

IGWA Bulletin



WATER STORAGE, WATER POWER: WASHINGTON'S DEPARTMENT OF ECOLOGY AND OIL GIANT SHELL ARE EXPLORING AN UNUSUAL PARTNERSHIP IN A PROJECT TO GENERATE HYDROPOWER AND ALSO STORE WATER.

Sept 19, 2017 [John Harrison](#)

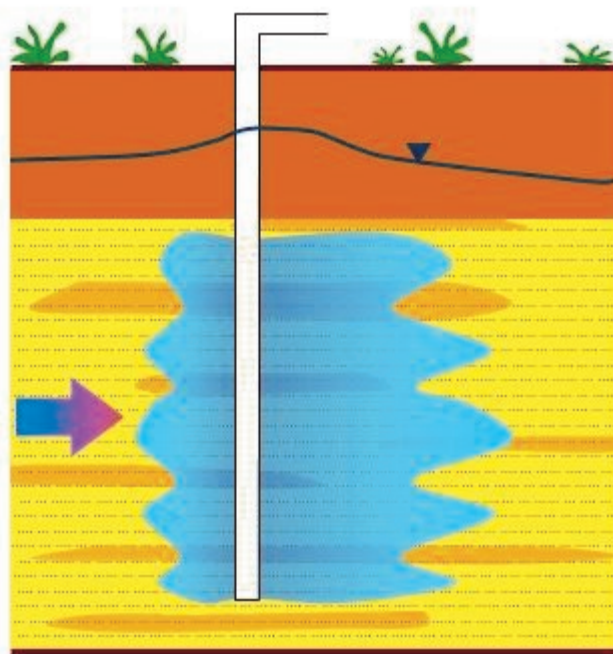
Here's an idea that might seem, at first, impossible: Build a big battery that could help balance the variable output of renewable energy like wind and solar and, at the same time, store water underground and make it available for irrigation and to improve river conditions for salmon and steelhead.

Just such a project is envisioned for a remote area in north central Washington, at the top of a bluff 1,400 feet above Rufus Woods Lake, which is the Columbia River reservoir behind Chief Joseph Dam. Even more unusual than the unique symbiosis of energy generation and aquifer storage are the two primary partners in what is called Hydro Battery Pearl Hill: the Washington Department of Ecology, which since 2006 has had a legal mandate to "aggressively pursue the development of water supplies to benefit both instream and out-of-stream uses," and mega-giant oil company Shell, whose subsidiary Shell Energy North America works to develop new energy sources including biofuels, wind power and, in this case, pumped storage hydropower.

The project would be located about six miles east of Bridgeport, Washington on state Department of Natural Resources land. An above-ground reservoir would be built on top of the bluff, and a framed, floating membrane would be constructed in the lake to hold water that would be pumped up to the reservoir when power costs and demand are low, such as in the middle of the night, and then released when needed to generate electricity at a powerhouse that would be built on a dock on the lake. A transmission line would connect the powerhouse to nearby Grant County Public Utility District transmission lines. The plant would be small by utility standards – 5 megawatts of generating capacity.

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Water stored in underground basalt formations could be pumped out to generate power and also benefit people, farms, and fish, Washington's Department of Ecology says.





