



SIF Alert: INITIAL communication

For leaders to discuss with their team



Title:	EO Contractor Fall from Bucket Truck, Bakersfield
Purpose:	Reviewing this Serious Injury and Fatality (SIF) Potential event, CAP 123035808 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. Please inform your employees of this incident as part of your next safety tailboard.
Preliminary information:	<p>On 2/28/2022, a 5-person contract Electric Distribution crew from PAR Western Line Contractors (PWLC) was tasked with replacing crossarms and installing cutouts on distribution poles located approximately 20 miles north of Bakersfield in the foothills. A Distribution Inspector from Pro-Energy who regularly accompanies the crew was also on-site to monitor the work.</p> <p>At approximately 10:45 am, after completing a crossarm replacement, two linemen who were in the large bucket on the boom truck, lowered themselves down to speak with the Foreman about installing the cutouts. The Foreman had climbed up on the boom truck catwalk and was standing on the top of the truck's fixed stair that is used to get in and out of the bucket. After the discussion was completed, the Foreman began to turn to come down the steps when his foot tread caught the metal grating, causing him to lose his balance. The Foreman lost his grip and fell 8' 4" to the ground landing on his left leg. Crew members went to assist the Foreman and immediately realized the injuries required medical attention.</p> <p>There was no cell phone service in the area to contact emergency services, so the on-site inspector transported the Foreman in his vehicle to a medical facility in Bakersfield. The Foreman suffered fractures to his left tibia, fibula, and a fracture closer to the knee on the tibia requiring surgery. Surgery has been completed, and the employee is recovering.</p> <p>While the SIF CE team works to learn what improvements can be made to provide safer working conditions, please remember to maintain 3-points of contact when ascending or descending stairs on vehicles to keep your stability.</p>
Next steps:	<p>A SIF Cause Evaluation Team was formed to gather information and conduct analysis. The purpose is to gain a thorough understanding of the incident, including what happened, develop corrective actions, and share lessons learned to prevent future incidents of this nature.</p> <p>The team leads are as follows:</p> <ul style="list-style-type: none"> Cause Evaluation Sponsor – Scott Rose Cause Evaluation Team Lead – Ander Knudsen / Bob Usinger Lead Cause Evaluator – Rob Bryan IBEW Representative / SME – Ben Contreras CAP Representative – Brittany Ong Subject Matter Experts – Paul Morrison, Ev Gastelum, Ruben Contreras, Juan Trujillo, Corey Armstrong Contractor Safety and Operations Representatives from PAR Western Line Contractors (PWLC) <p>The SIF CE team will provide a final report when the evaluation is complete.</p>

Regards,

Scott Rose
Sr. Director, Field Operations South

Natasha Rose
Director, Enterprise Corrective Action Program



Safety Flash

For leaders to discuss with their team



The Safety Flash is intended to provide rapid awareness of a safety incident. Initial learnings, safety reminders, or preventative actions are preliminary. If an incident is deemed a SIF, the Final Communication will provide more definitive findings, corrective actions, and lessons learned.

Incident Title:	A contractor rollover MVI occurred near Moss Landing, CA.
Date of incident:	2/15/2022
Line of business:	Electric Engineering
Incident description:	On Wednesday, February 15, at approximately 0800 hours, while traveling southbound on HWY 1, an MGE Underground line crew mobilized to a project located at Fort Ord. An MGE underground bucket truck driver crossed into the northbound lane of HWY 1 and significantly impacted two third-party vehicles. Preliminary findings indicate the bucket truck driver veered off the roadway (southbound lane) onto the shoulder and overcorrected to regain control which sent the bucket truck into the northbound lane. Emergency services and law enforcement were notified and dispatched to the scene. Third-party vehicle #1 had two occupants, one was pronounced deceased at the scene, and the other was transported to the hospital. Third-party vehicle #2 had one occupant transported to the hospital. The bucket truck driver did not sustain any physical injuries. All vehicles involved sustained major damage and were towed from the scene.
INITIAL Safety reminders Preventative actions:	<p><u>When Driving, Always:</u></p> <ul style="list-style-type: none"> • Maintain a safe speed for the current conditions (i.e., weather, condition of the road, type of road, time of day, pedestrians, bicycles, traffic, etc.). Doing so may result in driving well under the posted speed limit • Stay in control of your vehicle and minimize distractions • Maintain situational awareness of any obstructions, weather obstacles, etc. <p>Incidents can occur when we drift off the paved roadway and improperly maneuver the vehicle back. Instinctively we want to get back onto the road as quickly as possible. However, it is important to slow down and assess the situation and potential hazards between the off-road and roadway (i.e., height differential) before attempting to get back onto the road.</p> <p><u>Safe Driving: Rollover Prevention:</u></p> <p>During a road departure, a rollover can happen for various reasons. One common is when returning onto the roadway after drifting, the driver may not consider the height differential between the road and the off-road area, especially at high speed. Another common rollover scenario is when weather conditions cause the tires to slip off the road, and the driver cannot maintain control.</p> <p>Other factors which impact rollovers:</p> <p>Size:</p> <p>Driving a larger vehicle that takes up most of the lane width leaves little room for navigational changes within the travel lanes – particularly on secondary and rural roads.</p>

High Center of Gravity:

Operating a heavy vehicle with a high center of gravity combined with high speed can easily cause excessive body roll, leading to a rollover.

Speed:

Driving too fast... Slow down!! With a road departure, it is often our first instinct to get back on the road. Having a slower speed of travel provides a better opportunity to recover from the unintended drift off the road.

