward, which was up a steep embankment to his right. The fire rescue truck and digger truck were clear of each other when the digger truck became off balanced and rolled onto its left side. No one was injured in this event. The fire rescue truck stopped along with employees to access the driver, then assisted the non-injured employee out of the vehicle.
11/10/2019	Outside Crew	Vehicle Collision	Civilan Caused Incident	Vehicle Collision - November 10, 2019 , A substation operator was traveling northbound on the freeway in the #4 lane at the posted speed limit of 65 mph. The substation operator had just passed underneath an overpass when he noticed that a vehicle entering the freeway started to lose control. The vehicle swerved almost 180 degrees and began to travel southwest in the north bound lanes. The substation operator instantly tried to apply his brakes and avoid the anticipated collision. However, the front driver’s side of the third-party vehicle struck the front end of the operator’s vehicle, causing the air bag to deploy. The third-party vehicle then struck another car causing the front passenger side of that vehicle to collide with the front end of operator’s vehicle in a second collision. As the cars made contact, all three vehicles spun around on the freeway, blocking all northbound lanes. When the substation operator vehicle came to a stop, the operator tried to determine his physical condition and assess the situation. The operator approached the occupants of the other vehicles to see if they were ok. Once the operator validated that the other drivers were ok, he then obtained and exchanged the proper information.
11/17/2019	Outside Crew	Vehicle Collision	Operator Error	Vehicle Collision - November 17, 2019 , A crew was working on a deteriorated pole replacement. A digger truck towing a pole trailer was staged on the street while a crane was staged in the parking lot adjacent to where the pole was to be replaced. A worker had unhooked the pole from the hitch in order to prepare the pole to be framed. The Crane Operator requested that the pole be backed up 10 feet for a better pick location. The pole and trailer had previously been separated where the tongue was raised above the hitch. At that time, the worker proceeded to raise the stiff leg which lowered the tongue onto the hitch. When the stiff leg at the trailer was raised all the way up, the worker walked to the rear of the truck and noticed that the tongue was not seated in the hitch properly. They decided to “bump” the pole in an attempt for it to fall into the hitch. However, given the slope of the street, the pole slid backwards off of the hitch and the tongue hit the ground with force, causing the trailer and the pole to roll back roughly 75 feet, making contact with a parked vehicle. Fortunately, no one was injured as a result of this event.

<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				
9/1/2019	Utility Crew	CCCI	Circuit Breaker Failure	CCCI - September 1, 2019 , Note: This incident did not result in a dedicated Significant Safety Event call but is being shared with Incident #2 for awareness about the hazards associated with equipment failure. Two testmen had just completed a segment of a project to cut a substation over to a new automation scheme and had completed the testing and in-service of a No. 2 Bank of 66/12kV relays. Two testmen, four wiremen and one substation operator were now conducting switching to return the station to normal status. While the testmen were checking (observing) the substation operator switching inside the control room, the wiring crew was standing just outside the west control room door. When the substation operator issued the command to open the Bus Tie 12kV Circuit Breaker (CB) to break parallel between No. 1 and No. 2 Banks, the CB began making a "humming" sound and subsequently failed catastrophically, which relayed both banks and dropped all 12kV station load. The crews confirmed there were no injuries and, after conferring with the system operator, picked up the station load and completed a rack inspection to verify the CB failure.
10/15/2019	Utility Crew	Electrical Flash	Operator Error	Electrical Flash, October 15, 2019 , An electrician was working alone from a grounded man lift installing the line drop on one phase of a 66kv line. With the top connection of the line drop secured, the electrician untied the bottom of the new line drop and began to shape the conductor. While trying to shape the conductor, he lost his grip and the conductor briefly got away, swung to the left and made contact with the adjacent 66kv line, causing a flash. At the time of contact the electrician was not holding onto the line drop and did not suffer any immediate known injuries from the contact or flash. The Checker immediately stopped the job and the foreman safely guided the man lift to the ground. The checker, site rep, and crew members proceeded to ensure the foreman was ok and asked if he needed medical attention. Although stating that he was ok the foreman was ultimately driven to the hospital as a precaution.

DCM Contractor Incidents 2020

OSHA	Date	Work Scope	Description
1	Monday, January 27, 2020	CC	EE utilized the wrong equipment to move a trench plate; the trench plate swung back and struck the EE causing a finger laceration
2	Thursday, February 6, 2020	EC	EE tripped on tarp due to housekeeping issues receiving an abrasion to the left forearm

FA	Date	Work Scope	Description

CI/Out	Date	Work Scope	Description
1	Tuesday, January 7, 2020	EC	After internal/external investigation the cause of outage is unknown

PD or Spill	Date	Work Scope	Description
1	Tuesday, January 21, 2020	CC	Operator struck marked out 2" water line
2	Wednesday, January 22, 2020	EC	Crew did not secure the XFMR and it fell off the truck causing an oil spill.
3	Thursday, January 30, 2020	CC	Operator struck a marked out AT&T cable with backhoe. Operator stated equipment issues with the lever.

MVI	Date	Work Scope	Description

Near Miss/ Good Catch	Date	Work Scope	Description

Other	Date	Work Scope	Description

- Yellow Not At Fault to the Contractor**
- CI Circuit Interruption
 - FA First Aid
 - PD Property Damage
 - OSHA Recordable Injuries
 - MVI Motor Vehicle Incident
 - PYD Power Your Drive
 - BP Barrier Post
 - SNM Serious Near Miss
 - NSNM Non-Serious Near Miss
 - MHP Mobile Home Parks
 - DIMP Adyl A Replacement
 - Out Outages

2016 Incidents

1st Quarter	14
2nd Quarter	30
3rd Quarter	28
4th Quarter	34
Total	106

2017 Incidents

1st Quarter	24
2nd Quarter	18
3rd Quarter	40
4th Quarter	30
Total	112

2018 Incidents

1st Quarter	37
2nd Quarter	32
3rd Quarter	39
4th Quarter	34
Total	142

2019 Incidents

1st Quarter	40
2nd Quarter	52
3rd Quarter	63
4th Quarter	39
Total	194