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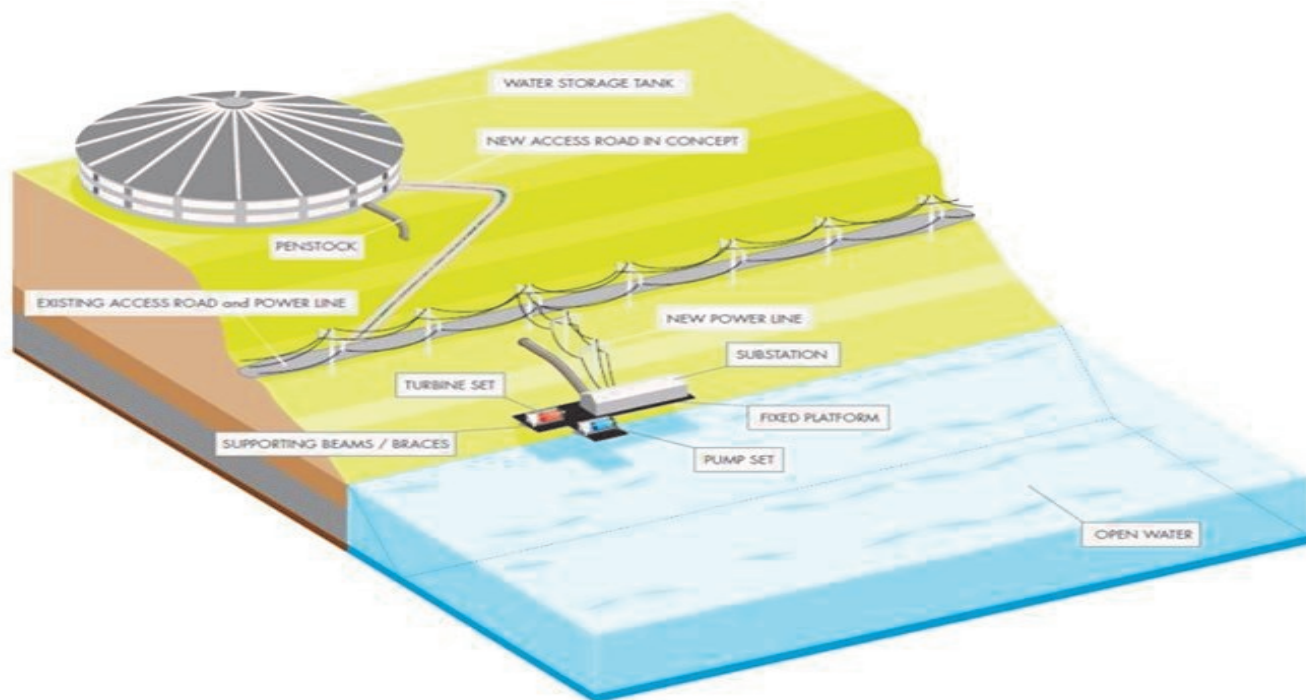


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Illustrations: Shell Energy North America

Guy Gregory, technical unit supervisor in Ecology’s Water Resources Program, said the hydro battery could be part of the answer to the department’s search for new sources of water storage for multiple purposes.

“Winter is when water is in the river, but summer is when we need it and the fish need it, and it’s not there to augment flows for people, farms, and fish,” Gregory said. “We looked at building dams, but they are expensive so we looked at aquifer storage and recovery by injecting water into basalt formations. The basalt in that area has the ability to store a lot water, and the cost is a lot lower than building storage dams.”

Ecology identified four sites where water could be injected into basalt amounting to about 50,000 acre-feet of storage in a combination of basalt injection and surface ponds – about half of the department’s goal. The Pearl Hill project could put about 140 cubic feet per second of water back into the river for six months of the year. To make this work, though, Ecology needs a storage reservoir.

Enter Shell, with a focus on what Pearl Hill project manager J.T. Steenkamp of Calgary, Alberta, called “rethinking machines.”

There are many possible uses for moving water to and from the top of the hill in addition to hydropower and aquifer storage, Steenkamp said, adding that the small size of the project is not a detriment. In fact, Shell sees it as a model for future small-scale energy projects.

“Don’t conceive of the biggest nature-conquering project you can think of, but think about what ecologists and engineers need. When you do that, the solution looks like a small device like Pearl Hill,” he said.

Shell Energy has received a preliminary permit from the Federal Energy Regulatory Commission and plans to submit a formal application this year. Ecology is still studying the feasibility of aquifer storage at the Pearl Hill site, but recognizes the project could benefit both Shell and Ecology. Steenkamp said if there are no delays, the project could begin generating power by the end of 2018.

