

SAFETY POST

Monthly Recap of Companywide Safety Improvements | FEBRUARY 2024



[*Listen to Fuat Sezer's message here*](#)

Tracking and verifying craft safety training is easier than ever - by way of **KrewTrac**. This best in class tool is now available to the entire organization for use. This platform provides a one-stop-shop for employees to:

- Understand what training(s) or certification(s) an employee already has,
- Complete training directly through KrewTrac,
- Upload completed trainings and certifications to their personalized employee profile, and
- Inform supervisors when it is time for an employee to complete a refresher training on a specific topic.

What started as an innovation initiative, quickly developed into a working prototype that was then piloted on a number of projects across the organization. Notable projects being Kiewit Offshore Services (KOS) and the Southeast Connector Project.

What KrewTrac can provide our project teams regarding training is invaluable. There is no more guessing about what safety training an employee has received - all training information can be accessed directly through the KrewTrac [dashboard](#) or via an employee's QR code on their hard hat or badge and this data follows employees from project to project.

Current and new projects are encouraged to adopt the use of KrewTrac. If you are a district or a project that is about to roll out KrewTrac then you will need develop your specific rollout plan and identify your in-house subject matter experts and super users to help facilitate the process. The resources (*right*) will help.

PILOT PROGRAM PIONEERS

Kiewit Offshores Services (KOS) was one of the largest districts to pilot KrewTrac. Fuat Sezer, Division Manager, said, "if we need a specific training, we can search within KrewTrac and don't need to reinvent the wheel!"

Over the last year at the Southeast Connector Project, the team has been able to add over 250 individual pieces of training into KrewTrac.

“ KrewTrac provides a simple and consistent approach to tracking and administering safety training on our projects. ”

KREWTRAC 101 USER GUIDE

The KrewTrac 101 User Guide complements the training video (outlined below), and is a detailed overview of all KrewTrac's key features. These include:

- How to Locate KrewTrac
- The Five Types of Training Content
- Creating New Content / Training in the System
- Giving Credit for Someone that has Completed a Training
- Verifying Employee Training Records



Each section provides a visual step-by-step of exactly how to navigate that particular part of KrewTrac.

Click [here](#) to access the KrewTrac 101 User Guide.

KREWTRAC 101 TRAINING VIDEO



This training video provides an overview of the KrewTrac tool, specific features, how to effectively utilize it on your project, and a project testimonial from the Southeast Connector Project.

The biggest takeaway is that KrewTrac allows for **ON THE SPOT FIELD VERIFICATION** of a crew or employee's training record. Whether this occurs during the Start Card process or as a final line of verification before an operation begins - verification can happen at any time.

Use this resource to train your project team on what KrewTrac has to offer. [Click here](#) to watch video.

All materials related to KrewTrac can be found [here](#) on the Corporate Safety SharePoint page.

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SHARED LESSONS AND IMPROVEMENTS FROM RECENT POTENTIAL FATALITY EVENTS

Full incident summaries can be reviewed by clicking on the [*project name](#)

UTILITIES

Incident Report: [KLTP PKS Labour Carrying Job](#)

Near Miss: A hydrovac truck was staged at a tank substation to clean out a sump. The swamper boomed out the hose and it crossed over the fence of the substation, encroaching within 10-feet of the 69KV powerlines. No powerline permit was in place.

- Ensure involved personnel are trained in safe approach and permitting requirements prior to beginning operations.
- Ensure personnel are trained and qualified to operate equipment.

Incident Report: [I-17, Anthem Way](#)

Utility Strike: An overhead powerline was struck by a CAT 349 excavator as the operator tracked under the line without a spotter.

- The project's new SOP requires the construction manager or a designee to be present as a spotter when crossing under powerlines. The Play of the Day (POD) meeting will include a section for equipment moves under powerlines.
- All employees will receive refresher training on overhead utilities to discuss changes to the policy.

Incident Report: [Woodfibre Marine Sub Package - LNTP](#)

Subcontractor Restricted Duty: While spudding up on the tones provider barge to relocate the drilling rig to drive new piles, the port side stern wire broke. The wire contacted two workers who were positioned in the line of fire.

- Position workers out of the line of fire during all winching, spud line, and stored energy tasks.
- Utilize a diagram showing crew precisely where to stand in "safe zones" during barge operations.

ENERGY ISOLATION

Incident Report: [Madison Fields Solar 234 MW DC](#)

Lost Time: A straw bale fell out of box trailer and struck an employee while he was opening both doors at the same time. Straw bale was either loaded unstable or shifted during transport and was leaning against the door.

- Open one door at a time on trailers and look inside before opening the other door to ensure the load has not shifted and is leaning against the door.

Incident Report: [JBER Runway Extension](#)

First Aid: While changing the cutting edges on a scraper, approximately one cubic yard of debris that had built up on the apron of the scraper, fell striking a mechanic in the legs knocking them to the ground.

- The potential for material build up has to be identified for all pieces of equipment and cleared before personnel are exposed to the potential for falling debris.
- Planning and training for operations must be adequate for the task.

Incident Report: [P66 Rodeo Renewed](#)

Near Miss: An electrician was in the process of removing electrical buckets from a deenergized MCC. As they were pulling one of the buckets it contacted a 480v temporary power splice (installed by others) in the adjacent wire way that caused the cable to short out and breaker to trip.

- Front-line supervisor will verify correct installation of temporary power by third party prior to beginning any operations.
- A complete work package that identifies all the operational and surrounding hazards must be with the crew and reviewed in the field.
- Retrain employees on safeguard verification.
- Project specific LOTO training identifying unique project energy hazards will be adopted.