How to Recover from a Road Departures onto a Shoulder:

If you find yourself in a situation where your vehicle leaves the roadway onto the shoulder, the following pointers will increase your ability to recover without a rollover.

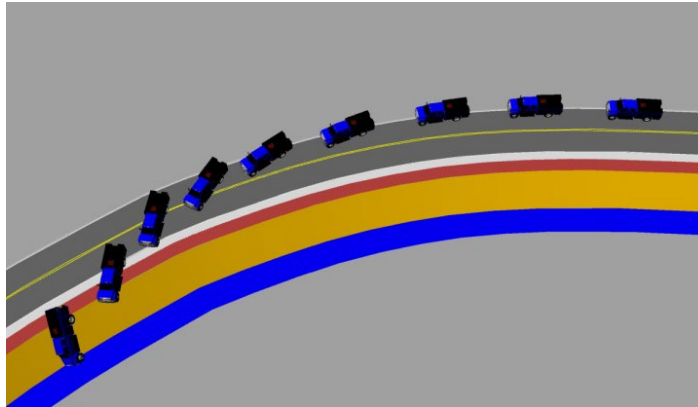


Figure 1: Graphic of vehicle departing and returning to the roadway

Things to Do:

- Take your foot off the accelerator and allow the vehicle to slow down gradually
- Do not apply full braking! Use soft applications of the brakes, natural decelerations, and downshifting to bring the vehicle to a safe speed or stop
- Under soft shoulder conditions, feather the accelerator to help maintain control of the vehicle while slowing.
- Once the vehicle has been stopped or been brought down to a safe speed, gently steer the vehicle back onto the road surface using a lower gear to assist in overcoming the surface drop off or soft shoulder.

Things Not to Do:

- Do not attempt to steer back onto the road surface at full speed or under acceleration.
- Do not make any sudden or drastic steering movements.
- Do not apply full braking.
- Do not attempt to accelerate up and over the surface drop-off.
- Do not forcefully turn the steering wheel toward the center of the roadway. This may cause the vehicle to roll over or enter an uncontrollable skid across the highway that will lead to a rollover.

Source: Safety and Health Tailboard issued 12/17/2021 to all PG&E Coworkers

Contact:

Andy Dashner
Director, Contract Construction
707-548-5104
AMDh@pge.com

Rory Raffety
Motor Vehicle Safety Program
209-565-7034
rxkx@pge.com

PG&E ED Contractor Safety Call Notes

03/18/2022

- Henkels and McCoy
 - Crew was tasked with a pole reframe in the Marysville area
 - While inspecting the adjacent poles, the crew found an angle down guy laying on an energized phase
 - The crew stopped the original task, moved to the down guy issue, and corrected the problem using rubber glove method
 - The crew went back to the original location and completed without incident
- MGE Underground
 - Crew was tasked with installing new UG cable in the Marina area
 - The crew de-energized & isolated the existing UG cable at the job
 - The crew did not ring & identify the cables at the location they were working at
 - After identifying the cable, the crew determined that they had cut the feeder cable below grade, without identifying cables in the area
 - The crew spliced the feeder cable and completed the job without incident
- Intren
 - Crew was tasked with reconductoring 2 spans
 - The crew had spread the conductor out on hot arms at the pole locations
 - While moving the center phase into final position, the crew noticed a flash behind them (towards the old conductor)
 - After investigating the area, the crew found that the center phase had bagged into an adjacent phase (vertical construction)
 - The crew had connected the outside phases in a different manner than center phase
 - Outage effected 281 customers for 17 minutes

2.21 Rubber Gloving to 21kV

(a) Equipment

- (1) Class 2 rubber gloves, with protectors at a minimum, shall be worn on voltages up to 17kV phase to phase. Class 3 rubber gloves at a minimum shall be worn while working on energized conductors from 17kV up to 21kV phase to phase.
- (2) It shall be mandatory that sleeves of the same voltage rating as the rubber gloves, or higher, shall be worn when working on energized conductors or apparatus above 7,500 volts phase to phase.
- (3) The dielectric testing of insulating equipment shall be performed following "ASTM standards on electrical equipment for workers".
 - i. Gloves and sleeves shall be marked with the test date.
 - ii. Gloves and sleeves will be changed out on a 90-day cycle from the date they are issued.
 - iii. Blankets will be changed out on a 180-day cycle from the date they are issued.
 - iv. The shelf life of these items shall not exceed 6 months from the last test date. Rubber goods may be issued up to 6 months after the test date, the change-out cycle begins after issue.
 - v. Any items the employee feels need to be changed out will be done without question, even if it's before the due date.
 - vi. Rubber Gloves and sleeves that have been issued once will not be re-issued to another employee until they have been re-tested.

CABLE SPLICING

6.12 Journeyman Cable Splicers shall furnish only hand tools.

6.13 When two (2) Journeyman Cable Splicers are working on a job together, one of them shall be considered as Foreman and paid accordingly. When there are more than two (2) Journeyman Cable Splicers and two (2) Helpers, they shall have a Non-Working Foreman. A Cable Splicer Foreman shall be a Journeyman Cable Splicer.

All work of joining, splicing and insulating and the placing of flameproof covering where wiped lead joints are necessary, shall be performed by Cable Splicers. Journeyman Linemen, Cable Splicers or Apprentices shall be used in assisting Cable Splicers. Cable Splicers shall not be required to work on wires or cables where the difference in potential is over 300 Volts between any two (2) conductors or between any conductors and ground, unless assisted by another Journeyman Lineman. In no case shall Cable Splicers be required to work on energized cables carrying in excess of 600 Volts.