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With the pressure to always streamline operations and do more with less, it can be tempting to cut corners, especially with unpleasant tasks that are not urgent or pressing. In much the same way we often put off going to the dentist until we get a toothache, managers sometimes put off doing a "health check-up" on their company and its equipment until they are audited, issued a citation, or even put out of service. While there may not be immediate negative consequences of ignoring the basics, such a tactic can backfire and become an expensive mistake.

Have you conducted a mock audit? Do you have surprise maintenance and paperwork inspections to confirm everything, and everyone, is working properly? Basically, have you had a "health check-up" for your company?

Aristotle said "We are what we repeatedly do. Excellence, then, is not an act, but a habit." Maintaining company health and compliance should also be a habit. Creating policies and procedures to ensure continuity of compliance and safety is crucial not only to avoid fines and penalties from running afoul of federal regulations, but to keep your firm running efficiently. In order to reduce liability and increase profits, managers should lead by example and make sure compliance is a routine, daily habit, not something you have to scramble to fix.

Because managers and employees are accustomed to the daily, routine activities at a firm, they can miss potential violations. Have you considered having an employee trained as a designated safety officer or hiring a consultant? Having an expert do a thorough assessment of your operation can help identify areas of concern and opportunities for improvement. Getting an objective overview using the specific expertise of a consultant who is well-versed in rules and regulations of DOT compliance can give managers the information necessary to implement a workable safety management plan and potentially save the company thousands of dollars in fines and penalties.

For the last several years, Seth Uhlenkott has spoken at the IGWA annual convention. He left his job with the Idaho State Police and started a consulting business to help companies in many areas of compliance. From driver training and ELD's to self-auditing and building customized safety management programs, Safety & Compliance Solutions can help you to stay safe and compliant.



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FMCSA Offers Informational Webinar on Forthcoming ELD Mandate

The mandate to install electronic logging devices goes into effect on December 18, 2017. The Federal Motor Carrier Safety Administration released a recording of a recent briefing held in October on ELD implementation plans. It can be found at www.youtube.com/watch?v=7IWdmqvmD2M.

The webinar provides a general overview of the ELD rule, as well as provides information on exemptions and includes question and answers from attendees at the briefing about compliance. Not all trucks will be required to install ELDs. Exemptions in the rule include those for short-haul operations--driver's limited to a 100 air-mile radius and for trucks manufactured prior to 2000, among others. More information on the mandate, as well as current exemptions to the mandate, can be found in a feature article in the May 2017 issue of *Water Well Journal*. Go to *Water Well Journal's* website at www.WaterWellJournal.com to read the complete article.

The National Ground Water Association is working with Congress to delay enforcement of the mandate by two years with the introduction of H.R. 3282, the ELD but we need your help. Please send your member of Congress a letter, urging support for H.R. 3282, [the ELD Extension Act of 2017](#).

It only takes a few seconds to let your member of Congress know how important passing this bill is for you and your business. It can be done so at NGWA's Legislative Action Center at <http://cqrcengage.com/ngwa/app/write-a-letter?0&engagementId=384453>

NGWA Certificate Program Addresses Ways to Improve Safety in Workplace

The National Ground Water Association has created its first online certificate program, Safe Practice in the Groundwater Industry: An NGWA Certificate Program.

This NGWA online, on-demand certificate program addresses ways to improve safety in the workplace.

Historically there are three major loss areas in the groundwater industry:

- Materials handling
- Slips, trips, and falls
- Electrocuting/electrical hazards.

This course addresses these three specific areas with the intent to:

- Inform employees of the hazards
- Increase awareness of the hazards
- Provide guidance on immediate actions to mitigate threats to safety.

When enrollees have completed all lessons, they take a 25-question test. The entire process, including the test, takes approximately three hours. Those who pass the test can then download their certificate.

