VPI: VPC – 06/23/22 – Injury – Paradise: Lyle Gil

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On Thursday, June 23, 2022, at approximately 1400 hours, a Gas Operations Contractor Veteran Pipeline Construction had an incident occur that resulted in an injury to an employee's right foot. The VPC crew had finished installing a new gas service at 5947 Selby Ln. and was working on backfilling with base rock. In the process of backfilling the leading edge of a skid steer bucket struck the top of a laborers boot injuring his right foot. The operator was transporting the final load of base rock with the skid steer to a bell hole. The operator positioned the skid steer facing southwest over the bell hole, Just as the operator was to begin dumping the gravel, he drove over an imprison in the road, causing the bucket to suddenly dip downwards. As this took place, the laborers right foot was pinched between the ground and the leading edge of the skid steer bucket.. The laborer was standing on the southeast corner of the bell hole waiting for the base rock to be dumped. The operator could see the laborer was standing there but did not know how close his right foot was to the bell hole. Without communicating with each other, the bucket was tilted downward and lowered to spread the base rock. As this took place, the laborers right foot was pinched between the ground and the leading edge of the skid steer bucket.

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Summit – 06/17/22 – Good Catch – Mariposa: Matt Short

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A Summit Line Construction Safety advisor was driving from the lay down yard in Mariposa to the Coarsegold laydown yard, while traveling down Highway 49 the employee noticed a brush fire that appeared to have just started. The employee pulled over, ensured that Emergency services were en-route, and retrieved his backpack fire pump from the back of his pickup. The employee worked quickly to stop the spread of the fire. As the employee's fire can was running out, CalFire arrived on scene and took over. The willingness of this employee to stop and utilize the tools and training he had received was a testament to his integrity. This incident also highlights the efforts put forth by Summit Line Construction employees to always be prepared. These preparations prove imperative to keeping employees and customers safe.

H&M – 06/17/22 – WPE/ OU – Arcata: Gerald Mankins

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Crew was replacing poles on a reg bank. Crew untied structure to the south to gain wire for the upcoming transfer. Two structures to the north the wire started to tramp. While the crew was moving wire up, change of strain reduced clearance in the span that tramped creating inadequate clearance. Wire arc'd due to insufficient clearance between phases in tramp span and locked out the reclosure. Wire stayed in the air no damage reported, no injuries. DO was notified circuit could be reenergized, sounds like circuit was out for about 5 minutes.

Safety Awareness

For leaders to discuss with their team

Safety Awareness communications provide timely information about new or changing safety-related programs, technology, processes, initiatives or practices.

Topic:	**Water Buffalo Safe Driving Awareness**
Date:	7/15/2022
Audience:	All PG&E Coworkers & Contractors
Key Messages:	While towing water buffalo trailers or driving with water tanks, water sloshing and the weight of the water/ equipment should be considered. These factors will increase stopping distances & create roll hazards due to higher center of gravity and liquid surge. Even at slower speeds, water surges can result in uncontrollable yaw or roll & damaging or breaking the tow hitch. The moving liquid can push the vehicle and cause sliding, easily resulting in an accident. Surge brakes also pose a hazard if the tanks are not sufficiently baffled to prevent excessive water movement.
Risks, Exposures & Impacts:	**Recent Incidents:** • Since 2020, there have been a total of 13 water tank or buffalo related incidents. 6 out of 13 have resulted in roll-overs and 3 were classified as SIF Potential. The major cause for roll-overs has been due to water surge. This year alone, we have had 5 related incidents. • In a recent incident with a PG&E Contractor, a water buffalo was being towed by an F-550 bucket truck on a curvy roadway. While approaching a curve, the driver applied the brakes to slow down. Due to the water surge, the surge brakes on the water buffalo engaged and locked up. As a result, it caused the trailer to bounce and flip over. The action damaged the truck hitch and broke the safety chains. At the time of the incident, the water tank was nearly full. • The Contractor's corrective actions were to install perforated flexible irrigation pipe into the tanks of their water buffalo fleet to act as baffles. This has proven effective in decreasing water surge and is also cost effective.  

Date created: 7/15/2022 Author: TCLC

Driving Hazards

- Fresh water weighs approximately 8.35 lbs. per gallon. A full 500-gallon water buffalo tank weighs approximately 4175 lbs. including the weight of the trailer (for example a Multiquip WT5C trailer weighs 1530 lbs. empty) for a full weight of 5705 lbs. The trailers are designed to allow for being towed with a full tank.
- Driving speed and experience also play a factor in water buffalo incidents. The increased weight should be accounted for when driving, and excessive speed while turning, or not allowing enough braking distance can lead to brake lock up and roll-overs.

