



# SIF Alert: FINAL communication

For leaders to discuss with their team



SIF Alert

<b>Title:</b>	Vacaville Driver Fatigue MVI CONT H&M CAP# 121939533
<b>Purpose:</b>	Reviewing the evaluation from this Serious Injury and Fatality (SIF) Potential incident will allow us to learn what organizational improvements need to be made to ensure job task hazard controls provide workers greater capacity to perform their work safely. The findings of the incident are detailed below and include the corrective actions intended to minimize the likelihood of another similar incident occurring. To increase the awareness of hazards and share lessons learned, please inform your employees of the incident takeaways at your next safety tailboard.
<b>Incident summary:</b> <b>CAP 121939533</b>	On Saturday, August 21, 2021, a Henkels & McCoy journeyman lineman was driving a company-owned vehicle (Digger Derrick) with a trailer east on I-80 near the intersection of Davis St. in Vacaville, CA, when the employee fell asleep and exited the roadway. The driver awoke when the vehicle collided with the right metal guardrail and concrete barrier that continued the roadway's shoulder. The vehicle slid along the top of the guardrail, causing it to tip onto its side before coming to rest in the middle of the freeway lane. The employee sustained no injuries. There were no passengers or other vehicles involved. The line truck was totaled and towed from the scene.
<b>Cause:</b>	<ol style="list-style-type: none"> <li>1. Henkels &amp; McCoy lacks a compressive fatigue management process for their crews working extended hours performing routine emergency work.</li> <li>2. The PG&amp;E contractor did not follow the required hours-of-service regulations for routine work and have a fatigue management procedure in place when requested to complete Emergency Restoration of Service (ERS) "A" Tag within Electric Operations.</li> </ol>
<b>Summary of findings:</b>	<ul style="list-style-type: none"> <li>• The vehicle involved in the accident was a 2018 model not equipped with a lane departure warning device or airbags (not required)</li> <li>• The driver fell asleep behind the wheel after working 27 hours</li> <li>• The H&amp;M driver fatigue management process was informal (limited development)</li> </ul>
<b>Corrective actions summary:</b>	<ul style="list-style-type: none"> <li>• Henkels &amp; McCoy (H&amp;M) will create a written fatigue management policy that includes the foreman contacting the general foreman if the crew is expected to exceed a 16-hour work period.</li> <li>• H&amp;M will incorporate their revised fatigue management policy into their onboarding and annual employee safety refresher training.</li> <li>• H&amp;M will revise their JSA tailboard to perform and document a fatigue management assessment with crews at the 16th hour of an extended work period and at a minimum duration (e.g., 4hrs., 8hrs., etc.) afterward. Discussion should include, at a minimum, each crew member's fatigue level and their ability to continue working safely.</li> <li>• H&amp;M will revise their Programmatic Safety Plan (PSP) to include information on physical exhaustion, long hours, and fatigue.</li> <li>• PG&amp;E Transportation Safety &amp; Regulatory will develop and house on a SharePoint the following documents: <ol style="list-style-type: none"> <li>1. Safety Advisory for Contractors to help them understand Hours of Service (HOS) regulations for both normal business and for the Emergency Restoration of Service (ERS) "A" Tag within Electric Operations.</li> <li>2. Safety Advisory for PG&amp;E contract administrators and other PG&amp;E personnel to help them understand Hours of Service regulations for both normal business and for the Emergency Restoration of Service (ERS) "A" Tag within Electric Operations.</li> <li>3. Emergency Restoration of Service Declaration to be added to all Electric "A" tags which provides the following requirement of the CA, CVC 34501. <ol style="list-style-type: none"> <li>a. Scope and duration</li> <li>b. Required documentation</li> </ol> </li> </ol> </li> </ul>

- c. Logbook requirements
- d. Fatigue management policy requirements
- e. Once work is complete, 34-hour HOS reset requirement
- Construction Resource Management will:
  1. Develop a communication to all contractors that perform Emergency Restoration of Service (ERS) for PG&E and provide them with Commercial Driver Fatigue Management procedure TRAN-2001P-01.
  2. Develop an internal communication for all PG&E electric personnel that have contractors work ERS as part of their contract. The communication will provide:
    - o Links to Commercial Driver Fatigue Management procedure TRAN-2001P-01, California Code, Vehicle Code - VEH § 34501.2, and Section 218 of the Public Utilities Code
    - o Instructions on how the “Emergency Restoration of Service Declaration” will be added to any contractor A-tag going forward

**Lessons learned:**

- Contractors performing emergency restoration work under the work hour limit exemption category need to comply with all Emergency Restoration of Service (ERS) “A” Tag fatigue management requirements. This incident has provided PG&E with an improved understanding of what more is needed to ensure our contractors abide by these fatigue management requirements.

**Pictures:**



Photograph of the Digger Derrick with trailer resting in the middle of I-80 freeway, facing the opposite direction of traffic.

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