The certificate program is listed under NGWA online offerings at www.NGWA.org/Events-Education.



Idaho's Underground Injection Control Program

Class II Update

Contributed by Thomas Neace, P.G.,

Manager Ground Water Protection Section

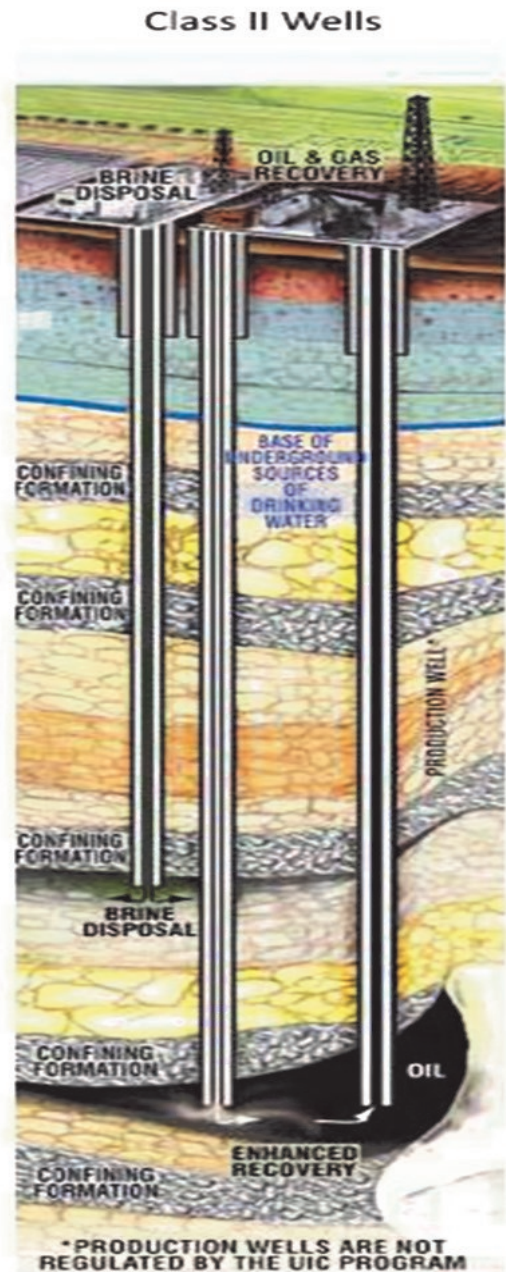
Idaho received primacy for a Class V Underground Injection Control (UIC) program from the U.S. Environmental Protection Agency in 1985. Class V injection includes irrigation return water, aquifer recharge, and storm water disposal. Since 2011 the Idaho Department of Water Resources has been pursuing primacy for a Class II Underground Injection Control Program at the request of the oil and gas industry. Class II injection wells inject produced water (waste water) associated with oil and gas production (see Figure). Waste water from oil and gas production is contaminated with chemical constituents associated with petroleum and other contaminants including brines. The produced waste water is often reinjected into the geologic formation producing the petroleum.

In July of 2015 Idaho's UIC Program submitted a Primacy Revision application to the U.S. EPA which included a request for a Class II Program. The Primacy Revision was the product of a 5 year process including negotiated rulemaking, approval by the Idaho Water Resource Board and approval by the Idaho legislature. In February of 2016 the EPA responded to the Department regarding the Primacy Revision application. EPA detailed a number of regulatory issues that would need to be addressed prior to receiving primacy for the Class II program. Some of the issues that were identified by EPA would require additional legislative action. This would add significant time for Idaho to be able to permit Class II wells, likely years.

In 2017, the oil and gas industry approached IDWR expressing a more immediate demand for Class II disposal due to increased water production. The Department reviewed the available options to permitting Class II wells in Idaho and the timelines involved for each of the options. The Department determined that the quickest path forward for a Class II permit was for the EPA to issue the permit out of Region X.