Preventative Steps & Actions to Take

Adjust Your Driving:

Before taking the trip, be prepared and informed:

1. Complete DVIRs:
   - Daily vehicle inspections are a critical piece in assuring the safety of our vehicles for PG&E drivers, the motoring public and compliance with the law.
   - State regulations require drivers of all vehicles >10,000 lbs. Gross Vehicle Weight Rating (GVWR) to have Driver's Proficiency (DP) training and perform Daily Vehicle Inspection Reports (DVIR).
   - All trailers being towed by vehicles >10k lbs. GVWR require DVIR's
2. Check the route ahead of time, understand you may be taking sharp corners, off camber turns, or steep elevation changes. Keep in mind that you need to adjust your driving to road conditions. Slow down & increase following distances as needed.
3. Allow extra time for travel.

Best Practices:

1. Fill the tank completely to prevent sloshing or:
2. Consider installing additional baffles in the water tank, the baffles that are installed may not be sufficient to dissipate sloshing.
   - Surge Buster Baffle Balls
   - Corrugated Flexible Irrigation Pipe
3. If water buffaloes have no baffles, we recommend installing baffles to reduce water surge in the tank.
4. Ensure drivers are experienced or trained. Retrain drivers to haul water buffaloes to prevent future roll-overs as needed.
5. Consider purchasing trailers with air/ electric brakes or modify existing trailers:
   - Suspension and/or braking system upgrades
   - PG&E has standardized the removal of surge brakes and has since ordered or converted trailers to electric or air brakes.

	6. Cab warning stickers: remind drivers that they need to adjust their driving habits while driving with water tanks. 7. Some contractors are piloting installing the water tanks on F-550 Flatbed trucks to eliminate the towing hazards.
Additional Resources:	PG&E Motor Vehicle Safety Standard (SAFE-1002S) Informational Video Links: - Baffle Balls/Liquid Surge Suppressors - Water Tanker Rollover Prevention — US DOT — FMCSA — NTTC
Contact:	Tyler Long, Senior FSS, ED Contractor Safety, Central Valley (TCLC) Joe Holbert, Superintendent, ED-P&C, Central Valley (J2H3) Rob Merrick, Director, ED-P&C (R2MC)

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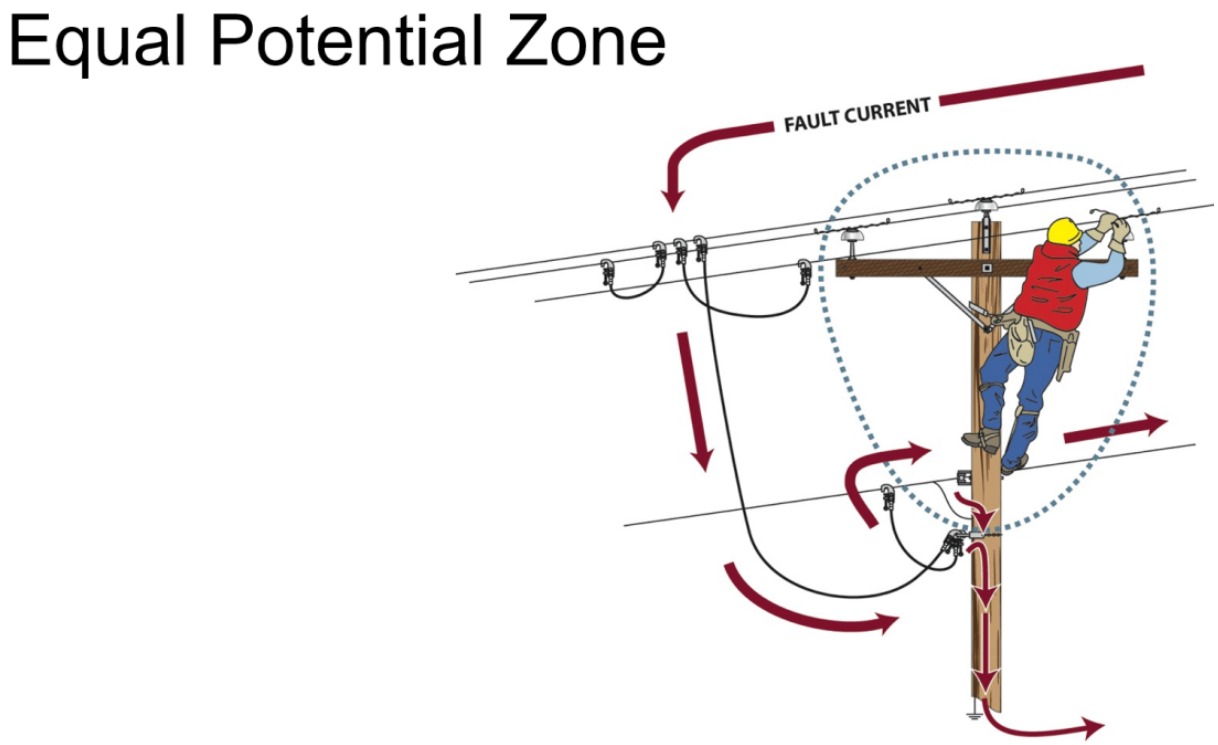
Example of an Equipotential Zone



