

# THE UPDATE

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*The goal of our monthly update is to provide information on timely matters that may impact your practice and professional interests.*



## **ARMY ENGINEERS CORPS REPORT DETAILS FAILURES.**

***Latest U.S. Army Corps of Engineers report released earlier this month reported its official findings of how and why the levees it built to protect New Orleans failed during Hurricane Katrina. It concluded that even if the levees had not been breached, the city would have experienced massive flooding and losses, while also concluding that the "breaches exacerbated problems "and "The hurricane protection system in New Orleans and southeast Louisiana was a system in name only".***



## **STUDY RESULTS IMPACT DUKE ENERGY NC PLANTS.**

***A yet unpublished, controversial two-year study of mercury accumulation conducted by EPA researchers and the University of Michigan at a Duke Energy plant in Steubenville, Ohio found that nearly 70% of mercury found in the area around the town came from "local sources". EPA's prior estimates concluded that only 8% of the mercury from coal-burning plants, incinerators and boilers settles on local ground. If confirmed it could effect the viability of Duke Energy's mercury-control efforts at it's North Carolina plants now under review by North Carolina's Environmental Management Commission.***



## **ENERGY FIRMS BET GAS PORTS WON'T HAPPEN.**

***A number of major energy companies appear to doubt they will be able to obtain approval for many of the proposed LNG terminals along the east coast because of anticipated community opposition. The resulting uncertainty has caused a shift in their focus to launching new pipeline***

***projects for meeting growing energy demand. Duke Energy and CenterPoint Energy have entered an agreement to launch a new gas pipeline that will extend from Pennsylvania to Texas. Kinder Morgan Energy Partners LP and Sempra Energy are also participating in a similar agreement to build a pipeline between Ohio and the Rockies.***



### **INCIDENTS PROMPT SCRUTINY OF PLANE SOFTWARE.**

***As commercial airplanes grow more dependent on increasingly complex computer software, software glitches are now emerging as a primary safety concern. For example, systems in the latest jetliner contain more than 5 million lines of computer code, compared to fewer than 1 million in older models, making it increasingly difficult to locate a "flaw" while in the air when something goes wrong.***

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