In August 2017 IDWR submitted a formal request for the EPA to administer the Class II program in Idaho. EPA will publish a notice of proposed rulemaking in the Federal Register and in local newspapers. EPA will open a 45 day comment period regarding the program transfer. At the conclusion of the comment period the EPA will respond to comments and possibly hold a public hearing.

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Patterns of Safety: Good Tires & The Walk Around

Hello, my friends.

There is a moment in time that we, as leaders, decide to make a priority in setting up a pattern of safety around ourselves, a moment or an action that could make all the difference in the outcome.

To illustrate this point, let me take you back several years to a hectic morning when my family was trying to get to the various places that we needed to go; the kids to school, and me and my wife to work. As my wife drove away, I thought that the car looked a little lopsided, but I put that out of my mind and returned to what I was doing. Then I received the call that she was a couple of miles down the road and had a flat tire.

Now, I am sure that this has never happened to you or any of your employees, but it brings to the forefront the topic for today: the prevention of accidents by setting up sound safety procedures and, in particular, the safety walk around.

Back to my wife... we lived down long county roads, roads that were not paved, so we tried to keep good tires on all the vehicles. And, I had been trying to get everyone to do a walk around before jumping into a vehicle and jetting down the road. If this had been done that morning, it would have been discovered that a small rock had punctured the tire. Unknowingly, the tire was driven on for a mile or so. This turned a simple repair into the need for a brand new tire.

It is usually the little things that get us in trouble. The tire's low on air, worn past the wear-bars, not really suited for the roads or the weight; they were cheap or on sale.

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Mike Lewis grew up on a dairy farm in southern Idaho. After traveling around the world he returned to Idaho where he farms with his family. His interest in EMT services began as a volunteer. He has been a certified EMT for more than 25 years.



NEWS FEATURE

CPWR Quarterly Data Report: Electro- cutions and Prevention in the Construction In- dustry:

Electrocution is a leading cause of fatalities in construction, one of OSHA's "Focus Four" construction safety hazards. In 2015, 82 construction workers died of electrocution, accounting for 61% of work-related electrocution fatalities in the United States. A just-published CPWR Quarterly Data Report, *Electrocutions and Prevention in the Construction Industry*, examines the statistics and trends in detail. About one third (32%) of the electrocution fatalities occurred among electrical contractors; among occupations, power-line installers had the highest rate of electrocution deaths.

There's some good news: between 2003 and 2015, the number of electrocution deaths in construction decreased by 39%. But 82 is still an unacceptably high number. CPWR offers toolbox talks covering topics such as electric wiring, electrical power, and overhead power lines, and our Construction Solutions database walks users through evaluating and addressing electricity hazards.

TOOLS FOR SAFETY AND HEALTH

Hazard Alert: Noise and hearing loss

According to the National Institute for Occupational Safety and Health (NIOSH), half of all construction workers have some job-related hearing problem. The construction worker is often surrounded by loud noises, and sometimes chemical agents, that can damage hearing. CPWR has published a new *Noise and Hearing Loss* Hazard Alert to promote hearing protection. Email CPWR to request a bundle of the printed pocket brochures.

RESEARCH NEWS

Choosing the right combination of hearing and eye protection

Workers performing loud tasks like drilling, cutting and grinding need hearing protection—but they also require eye protection, which can break the seal of some earmuffs. In this study, a CPWR-supported researcher tested different combinations of commercially available earmuffs and eye protection products, identifying the most effective combinations. The full study is available online as a CPWR Report.

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Idaho's Underground Injection Control Program Class II Update

Barring unforeseen circumstances, EPA will publish notice of the final rule change in early 2018 and the Class II program will be transferred to the EPA. EPA will then be able to issue permits for Class II injection in Idaho. Currently only one Class II injection well is proposed. The proposed Class II well is currently an oil and gas production well that no longer produces petroleum. Injection into the existing oil and gas well would return the waste water into the petroleum production zone, thousands of feet deep. The deep injection is a good option for disposal of the produced water and for pressure support of the petroleum reservoir. EPA hopes to be able to issue permits for Class II injection wells in 2018. Idaho will continue to administer the Class V UIC program.