Equal Potential Zone (Equipotential)

Temporary protective grounds and bonds shall be placed at such a location and arranged in such a manner that the person in charge can demonstrate that it will prevent each employee from being exposed to hazardous differences in electrical potential.

Protective Grounding Equipment:

(1) Conductor(s) or equipment to be grounded shall be clearly identified and isolated from all sources of voltage.

(2) The installation of grounding devices and bonds shall be performed with live-line tools

(3) Protective grounding equipment shall be capable of conducting the maximum anticipated fault current

(4) Grounding devices shall have a minimum conductance of Number 2 AWG

(5) Protective grounds shall have an impedance low enough, so they do not delay the operation of protective devices in case of accidental energizing of the lines or equipment

(6) There shall be a minimum of one ground on the conductors or equipment being worked on:

a. Between the place where the work is being done and each possible source of supply,
b. at the work location or,
c. as close as practicable to the source of supply

Note: In all cases an Equipotential Zone must be established.

(7) One of the grounding devices shall be visible to at least one member of the crew unless one of the grounding devices is accessible only to authorized persons

a. Any exposed de-energized part of a line normally operated at a voltage in excess of 600 volts, phase to phase, shall not be worked on until the normally energized parts have been proven to be de-energized and all conductors of the circuit have been short-circuited and grounded against all possible sources of energy. Energized high-voltage lines, which cross over or under a de-energized line, shall be considered possible sources of energy.

b. Portable grounding devices shall be secured to permanently grounded objects at the location selected for grounding in the following order of preference:

i. Substation ground grid
ii. 4-Wire multi grounded primary neutral
iii. Grounded steel structure
iv. A temporary ground rod/screw ground installed to a minimum depth of 4 feet

SHOW-UP PAY

4.4 (a) Any employee reporting for work on a scheduled work day, and does not start work for any reason beyond his/her control, and not having been notified prior to six (6) hours before starting time, shall be paid for two (2) hours at the applicable rate of pay (plus the applicable subsistence expense as set forth in Article V). Employees may be required to perform duties, including safety meetings, at headquarters during these two (2) hours. However, if an employee chooses to suspend work after having started work, due to inclement weather, the employee shall be paid for time worked only.

(b) If employees work on the job for more than two (2) hours, but less than four (4) hours, they shall be paid for four (4) hours. If employees work on the job for more than four (4) hours, but less than six (6) hours, they shall be paid for six (6) hours. If employees work on the job for more than six (6) hours, but less than eight (8) hours, they shall be paid for eight (8) hours. If employees work on the job (four-tens) for more than eight (8) hours but less than ten (10), they shall be paid for ten (10) hours. If employees work on the job for eight (8) or more hours (ten (10) hours when working four-tens), they shall be paid for actual time worked. If the employee is terminated for cause or the employee quits, the employee shall be paid for the time worked only.

In the event the Employer rejects any applicant for employment as provided in Section 2.5, such rejection shall be made at the job site or shop unless the Employer has, within one (1) year prior to the referral for an applicant, notified the Union in writing of the reason that it wished to reject the applicant. Applicants for work who are rejected shall receive the appropriate subsistence allowances as set forth in Article V, when rejected at the job site or shop. If an Employer rejects an applicant, he shall notify the Union of the rejection by letter within forty-eight (48) hours.

The Employer shall issue termination slips to all employees at the time of termination, such slip to show name of employee, classification in which employed, date of hire, date of termination, and reason for termination. A copy of all termination slips issued shall be mailed to the Union within forty-eight (48) hours following the time of termination.

It is agreed that, except in emergencies, employees shall not be required to work in rain or other inclement weather. However, if the employees choose to, and the Employer agrees, they will be allowed to work if they desire to do so. In the event of the inclement weather, employees shall report on scheduled work days unless otherwise instructed by the Employer at least two (2) hours before the regular starting time. No individual workers of the crews shall be called in to work except in extreme emergencies.