



### About Power Generation's April Close-Quarters Driving Safety Blitz:

Power Generation leaders held a Close-Quarters Driving Safety Blitz in April to eliminate accidents in areas such as in parking lots and service yards, and to eliminate vehicles striking objects when backing. Teammates were asked to use the Corrective Action Program (CAP) to document instances in the field when backing was unavoidable, spotters were unavailable, or other concerns. The product: more than 600 individual CAP submissions!

A review of the CAP items, relevant PMVI reports, as well as PG&E and Power Generation policies and standards developed for driving safety, have resulted in the insights and actions listed below. Leaders are asked to tailboard these results with your teams to ensure understanding and engagement. A separate appendix highlights relevant sections of our standards, and CAP items proposing revisions being considered.

### Summary of Insights:

We must recognize there will always be hazards associated with close-quarters driving or backing that we will face every day. We understand that there will be places we cannot reconfigure. Changing conditions at job sites and human factors will pose challenges to us every time we drive. However, just because the risk exists and cannot be removed entirely from our daily routines, does not mean we give up on success.

**All close-quarters driving incidents are preventable.** We have sound, workable standards and practices that minimize our hazard exposure with close-quarters driving. Achieving safe driving performance will require us all to show up with keen situational awareness, engagement of the mind, understanding of your vehicle's vulnerabilities/limitations and a readiness/willingness to implement our company processes.

Here are some of the most important aspects to close-quarters driving/parking:

- ALL close-quarters driving incidents ARE PREVENTABLE.
- The driver is responsible to perform a risk assessment of the situation and be empowered to make the most conservative actions to maneuver the vehicle in a safe manner.
- ALWAYS perform a 360-degree walkaround before backing and prior to moving your vehicle to identify unknown hazards, with or without a spotter.
- When you are unsure of your hazard exposure in/out of close-quarters driving conditions, STOP and re-assess conditions before moving the vehicle.
- Always MINIMIZE your tolerance for driving risk exposure, i.e. INCREASE your margin of vulnerability by establishing a safe distance from any nearby objects that the vehicle could hit.
- Regarding Spotters:
  - When available, ALWAYS use a spotter. Make yourself available as a spotter. A spotter can be someone other than a PG&E employee, such as a contractor or even a member of the public.

### Actions and Points for Understanding:

1. **Employees are empowered to continually assess risk, and make choices to eliminate or reduce risk, including before getting behind the wheel and when driving.**

We want to cultivate a culture where employees are empowered to consider their situations and conditions, assess risk and make decisions that will eliminate or minimize risk. For example, we have a standard that says:



*Drivers shall park vehicles in a safe, secure location to the extent possible under existing conditions. Whenever possible, employees shall pull through or back into parking stalls if safe to do so.*

The standard provides flexibility you need to assess your situation and conditions and to make choices to mitigate risk, with yours and others' safety in mind.

### 2. Evaluate Driving Training

We will conduct an analysis of our driver training, both company-provided and those courses led by our Driver Awareness Team (DAT), to determine effectiveness and any additional needs. Available training includes, but is not limited to:

<ul style="list-style-type: none"> <li>• EQIP 0200 - Rural Driving</li> <li>• PGEN 9161 - PGEN Safe Backing</li> <li>• TECH 0081 - MVS Expectations and new laws</li> <li>• TECH 9164 - Distracted Driving</li> <li>• TECH 9162 - Defensive Driving</li> <li>• Smith Driving</li> <li>• Class A Licensing for Commercial drivers</li> </ul>	<ul style="list-style-type: none"> <li>• DAT Training Programs: <ul style="list-style-type: none"> <li>○ Rodeos</li> <li>○ Skid Car</li> <li>○ 4X4 – Four-Wheel Drive</li> <li>○ Simulator Training</li> <li>○ Blind Spot Training</li> <li>○ Winch Training</li> </ul> </li> </ul>
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### 3. Alignment with Other Groups Who Use Power Generation Facilities

Power Generation leaders are seeking to obtain commitments from leaders of other PG&E organizations where facilities are shared, so close-quarters driving challenges and corrective actions can be addressed mutually with a “One PG&E” approach.

### 4. Hydro Efforts

We will perform close-quarters driving site evaluations in all of our high-density/populated areas, including powerhouses, switchyards and headquarters, to determine engineering solutions and/or additional administrative controls to minimize hazard exposure. Considerations for evaluation include:

○ Traffic flow patterns	○ Hazard identification
○ Opportunities for pull-through parking	○ Marking and/or striping for clear designations
○ Adding barriers to identify/mitigate hazards (bollards, bumpers, etc.)	○ Parking locations for certain-sized vehicles
○ Appropriate parking space allocation (width)	○ Creation of pull-through parking where possible
○ Signage to identify parking locations, turn-arounds and pull-through parking	○ Evaluate installation of automatic gates where personal safety is challenged, or when the vehicle is challenging parking/road flow of traffic

Power Generation leaders currently are working on a strategy for such site evaluations, including identifying funding and external expert support to supplement CAP owners.



### **Relevant Standards:**

PG&E and Power Generation have appropriate standards. Adherence eliminates or mitigates close-quarters driving hazards. We must be accountable for our performance to these standards and the success or failure of our driving outcomes. Refer to the accompanying Tailboard Appendix for specific close-quarters driving requirements provided in our standards, and Corrective Action Program (CAP) items proposing revisions which are being considered.