If you have any questions about the UIC Program or the Class II program transfer process to EPA, feel free to call Nate Fischer at: 208-287-4991.

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Federal Agencies Halt Sleep Apnea Rulemaking: The Federal Motor Carrier Safety Administration and the Federal Rail Administration announced they will be halting their planned rulemaking on testing for sleep apnea. Both conclude it should be the responsibility of trucking and rail companies to test their employees for the fatigue-inducing disorder.

The rulemaking was pushed by safety groups following several rail and highway National Transportation Safety Board investigations that noted sleep apnea as a cause of accidents. Rather than a rulemaking requiring testing, FMCSA suggested it may instead revise a 2015 bulletin to medical examiners about physical qualifications and respiratory dysfunction. The proposed rulemaking would have likely imposed new testing requirements for drivers and businesses that operate fleets of vehicles. *Article provided by NGWA*

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Patterns of Safety

There was a time when we drove tires that were not really junk, but had a great replacement policy. There were many draw backs: you always had a flat tire; driving on the flat ruined the tire and negated the warranty; we became frustrated with all the repairs. Finally we broke down and purchased a set of tires that were almost double the cost of the first. They were 10 ply, more suited for the roads we traveled on, and made from a different kind of rubber that wore well. After 50K+ miles, we realized that we had not had a flat the entire time. We saved the difference in cost in the labor it took changing tires, managing the spares, traveling to get the tires fixed, and the peace of mind knowing that the tire was going to get you there.

Keeping the right tires on your vehicles also extends to your trailers. A family in our area was pulling a trailer that needed a new tire. When the trailer tire exploded, causing the vehicle to roll, a family of four was reduced to a six year old orphan.

Not knowing if a vehicle had a flat every time I went to get into it set me up with the habit of doing the walk around. A local company has mandated a walk around, failing to follow the process is cause for dismissal. They even place a safety cone behind the pickups. I believe this policy was put in place after an employee backed over a child. The “go back and look” policy saves lives.

I am a big fan of good tires, inspecting them, and the safety walk around. These are vital tools in your tool box. What I want you to think about is this: What simple acts of safety can you and your employees take? Now, if you will excuse me, I need to go and fix a tire on my daughter’s car. The walk-around thing.... we’re getting there. *Mike*

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Please Note: For your protection we cannot accept credit card information via email or fax.

Please call our office at (208) 381-0294 with your credit card information.



Idaho Ground Water Association

P.O. Box 2624 Boise, ID 83701-2624

4477 W Emerald, Ste C-250 Boise, ID 83706-2000

P: (208) 381-0294 E: www.igwa.info

IGWA Announces

Annual Convention

JUMP

JANUARY 31-FEBRUARY 1, 2018

1000 W. Myrtle St. Boise, ID

CEC WORKSHOPS

MARCH 9, 2018

CEC Workshop - Pocatello
Clarion Inn
1399 Bench Road

MARCH 23, 2018

CEC Workshop - Nampa
Hampton Inn & Suites
5750 E. Franklin Rd

April 27, 2018

CEC Workshop - Lewiston
Red Lion
621 21st Street

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Before you **plant a tree, excavate a foundation, install a sprinkler, install a fence, or dig a hole for any reason**, protect yourself by calling **811** two working days in advance. This is a free service!

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PLAN TO ATTEND:
2018 Pacific Northwest
Ground Water Exposition
March 16-17, 2018 • Portland, Oregon



Pacific Northwest
Ground Water Association

PNWGWA.org
(800) 551-7379 • (614) 898-7791

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weekSM
Nashville • Dec. 5-7, 2017