CRANES / LIFTING & RIGGING

Incident Report: [INL Navy SFHP Structural Erection](#)

Restricted Duty: Ironworkers were installing structural steel posts weighing 383lbs between elevated horizontal platforms. The crane operator lowered the post through the upper platform steel without communication from the signal person and before the spotters were in place. It was communicated to the crew that the post was in the wrong location and the post had to be hoisted up and back through the upper platform steel. The bolt plate on the post caught on the top flange of the upper platform steel causing the 3/8" choker to fail and the member fell onto the upper platform steel.

- All crane movements are at the direction of a qualified signal person (not the assumption of the operator).
- A project specific signaling plan must address limitations of crane movement when transferring the load between multiple signal persons.

- The rigging, tagline, and load must be clear of obstruction before the "all clear" signal is given.

MARINE

Incident Report: [I-205 Abernethy Bridge Widening](#)

Equipment Damage: While performing a barge move, a Kiewit Marine Tender (KMT), began taking on water, had to be cut free from the barge and sank. Crew successfully egressed to adjacent tugboat.

- Draft and implement a designated operator program for tender operations.
- SOP for tenders is under development. Coming soon.
- The working capabilities of each tender posted conspicuously near operator's controls.

LAST 12 MONTH'S TOP PSL 4/5 INCIDENTS BY LSA CATEGORY

Below are the Top 5 PSL 4/5 LSA Incident Categories for the last 12 months (2/1/2023 - 2/1/2024) and the total number of incidents within that category. [Click here for a link to the Power BI Safety Incident Reporting site.](#) This tool can be used to track safety trends for projects, districts, and the organization.

UTILITIES

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ENERGY ISOLATION

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HUMAN EQUIPMENT INTERACTION

5

LIFTING & RIGGING

5

MAINTENANCE OF TRAFFIC

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NEED TO KNOW

SHUR-LOC HOOK FAILURE

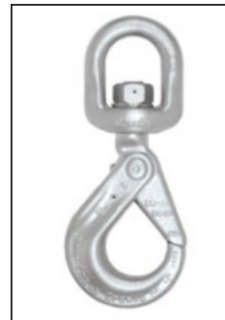
Review the information below about an incident involving Shur-Loc hooks and distribute to your project teams if they are currently in use.

CHAMPLAIN HUDSON POWER EXPRESS INCIDENT DESCRIPTION:

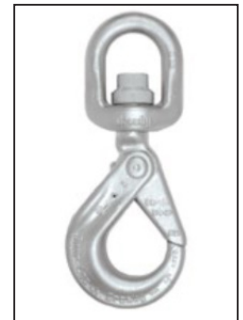
During an initial lift, two rod baskets were being lifted off the ground and raised less than two feet when a Crosby Shur-Loc hook failed at approximately 45% of its rated capacity. Post-incident inspection of failed rigging indicated excessive side loading and fractured hook shank from previous use that led to final failure.



Final fracture of hook shank



Swivel Shur-Loc
(no rotation under load)



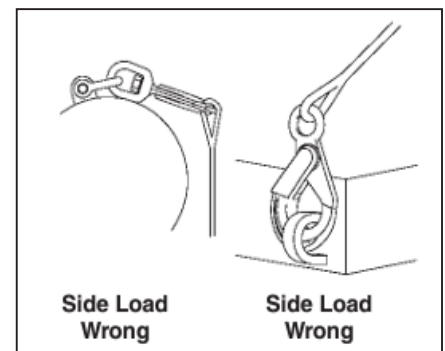
Swivel Shur-Loc with bearing
(rotate under load)

LESSONS LEARNED & FUTURE ACTIONS TO TAKE:

- Rigging should always be hanging vertically to eliminate side loading.
- Check the condition of the spring to ensure its not damaged or bent and that it has proper tension so the hook can positively lock.
- Rotate the hook to ensure the bearings are free moving and not bound up, if the swivel it is sticking remove from service.
- Inspect the entire hook for cracks or deformities.

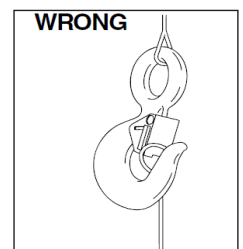
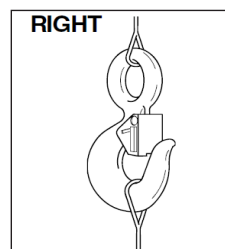
ADDITIONAL RESOURCES:

- Click [here](#) for a one-pager on determining the proper Shur-Loc hook for the operation / task.



Side loading can cause damage and reduce the capacity of the hook.

Wire rope sling added to prevent from side loading. This allows for side to side movement.



The hook is supporting the load The latch is supporting the load

RECORDABLES FROM THE LAST 60 DAYS

As investigations unfold the classification of an incident can sometimes change as new or better information becomes available.

This creates a situation where an incident may initially be entered with a lower potential and not highlighted on the daily snapshot.

To ensure we do not miss an opportunity to learn from a serious incident, the recordables that occurred during the past two months will be listed here in the Safety Post.

PROJECT NAME	CATEGORY	POTENTIAL SEVERITY LEVEL	ACTUAL SEVERITY LEVEL
Ottawa LRT Stage 2	Hand / Power Tools	2	2
KF Carlsbad Intake Modification	Improper Use of Tools, Equipment	3	2
P66 Rodeo Renewed	Improper Use of PPE	3	2
Foothill Phase 2B	Crush Points	2	2
LLOG Salamanca Topsides	Walking (Slips / Trips)	2	2
I-205 Abernethy Bridge Widening	Walking (Slips / Trips)	2	2