



The Moss Landing battery fire on January 16, 2025, was a major lithium-ion battery facility fire that prompted evacuations, environmental monitoring, and ongoing clean-up efforts. The cause of the fire has been determined as thermal runaway, overheating of the lithium-ion batteries.

On January 16, 2025, a fire broke out at the Moss 300 battery energy storage facility operated by Vistra Energy in Moss Landing, Monterey County, California. The facility contained approximately 100,000 lithium-ion batteries, and the fire damaged 55-80% of the batteries. The blaze lasted several days, with flames and smoke spreading across the site and depositing debris on surrounding wetlands, farms, and communities. About 1,200 (to 1500) residents were evacuated as a precaution.

Environmental and Health Impacts

The fire released hazardous gases, including hydrogen fluoride, and scattered metal particles such as nickel,

manganese, and cobalt across the landscape. Initial air quality monitoring by the EPA and Vista found no immediate risks to public health, but residents reported headaches, respiratory issues, rashes, and metallic taste, with some pets and livestock affected.

Studies of nearby wetlands, particularly Elkhorn Slough, revealed that approximately 25 metric tons of heavy metals were deposited in a half-square-mile area. These metals continue to bioaccumulate in the food chain, affecting worms, fish, crabs, shorebirds, and top predators like sea otters and harbor seals. Independent researchers have raised concerns that official sampling may have missed thin, concentrated layers of contamination, suggesting long-term ecological risks remain uncertain.

Cleanup and Recovery Efforts

Cleanup began in September 2025, with battery removal, de-energization, and recycling overseen by the EPA and U.S. Coast Guard. As of early 2026, over

15,200 battery modules have been de-energized, with no flare-ups reported during removal. The Moss Building is being partially demolished and stabilized to safely access remaining damaged batteries, with full demolition expected to begin mid-2026.

Vistra has decided Moss 100 will not return to service, while Moss 350 is being evaluated for restart later in 2026. Air, water, and soil monitoring continue around the site and in the community, with no confirmed risks to human health from ongoing operations.

Community and Regulatory Response

Monterey County supervisors and residents have expressed concerns about long-term health and environmental impacts, urging independent monitoring and transparency. The California Department of Toxic Substances Control (DTSC) and EPA have been involved in oversight, while local advocacy groups like “Never Again Moss Landing” continue to track potential health effects.

The fire has prompted state legislation to strengthen safety and monitoring requirements for large-scale battery installations, including pre-approval meetings with local fire officials and improved containment measures.

Key Takeaways

- The Moss Landing fire was one of the largest lithium-ion battery facility fires globally, highlighting risks of indoor, high-density battery storage.
- Environmental contamination from heavy metals persists in wetlands and may affect marine life for years due to bioaccumulation.
- Cleanup and investigation are ongoing under federal and state oversight.
- Community concerns remaining regarding long-term health impacts, and independent monitoring is being advocated to ensure safety and transparency. The Moss Landing fire underscores

the importance of robust safety protocols for large-scale battery energy storage systems and the need for ongoing environmental and health monitoring in surrounding communities.

August 7, 2025 – Helicopter crash on the Mississippi River

Two people working on powerlines near the Mississippi River died Thursday when their helicopter hit the lines, crashed into a barge and sparked a fire that belched plumes of black smoke, officials said.

The helicopter crew was near Alton, Illinois, about 20 miles (32 kilometers) north of St. Louis, when it careened into the barge on the Missouri side of the river. Authorities said no other injuries were reported.

“There was a pilot, there was a worker, the helicopter blew up and fell and crashed in that barge. Explosions continued for several minutes. This was conveyed by an onlooker.

A spokesperson for the power company Ameren said a contractor and subcontractor had been repairing and replacing tower lighting and marker balls on lines. “Our thoughts and heartfelt condolences are with the victims’ families and colleagues,” Ameren said in a statement.

Aviation experts say this type of work is common for utility companies, but fatal crashes are rare.

Hassan Shahidi, president and CEO of Flight Safety Foundation, said the pilot must be able to keep the helicopter hovering steadily in place and that investigators will consider if wind or a sudden change in the atmosphere played a role in the crash.

Power lines are a key hazard for any helicopter pilot because they can be difficult to see, said Thomas Anthony, director of USC's Aviation Safety and Security Program.

The helicopter crashed around 11:00 am Thursday on the Mississippi River about half a mile (800 meters) downriver from the Melvin Price Lock and Dam. First responders Arrived from the Illinois and Missouri sides of the river.

The fire department rushed by boat to the crash site and a private tug boat helped to douse the flames, said Alton Deputy Fire Chief Matt Fischeer. No one was on the barge when it was struck.

The river has been closed to commercial traffic.

There are many pictures of the helicopter burning. Also, there are pictures of the helicopter after it was extinguished.



EXHIBIT
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